CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #6
May 19, 2014
BZZ-6475 and Vac1614

LAND USE APPLICATION SUMMARY

Property Location: 912 East 24th Street, 2301 Elliot Avenue South, 2218-20 10th Avenue South, 1000 East 24th Street and 2321 10th Avenue South

Project Name: Village Market

Prepared By: Hilary Dvorak, Principal Planner, (612) 673-2639

Applicant: Omar Sabri with Eagle Management

Project Contact: Scott Nelson with DJR Architecture, Inc.

Request: 8,805 square foot addition to an existing shopping center and an expansion of the surface parking lot.

Required Applications:

Expansion of a Legal Nonconforming Use	To add approximately 8,805 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district.
Rezoning	To add the TP Transitional Parking Overlay District to the property located at 2218 10th Avenue South.
Conditional Use Permit	For a parking lot in the TP Transitional Parking Overlay District.
Site Plan Review	For an 8,805 square foot addition to an existing shopping center.
Vacation	Vacating part of the alley partly dedicated in Block 2, Chicago Avenue 2nd Addition, and partly deeded in said addition, bounded by 10th Ave. S., Elliot Ave. S., and 24th St. E.

SITE DATA

Existing Zoning	I1 Light Industrial District, IL Industrial Living Overlay District and NP North Phillips Overlay District R2B Two Family District, TP Transitional Parking Overlay District and NP North Phillips Overlay District
Lot Area	102,390 square feet / 2.35 acres
Ward(s)	6
Neighborhood(s)	Ventura Village; adjacent to Midtown Phillips
Designated Future Land Use	Transitional Industrial and Urban Neighborhood
Land Use Features	Community Corridor (Chicago Avenue, one block to the west)
Small Area Plan(s)	None

Date Application Deemed Complete	April 1, 2014	**Date Extension Letter Sent**	April 9, 2014
End of 60-Day Decision Period	May 31, 2014	**End of 120-Day Decision Period**	July 30, 2014

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The property is located in south Minneapolis along East 24th Street. The property stretches between 10th Avenue South and Elliot Avenue South and occupies the southern portion of the block. The site is currently used as a shopping center with accessory surface parking.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The site is surrounded by residential properties and small-scale commercial uses. The site is located in the Ventura Village neighborhood and is adjacent to the Midtown Phillips neighborhood.

PROJECT DESCRIPTION. The applicant is proposing to construct an addition to the existing building. The addition would be constructed on the corner of East 24th Street and 10th Avenue South. The addition would be two stories and would connect the existing Gullet Deli and Grocery to the rest of the building. In 2001, when the building was first converted from a manufacturing use to what it is today, it was determined that one of the uses within the building was a farmer's market per the Minneapolis Zoning Code. However, in June of 2006, as farmer's markets were becoming more popular in the City of Minneapolis, the City Council defined the use and established them as an open-air establishment. Given this change in policy, it has been determined that the use is now classified as a shopping center per the Minneapolis Zoning Code.

The property where the building and the proposed addition are located is zoned I1 Light Industrial District. Shopping centers are not allowed in the I1 zoning district therefore the applicant has applied for an expansion of a non-conforming use application. In addition to the building addition the applicant is proposing to add the TP Transitional Parking Overlay District to the parcel located at 2218 10th Avenue South in order to expand the surface parking lot. Parking lots in the TP Transitional Parking Overlay District require a conditional use permit. Both the building and parking lot expansions require site plan review.

The applicant has also applied to vacate the southern portion of the alley that currently leads out to Elliot Avenue South and redirect it towards 10th Avenue South. The new portion of the alley would be constructed over a portion of the property located at 2218 10th Avenue South. By realigning the alley it will no longer separate the parking area for the building from the building itself.

As a result of several conversations regarding traffic and parking, trash and loitering, CPED continued the public hearing for all of the applications from the April 24, 2013, City Planning Commission meeting in order for further conversations to take place between the applicant, Council Member's offices, the neighborhood groups and City staff. Since that time the size of the addition has been reduced from 12,000 square feet to 8,805 square feet. This change does not require any additional land use applications.

RELATED APPROVALS. In March of 2001, the City Planning Commission approved a conditional use permit, parking variance and a site plan review application for a mixed-use building including an indoor farmer's market, a grocery store, food and beverage uses, offices, warehousing and light manufacturing space. The parking variance that was approved was from 138 spaces to 42 spaces.

In January of 2004, the City Planning Commission approved a rezoning application to add the TP Transitional Parking Overlay District to the parcels located at 1000 and 1010 East 24th Street and 2321 10th Avenue South, an amendment to the previously approved conditional use permit to convert the

warehousing and light manufacturing space within the building into additional commercial space, a number of variances including a new parking variance and site plan review. The parking variance that was approved was from 244 spaces to 102 spaces where 96 spaces were already varied. The City Council approved the rezoning application in February of 2004.

In May of 2004, the City Council approved a rezoning application to add the TP Transitional Parking Overlay District to the parcel located at 2220 10th Avenue South. This allowed the parking lot for the shopping center to be expanded onto this property.

PUBLIC COMMENTS. Public comments have been submitted regarding the project. Any other correspondence received prior to the public meeting will be forwarded on to the City Planning Commission for consideration.

ANALYSIS

EXPANSION OF A NONCONFORMING USE

The Department of Community Planning and Economic Development has analyzed the application to expand a non-conforming use to add approximately 8,805 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district based on the following findings:

1. *A rezoning of the property would be inappropriate.*

   To make the property conforming as to zoning it would need to be rezoned to a commercial zoning district. The future land use map in *The Minneapolis Plan for Sustainable Growth* designates this site as Transitional Industrial. The surrounding area is designated as primarily Urban Neighborhood or Public and Institutional. Transitional Industrial areas are industrial areas located outside of Industrial Employment Districts. These areas may eventually evolve to other uses compatible with surrounding development. Although they may remain industrial for some time, they will not have the same level of policy protection as areas within industrial districts. The closest land use feature to this site is Chicago Avenue which is a designated Community Corridor. Community Corridors are primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses along these corridors are generally small-scale retail sales and services uses that serve the immediate neighborhood. Rezoning the site to a commercial zoning district would not be appropriate for the area.

2. *The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.*

   The site is surrounded by residential properties and small-scale commercial uses. There are commercial uses located on the south side of East 24th Street across from the site. Both of these commercial buildings are two stories in height. The proposed addition will be two stories in height and located on the corner of East 24th Street and 10th Avenue South. The expansion will be compatible with adjacent properties and the neighborhood.

3. *The enlargement, expansion, relocation, structural alteration or intensification will not result in significant increases of adverse, off-site impacts such as traffic, noise, dust, odors, and parking congestion.*

   The location of the expansion will be on the corner of East 24th Street and 10th Avenue South. The first floor of the building will be used for additional retail space and the second floor of the building

will be used for office space. The proposed uses will not result in significant increases of adverse, off-site impacts such as noise, dust or odors.

The addition will replace an existing six space surface parking area that has access drives on both East 24th Street and 10th Avenue South. The location of this parking area is problematic in that drivers will circulate through the parking lot, utilizing both East 24th Street and 10th Avenue South, until a spot opens up. While the addition will eliminate the six parking spaces in the lot, overall the number of parking spaces on the site will increase by 16 spaces. In addition to adding 16 parking spaces on the site, other improvements are being proposed that will reduce adverse, off-site impacts such as traffic and parking congestion. These improvements include physically separating the public alley from the site, installing a pay booth at the entrance to the parking lot, designing the parking lot so it is continuous from 10th Avenue South to Elliot Avenue South and making the parking lot a one way. A Travel Demand Management Plan (TDMP) was approved for the site in 2003. As part of this proposal a new TDMP is being prepared. Prior to any building permits being issued for this site, both CPED and Public Works will review and approve the plan.

4. *The enlargement, expansion, relocation, structural alteration or intensification, because of improvements to the property, will improve the appearance or stability of the neighborhood.*

   The location of the expansion will be on the corner of East 24th Street and Elliot Avenue South. The addition will be two stories and will connect the existing Gullet Deli and Grocery to the rest of the building. The addition will have windows on both street frontages which will maximize natural surveillance and visibility. The design of the addition will improve the appearance of the neighborhood.

   The addition will replace an existing six space surface parking area. It has been reported that this area of the property attracts crime and loitering. The addition will be located up to the corner of East 24th Street and 10th Avenue South. The addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. The placement and design of the addition will improve the stability of the neighborhood.

5. *In districts in which residential uses are allowed, the enlargement, expansion, relocation, structural alteration or intensification will not result in the creation or presence of more dwelling units on the subject property than is allowed by the regulations of the district in which the property is located.*

   The building is located on property zoned I1 Light Industrial District, IL Industrial Living Overlay District and NP North Phillips Overlay District. The IL Industrial Living Overlay District does allow residential uses, however, no dwelling units are proposed as part of this expansion.

6. *The enlargement, expansion, relocation, structural alteration or intensification will not be located in the Floodway District.*

   The property is not located in the Floodway District.

REZONING

The Department of Community Planning and Economic Development has analyzed the application for a rezoning to add the TP Transitional Parking Overlay District to the property located at 2218 10th Avenue South based on the following findings:

1. *Whether the amendment is consistent with the applicable policies of the comprehensive plan.*

The future land use map in *The Minneapolis Plan for Sustainable Growth* designates this site as Urban Neighborhood. Rezoning the subject property to add the TP Transitional Parking Overlay District to the property, while maintaining the underlying R2B zoning district on the parcel in order to accommodate additional parking for the shopping center, would be consistent with the applicable policies of *The Minneapolis Plan for Sustainable Growth*. The following principles and policies outlined in the plan apply to this proposal:

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.

1.1.5 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 1.6: Recognize that market conditions and neighborhood traditions significantly influence the viability of businesses in areas of the city not designated as commercial corridors and districts.

1.6.1 Allow for retention of existing commercial uses and zoning districts in designated Urban Neighborhood areas, to the extent they are consistent with other city goals and do not adversely impact surrounding areas.

1.6.2 In parts of the city outside of designated corridors, nodes, and centers, limit territorial expansions of commercial uses and districts.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

2.8.8 Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.

2.8.9 Ensure that parking facilities do not under-price their parking fees as compared to transit fares except to support carpooling and vanpooling as primary commuting modes.

2. *Whether the amendment is in the public interest and is not solely for the interest of a single property owner.*

The amendment will allow the applicant to expand the surface parking lot onto this property. Providing more on-site parking will alleviate neighborhood concerns about a lack of parking for the shopping center.

3. *Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.*

Properties in the area are zoned R2B Two-family District, R4 Multiple-family District, R6 Multiple-family District, OR2 High Density Office Residence District and I1 Light Industrial. In May of 2004, the City Council approved a rezoning application to add the TP Transitional Parking Overlay District to the parcel located at 2220 10th Avenue South. This property is immediately adjacent to the subject site. This rezoning allowed the parking lot for the shopping center to be expanded. As previously noted, the underlying R2B zoning district would be maintained on the subject property and the TP Transitional Parking Overlay District would be added to the site. The subject site would be combined with the larger development site and would be used for additional parking for the shopping center. The site is surrounded by residential properties and small-scale commercial uses.

Given the surrounding zoning classifications, the context and uses in the area, as well as adopted policy, the TP Transitional Parking Overlay District, due to its association with the larger abutting development, would be appropriate and compatible in this location. Further, the applicant has provided a landscape buffer with screening between the proposed expanded parking area and the residential property to the north. In addition, the proposed realignment of the public alley would be constructed between the expanded parking area and the residential property to the north.

4. *Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.*

   In general, there are reasonable uses of the property allowed under the R2B zoning classification. However, the request to rezone the property to add the TP Transitional Parking Overlay District, while maintaining the underlying R2B zoning in order to allow for additional parking accessory to the shopping center, is also reasonable.

5. *Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.*

   The surrounding area is and has primarily remained a residential neighborhood with small-scale commercial uses scattered throughout.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow for a parking lot in the TP Transitional Parking Overlay District based on the following findings:

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

   The proposal to expand the surface parking lot onto the property located at 2218 10th Avenue South will not be detrimental to or endanger the public health, safety, comfort or general welfare. There will be landscaping and a fence located between the proposed expanded parking area and the residential property to the north. In addition, the proposed realignment of the public alley would be constructed between the expanded parking area and the residential property to the north

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

   The proposal to expand the surface parking lot onto the property located at 2218 10th Avenue South will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property. The

applicant is proposing to install landscaping and a fence between the expanded parking area and the residential property to the north. Other improvements to the parking area are being proposed that will reduce adverse, off-site impacts. These improvements include physically separating the public alley from the site, installing a pay booth at the entrance to the parking lot, designing the parking lot so it is continuous from 10th Avenue South to Elliot Avenue South and making the parking lot a one way.

3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.*

   The Public Works Department has reviewed the preliminary plan and will review the final plan for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant will be required to continue to work closely with the Public Works Department, the Plan Review Section of CPED and the various utility companies during the duration of the development should the applications be approved. This would be required to ensure that all procedures are followed and that the development complies with all city and other applicable requirements. The applicant is aware that all applicable plans are expected to incorporate any applicable comments or modifications as required by the Public Works Department.

   A Travel Demand Management Plan (TDMP) was approved for the site in 2003. As part of this proposal a new TDMP is being prepared. Prior to any building permits being issued for this site, both CPED and Public Works will review and approve the plan.

4. *Adequate measures have been or will be taken to minimize traffic congestion in the public streets.*

   Improvements to the parking area are being proposed that will minimize traffic congestion in the public streets. These improvements include physically separating the public alley from the site, installing a pay booth at the entrance to the parking lot, designing the parking lot so it is continuous from 10th Avenue South to Elliot Avenue South and making the parking lot a one way.

   There will be a total of 118 parking spaces on site. This is a net increase of 16 parking spaces from what there is on site today. The applicant is also proposing to have 27 bicycle parking spaces on the site. Further, the site is located in close proximity to several bus lines with the closest routes running along Chicago Avenue South and East Franklin Avenue.

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*

   The proposed development would be consistent with the following general land use policies of *The Minneapolis Plan for Sustainable Growth*:

   Land Use Policy 1.6: Recognize that market conditions and neighborhood traditions significantly influence the viability of businesses in areas of the city not designated as commercial corridors and districts.

   1.6.1 Allow for retention of existing commercial uses and zoning districts in designated Urban Neighborhood areas, to the extent they are consistent with other city goals and do not adversely impact surrounding areas.

   1.6.2 In parts of the city outside of designated corridors, nodes, and centers, limit territorial expansions of commercial uses and districts.

   Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

2.8.8 Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.

2.8.9 Ensure that parking facilities do not under-price their parking fees as compared to transit fares except to support carpooling and vanpooling as primary commuting modes.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If the requested land use applications are approved, the proposal will comply with all provisions of the R2B Two Family District, TP Transitional Parking Overlay District and NP North Phillips Overlay District.

The TP Transitional Parking Overlay District standards require that the parcel on which the parking lot is located shall have a side lot line that abuts the zoning district served or shall be part of the zoning lot served, the width of the parking lot shall not exceed 75 feet, the use of the parking lot shall be restricted to the parking of passenger automobiles only; no commercial vehicles shall be parked or stored, the parking lot shall be closed with a secured gate or other appropriate mechanism between the hours of 10:00 p.m. and 6:00 a.m., except as specifically authorized by the conditional use permit, the parking lot shall at no time be used for outdoor sales, display or storage, each entrance to and exit from the parking lot shall be located at least 20 feet from any adjacent property located in a residence or office residence district and the parking lot shall be landscaped and screened pursuant to the provisions of Chapter 530, Site Plan Review. All of these standards are being met.

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:

1. Conformance to all applicable standards of Chapter 530, Site Plan Review.

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

The existing building is located up to the property lines along East 24th Street and Elliot Avenue South. However, the building is setback between 60 and 75 feet from the property line along 10th Avenue South. There are no windows located along the Elliot Avenue South side of the building and there are very few windows located on the other three sides of the building. The addition will be located up to the corner side property line along East 24th Street and within eight feet of the front property line along 10th Avenue South. The addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation.
The addition will be located up to the corner side property line along East 24th Street and within eight feet of the front property line along 10th Avenue South.

Located between the building addition and the front property line along 10th Avenue South there will bicycle racks. There is an existing freestanding sign located near the corner of the property facing 10th Avenue South. The applicant is proposing to keep this sign. CPED is recommending that a raised planter area be constructed around the base of the sign. The raised planter area should encompass the entire area between the property lines, the building addition and the walkway leading to the building along 10th Avenue South.
There are several principal entrances leading into and out of the building along East 24th Street, 10th Avenue South and the north side of the building facing the parking lot.
The on-site parking area is located towards the interior of the site.
The addition will be two stories in height. There will be windows on all three sides of the addition. Awnings are proposed over the windows which will help tie the addition to the existing building.
There are no areas of the building addition that are over 25 feet in length and blank.
The existing building consists of several exterior materials including painted brick, concrete block and lap siding. In addition to several materials, the building has been painted several different colors. The exterior materials proposed for the addition include brick veneer and stucco. Since there are already several exterior materials used on the building, CPED is recommending that the entire addition be made out of brick. It is also being recommending that the applicant work with CPED to try and minimize the number of colors used on the exterior of the building.
All four sides of the building look different than one another. Given this, CPED is recommending that the entire addition be made out of brick so as to not introduce another exterior material to the building. Adding stucco would further exacerbate the lack of consistency of the materials on all sides of the building.
Plain face concrete block will not be used as an exterior material on the addition.
The windows in the building addition are vertical in nature and are evenly distributed along the building walls. See **Table 1**.
The entire ground floor of the building addition facing both East 24th Street and Elliot Avenue South contains active functions.
The majority of the building has a flat roof however; a small portion of it has a barrel roof. The addition will have a flat roof.

Table 1. Percentage of Windows Required for Elevations Facing a Public Street, Sidewalk, Pathway, or On-Site Parking

	Code Requirement		Proposed	
Nonresidential Uses				
1st Floor facing East 24th Street	30% minimum	154 sq. ft.	30%	154 sq. ft.
1st Floor facing Elliot Avenue South	30% minimum	137 sq. ft.	34%	153 sq. ft.
2nd Floor facing East 24th Street	10% minimum	77 sq. ft.	19%	144 sq. ft.
2nd Floor facing Elliot Avenue South	10% minimum	68 sq. ft.	26%	180 sq. ft.

Access and Circulation – *Meets requirements with Conditions of Approval*

There are several principal entrances leading into and out of the building along East 24th Street, 10th Avenue South and the north side of the building facing the parking lot. Some of the existing entrances are directly connected to the public sidewalk but some are not. The entrances that

will be added to the building as a result of the addition will be connected to the public sidewalk. There is an existing entrance located on the north side of the building near Elliot Avenue South. It is not connected to the public sidewalk via a walkway. However, with the proposed site work there is an opportunity to add a walkway through the landscaped area that will connect this entrance to the public sidewalk. CPED is recommending that this walkway be installed.

There are no transit shelters being proposed as part of the building addition as the site is not located directly on a transit route.

Currently, there are four separate parking areas associated with the shopping center. As part of the project, improvements are being proposed that will eliminate the parking area on the northwest corner of East 24th Street and 10th Avenue South and combine the fragmented parking areas on Elliot Avenue South and 10th Avenue South. These improvements include physically separating the public alley from the site, installing a pay booth at the entrance to the parking lot, designing the parking lot so it is continuous from 10th Avenue South to Elliot Avenue South and making the parking lot a one way.

Technically, the parking lots associated with the development do not have access to the public alley on the block but the alley does directly abut the north side of the building. As part of the project the applicant is proposing to physically separate the public alley from the site by vacating the southern portion of it and realigning it out towards 10th Avenue South. The applicant is proposing to have a gate located on the north side of the parking lot that can be used to access the public alley. The purpose of the gate is to allow for adequate snow plowing of the parking area located at 2221 Elliot Avenue South which the applicant will be responsible for. CPED is recommending that this gate remain locked except for when snow plowing activities need to occur.

The applicant is proposing to have approximately 5,923 square feet of green space on the site or approximately six percent of the site.

Landscaping and Screening – *Requires alternative compliance*

The zoning code requires that at least 20 percent of the site not occupied by the building be landscaped. The landscaping requirement for this site is 7,560 square feet. The applicant is proposing 5,923 square feet of landscaping, or approximately 16 percent of the site not occupied by the building. The tree and shrub requirement is 15 trees and 76 shrubs. The applicant does not have a detailed landscape plan prepared. CPED is recommending that the tree and shrub requirement be met on site. Alternative compliance is required for the overall amount of landscaping provided on the site.

A seven-foot wide landscaped yard is required when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. In the areas abutting 10th Avenue South and Elliot Avenue South, where the parking lot is being expanded, there is at least a seven-foot wide landscaped yard along the public street.

Screening that is three feet in height and not less than 60 percent opaque is required when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. The applicant is proposing to install a four-foot high decorative metal fence with landscaping along both 10th Avenue South and Elliot Avenue South. The applicant does not have a detailed landscape plan prepared. CPED is recommending that the screening requirement be met on site.

Not less than one tree shall be provided for every 25 linear feet of parking lot frontage. The parking lot has 240 feet of frontage along 10th Avenue South and 55 feet of frontage along Elliot Avenue South. The tree requirement is 10 and two respectively. The applicant does not have a detailed landscape plan prepared. CPED is recommending that the tree requirement be met on site.

A seven-foot wide landscaped yard is required when a parking or loading facility is abutting or across an alley from a residence or office residence district, or any permitted or conditional residential use. The landscaped yard on the northwest side of the parking lot is three feet in width. This is an existing condition of the site. The proposed landscaped yard on the northeast side of the parking lot, north of the proposed alley, is 10 feet in width. The proposed landscaped yard on the northeast side of the parking lot, south of the proposed alley, is three feet in width. The width of the proposed drive aisle, on the east side of the property, is 27 feet 10 inches. CPED is recommending that the driveway be reduced at least three-and-a-half feet in width so the landscaped yard is a minimum of seven feet in width.

Screening that is six feet in height and not less than 95 percent opaque is required when a parking or loading facility is abutting or across an alley from a residence or office residence district, or any permitted or conditional residential use. The screening on the northwest side of the parking lot consists of an existing six-foot tall solid wood fence where located outside of the required front yard. Much of this fence is falling over. CEPD is recommending that the fence be repaired per the fence plan submitted as part of this application. The applicant is proposing to install a six-foot tall vinyl coated chain link fence with landscaping on both the north and south sides of the public alley on the northeast side of the parking lot. The applicant does not have a detailed landscape plan prepared. CPED is recommending that the screening requirement be met on site.

In parking lots of 10 spaces or more, no parking space shall be located more than 50 feet from an on-site deciduous tree. The majority of the parking spaces located towards the center of the parking area are located more than 50 feet from an on-site deciduous tree. Alternative compliance is required.

Tree islands in parking lots must have a minimum width of seven feet in any direction. The tree islands in the parking lot are seven feet in every direction.

Table 2. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	102,390 sq. ft.
Building footprint	--	64,588 sq. ft.
Remaining Lot Area	--	37,802 sq. ft.
Landscaping Required	7,560 sq. ft.	5,923 sq. ft.
Canopy Trees (1: 500 sq. ft.)	15 trees	-- trees
Shrubs (1: 100 sq. ft.)	76 shrubs	-- shrubs

Additional Standards – *Meets requirements*

All of the parking for the development will be located towards the north side of the building. The perimeter of the parking lot will be defined with 6-inch by 6-inch curbing. The Public Works Department has reviewed the preliminary plan and will review the final plan for compliance with stormwater management standards.

The building addition will not block views of important city elements.

The building addition will not cast shadows on public spaces or adjacent residential properties.

The building addition will have minimal wind effects on the surrounding area.

The addition will be located up to the corner of East 24th Street and 10th Avenue South. The addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. There are lights located along the building walls and near the building entrances. The parking lot is proposed to be physically separated from the public alley and will be enclosed with fencing and landscaping on all sides.

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

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

The proposed use is *nonconforming* in the I1 District.

Off-street Parking and Loading – *Meets requirements*

In January of 2004, the City Planning Commission approved a parking variance for the development. The parking variance that was approved was from 244 spaces to 102 spaces where 96 spaces were already varied. Since the required amount of parking spaces today (160) and the amount of parking spaces being provided on the site today (118) fall within the range of the variance from 2004 no additional parking is required.
The bicycle parking requirement for the office uses within the building requires that 2 long-term spaces be provided. CPED is recommending that there be 2 bicycle parking spaces provided within the building for the office uses.

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

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Place of assembly	16	Bicycle Incentive (2)	14	65	--
General retail sales and services	94	Bicycle Incentive (9)	85	2564	--
Food and beverage	42	Bicycle Incentive (4)	38	180	--
Office	26	Bicycle Incentive (3)	23	84	--
Total	**178**	**(18)**	**160**	**584**	**118**

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

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Place of assembly	0	--	--	27	None	XX
General retail sales and services	10	Not less than 50%	--		Low	XX
Food and beverage	3	Not less than 50%	--		Low	XX
Office	3	--	Not less than 50%		None	
Total	**16**	**--**	**--**	**27**	**None for the addition**	**None**

Building Bulk and Height – *Meets requirements*

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	102,390 sq. ft. / 2.35 acres
Gross Floor Area (GFA)	--	83,905 sq. ft.
Maximum Floor Area Ratio (GFA/Lot Area)	2.7	.82
Maximum Building Height	4 stories or 56 feet, whichever is less	2 stories or 33 ft.

Yard Requirements – *Meets requirements*

Table 6. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front along 10th Avenue South	20 ft. for the first 25 ft. south of the residence district boundary	--	20 ft. for the first 25 ft. south of the residence district boundary	20 ft. for the first 25 ft. south of the residence district boundary
Front along Elliot Avenue South	15 ft. for the first 25 ft. south of the residence district boundary	--	15 ft. for the first 25 ft. south of the residence district boundary	15 ft. for the first 25 ft. south of the residence district boundary
Corner Side along East 24th Street	0 ft.	--	0 ft.	0 ft.
Interior Side (North)	7 ft.	--	7 ft.	3 ft. on the northwest side of the property which is an existing condition AND 10 ft. on the northeast side of the property

Signs – *Meets requirements with Conditions of Approval*

Signs are subject to Chapters 531 and 543 of the Zoning Code. Newly established signs accessory to nonconforming uses in the OR2, OR3, Commercial, Industrial, and Downtown Districts shall be subject to the regulations of the district in which it is located. In the I1 zoning district there can be 1.5 square feet of signage for every 1 foot of primary building wall. However, if there is a freestanding sign on the zoning lot then signage is limited to 1 square foot for every 1 foot of primary building wall. Wall signs are limited to 180 square feet in size.

Projecting signs are limited to 20 square feet in size and shall not extend outward from the building more than 4 feet. Both wall signs and projecting signs are limited to an overall height of 28 feet. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. The zoning code limits the number of freestanding signs on a zoning lot to one. Backlit signs are prohibited.
There is an existing freestanding sign on the property that the applicant is proposing to keep. The applicant is also proposing to install three wall signs on the property. One of the signs is located on the East 24th Street side of the property and two are located on the 10th Avenue South side of the property. The wall sign on 10th Avenue South that indicates the name of the building. This sign is located more than 28 feet above grade. Since the freestanding sign that indicated the name of the building also faces 10th Avenue South, CPED is recommending that this wall sign not be installed.

Dumpster Screening – *Meets requirements with Conditions of Approval*

To meet the requirements of the zoning code the refuse and recycling containers shall be enclosed on all four sides by screening compatible with the principal structure not less than two 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. CPED is recommending that the refuse and recycling containers be enclosed per these standards.

Screening of Mechanical Equipment – *Meets requirements with Conditions of Approval*

The applicant has not indicated where on the site the mechanical equipment will be located. To meet the requirements of the zoning code the mechanical equipment shall be screened with a fence, vegetation or the building itself. CPED is recommending that the mechanical equipment be screened per these standards.

Lighting – *Meets requirements with Conditions of Approval*

A lighting plan showing footcandles was not submitted as part of the application materials. CPED is recommending that a lighting plan that meets the requirements of Chapter 535 of the Zoning Code be met.

Impervious Surface Area – *Meets requirements*

There is no impervious surface requirement in the I1 zoning district.
The property located at 2218 10th Avenue South is located in the R2B zoning district which has a 65 percent maximum impervious surface requirement. As proposed, 61 percent of the property will be impervious.

Specific Development Standards – *Meets requirements with Conditions of Approval*

The specific development standards for a shopping center are:

Shopping center.
(1) Only uses allowed in the zoning district in which the shopping center is located shall be allowed in the shopping center.
(2) Uses which require a conditional use permit, site plan review or other land use approval shall comply with all review and approval requirements of this zoning ordinance.

(3) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within 100 feet shall be inspected regularly for purposes of removing any litter found thereon.

CPED is recommending that the applicant place a permanent trash receptacle near each of the building entrances to help reduce the amount of litter in the neighborhood.

Overlay District Standards – *Meets requirements with Conditions of Approval*

The site is located in both the TP Transitional Parking Overlay District and NP North Phillips Overlay Districts. The NP North Phillips Overlay District regulations do not apply to this development. With the approval of the rezoning, conditional use permit and site plan review, the development will be in compliance with the regulations of the TP Transitional Parking Overlay District.

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

The Minneapolis Plan for Sustainable Growth identifies the site as Transitional Industrial and Urban Neighborhood on the future land use map. Although the use is nonconforming, the proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

Land Use Policy 1.6: Recognize that market conditions and neighborhood traditions significantly influence the viability of businesses in areas of the city not designated as commercial corridors and districts.

1.6.1 Allow for retention of existing commercial uses and zoning districts in designated Urban Neighborhood areas, to the extent they are consistent with other city goals and do not adversely impact surrounding areas.

1.6.2 In parts of the city outside of designated corridors, nodes, and centers, limit territorial expansions of commercial uses and districts.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

2.8.8 Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.

2.8.9 Ensure that parking facilities do not under-price their parking fees as compared to transit fares except to support carpooling and vanpooling as primary commuting modes.

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.

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.

10.10.4 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.

10.10.7 Encourage the renovation of existing commercial buildings.

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.

10.11.4 Maximize the year round potential for public transit, biking, and walking in new developments.

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.

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

Not applicable.

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:

- **Twenty-Percent Landscaping Requirement.** The zoning code requires that at least 20 percent of the site not occupied by the building be landscaped. The landscaping requirement for this site is 7,560 square feet. The applicant is proposing 5,923 square feet of landscaping, or approximately 16 percent of the site not occupied by the building. If the applicant were to meet the 20 percent landscaping requirement on-site, several parking spaces would need to be removed. Since parking is at a premium in this location, CPED is recommending that the City Planning Commission grant alternative compliance to allow 16 percent landscaping on site.
- **Parking Space Distance to Trees.** In parking lots of 10 spaces or more, no parking space shall be located more than 50 feet from an on-site deciduous tree. The majority of the parking spaces located towards the center of the parking area are located more than 50 feet from an on-site deciduous tree. In order to have every parking space located within 50 feet of an on-site deciduous tree, one or two of the parking spaces would need to be removed. Since parking is at a premium in this location, CPED is recommending that the City Planning Commission grant alternative compliance to allow 16 percent landscaping on site.

VACATION

The applicant is proposing to vacate the southern portion of the alley that currently leads out to Elliot Avenue South and redirect it towards 10th Avenue South. The new portion of the alley would be constructed over a portion of the property located at 2218 10th Avenue South. By realigning the alley it will no longer separate the parking area for the building from the building itself. The property located at 2221 Elliot Avenue South will have reduced access to the newly aligned public alley on the block. The applicant has worked with this property owner on easement agreements over the shopping center property for purposes of access, trash pick-up and snow plowing.

The area to be vacated is legally described as follows:

- *That part of the 14 foot north and south alley as dedicated in Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota, described as follows: Lying north of the extension east across said north and south alley of the south line of the north 22 feet of Lot 3 and lying south of a line drawn from the northeast corner of Lot 1 to the northwest corner of Lot 16, all in said Block 2.*

  And

  Public alley being the same as created in Warranty Deed Book 1086, Page 424 as Document No. 1329117 as follows:

  That part of Lot 3, Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota, described as follows:

  Beginning at the northwest corner of Lot 3, Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota; thence easterly on the north line of said Lot 3 to the northeast corner of said Lot 3; thence south on the east line of Lot 3 a distance of 22 feet; thence northwesterly to a point 20 feet west of the east line and 14 feet south of the north line of said Lot 3; thence westerly parallel to the north line of said Lot 3 to the Easterly line of Elliot Avenue South; thence north to the point of beginning.

  And

  Rights and easement for public alley over, under and across part of Lot 2, Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota, being the same as created in Easement Deed Document No. 9483980 and City of Minneapolis Resolution 2010R-141, described as follows:

  Beginning at a point on the southerly line of said Lot 2, distant 10 feet west from the southeast corner of said Lot 2; thence east 10 feet to said southeast corner; thence north a distance of 10 feet along the east line of said Lot 2; then southwesterly to the point of beginning.

Of the utilities and/or affected property owners that have responded CenturyLink, Xcel Energy and Comcast have requested an easement over the area to be vacated.

The Department of Public Works and the Department of Community Planning and Economic Development find that the area proposed for vacation is not needed for any public purpose, and it is not part of a public transportation corridor, and that it can be vacated if any easements requested above are granted by the petitioner.

FOR REZONINGS ONLY

ZONING PLATE NUMBER. 20

LEGAL DESCRIPTION. Lot 5, Block 2, Jones, Bell & Harris' Addition to the City of Minneapolis, Hennepin County, Minnesota. (Abstract property)

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development for the Expansion of a Nonconforming Use:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the expansion of a nonconforming use application to add approximately 8,805 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district located at 912 East 24th Street, 2301 Elliot Avenue South and 2218-20 10th Avenue South, subject to the following conditions:

1. A Travel Demand Management Plan (TDMP) shall be reviewed and approved by both CPED and Public Works prior to any building permits being issued for this site.

2. The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within 100 feet shall be inspected regularly for purposes of removing any litter found thereon.

Recommendation of the Department of Community Planning and Economic Development for the Rezoning:

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt the above findings and **approve** the rezoning petition to add the TP Transitional Parking Overlay District to the property located at 2218 10th Avenue South.

Recommendation of the Department of Community Planning and Economic Development for the Conditional Use Permit:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to allow a parking lot in the TP Transitional Parking Overlay District at the property located at 2218 10th Avenue South, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.

Recommendation of the Department of Community Planning and Economic Development for the Site Plan Review:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application to allow for an 8,805 square foot addition to an existing shopping center at the properties located at 912 East 24th Street, 2301 Elliot Avenue South and 2218-20 10th Avenue South, subject to the following conditions:

1. Approval of the final site plan, landscaping plan, elevations and lighting plan by the Department of Community Planning and Economic Development

2. All site improvements shall be completed by June 27, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

3. A raised planter area shall be constructed around the base of the sign. The raised planter area shall encompass the entire area between the property lines, the building addition and the walkway leading to the building along 10th Avenue South.

4. In addition to window area, the exterior materials of the entire addition shall be brick.

5. The applicant shall work with CPED to try and minimize the number of colors used on the exterior of the building.

6. The building entrance located on the north side of the building near Elliot Avenue South shall be connected to the public sidewalk via a walkway at least four feet in width.

7. The gate located on the north side of the parking lot shall remain locked except for when snow plowing activities need to occur.

8. There shall be at least 15 trees and 76 shrubs provided on the site as required by section 530.160 of the zoning code.

9. Screening that is three feet in height and not less than 60 percent opaque shall be installed along 10th Avenue South and Elliot Avenue South as required by section 530.170 of the zoning code.

10. A minimum of 10 trees shall be planted along 10th Avenue South and a minimum of two trees shall be planted along Elliot Avenue South as required by section 530.170 of the zoning code.

11. The driveway shall be reduced at least three-and-a-half feet in width so the landscaped yard on the northeast side of the parking lot, south of the proposed alley, is a minimum of seven feet in width as required by section 530.170 of the zoning code.

12. Screening that is six feet in height and not less than 95 percent opaque shall be installed along the north property line as required by section 530.170 of the zoning code.

13. The existing six-foot tall solid wood fence along the north property line shall be repaired per the fence plan submitted as part of this application.

14. There be two bicycle parking spaces provided within the building for the office uses.

15. The wall sign that indicates the name of the building on 10th Avenue South shall not be installed.

16. The refuse and recycling containers shall be enclosed as required by section 535.80 of the zoning code.

17. The mechanical equipment shall be screened as required by section 535.70 of the zoning code.

18. Permanent trash receptacles shall be located near each of the building entrances.

Recommendation of the Department of Community Planning and Economic Development for the Vacation:

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt the above findings and **approve** the vacation of part of the alley partly dedicated in Block 2, Chicago Avenue 2nd Addition, and partly deeded in said addition, bounded by 10th Ave. S., Elliot Ave. S., and 24th St. E subject to the retention of easements by CenturyLink, Xcel Energy and Comcast.

ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. East 24th Street bike lane plan
4. Legal description and map of the area to be vacated and easements
5. Responses from the utility companies and Public Works
6. Zoning map
7. Site survey
8. Plans
9. Building elevations
10. Photos
11. Correspondence

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

Preliminary Development Review Report

Development Coordinator Assigned: **PATRICIA MURZYN**
(612) 673-5827
patricia.murzyn@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001192
Applicant:	EAGLE MANAGEMENT 912 24TH ST E MINNEAPOLIS, MN 55404
Site Address:	912 24TH ST E
Date Submitted:	30-APR-2014
Date Reviewed:	07-MAY-2014

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 building addition, new additional parking for customers & employees and relocating an existing alley.

Review Findings (by Discipline)

❑ Addressing

- These plans as submitted for the proposed addition at Village Market meet City of Minneapolis Street Naming and Address Standard requirements.

❑ Business Licensing

- Continue to work with Patty Murzyn (612-673-5827) concerning a Food Plan Review, SAC determination and any Business License application submittal that may be required for this proposed addition project.

***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.

❑ Zoning - Planning

- Expansion of a Legal Nonconforming Use to add approximately 12,000 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district.
- Rezoning to add the TP Transitional Parking Overlay District to the property located at 2218 10th Avenue South.
- Conditional Use Permit for a parking lot in the TP Transitional Parking Overlay District.
- Site Plan Review for a 12,000 square addition to an existing shopping center.
- Vacating and replacing the alley in Block 2, Chicago Avenue 2nd Addition, bounded by Elliot Avenue, 10th Avenue South, East 24th Street and East 22nd Street.
- The Travel Demand Management Plan needs to be updated.

❑ Parks - Forestry

- Contact Paul Martinson (612-499-9209) regarding removal or the process for protection of trees during construction in the city right of way.
- 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 $1,500 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is $200 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, the calculated dedication fee is as follows:
  - Park Dedication Fee Calculation =
  - Non-Residential Commercial Space = $1,000
  - 5% of $1,000 (Administration Fee) = $50
  - Total Park Dedication Administrative Fee: =$1050
  - 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 Patty Murzyn at 612-673-5827.

❑ Right of Way

- Note to the Applicant: Insufficient information is provided in the current site plan for a complete review at this time. The submitted site plan does not include the typical Civil Engineering drawings and details; specifically in regards to Public right-of-way, the proposed alley vacation, and new alley design and construction. In addition to the site plans, the Applicant shall provide information and documentation related to garbage pick-up of the neighboring properties impacted by the alley vacation.
- The site plan (Sheet A100) does not show the new alley correctly; ten-foot corner cuts must be placed both north and south of the new alley outlet (as depicted correctly on the survey provided dated 3/13/14).
- Per the Minneapolis Code of Ordinances, out-swinging doors are permitted to encroach a maximum of 4" into the Public right-of-way. The trash enclosure gates, as shown, cannot swing into the alley right of way; they must swing into the private property or roll laterally.
- 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.

❑ Street Design

- Note to the Applicant: Insufficient information is provided in the current site plan for a complete review at this time.
- For detailed information related to City of Minneapolis standard specifications, details, and standard plates refer to the following: http://www.minneapolismn.gov/publicworks/plates/index.htm
- All driveway aprons shall be designed and constructed to City standards. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the appropriate details from the ROAD-2000 Series: Driveways (ROAD-2000, ROAD-2001, ROAD-2002, ROAD-2003) to the plans.
- All curb & gutter in the Public right-of-way shall be designed and constructed to City standards, curb & gutter to be City standard B624 Curb and Gutter. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the appropriate details from the ROAD-1000 Series - Curbs and Gutters (ROAD-1003, and ROAD-1010) to the plans. Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.
- All proposed alleys shall be designed and constructed to City standards. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the appropriate details from the ROAD-3000 Series: Alleys (ROAD-3000 and ROAD-3001) to the plans.
- In addition to the required sidewalk construction permit, the construction of the proposed alley will require the Applicant (and respective Contractors) to enter into a separate Testing and Inspection Agreement with the Public Works Department. This agreement outlines the specification requirements for alley construction, performance bond requirements, and the responsibility of the Applicant to cover the costs for the City Engineering Laboratory testing and inspection services. For further information regarding this agreement please coordinate with Paul Miller at (612) 673-3603.

❑ Sidewalk

- Note to the Applicant: Insufficient information is provided in the current site plan for a complete review at this time.
- ADA compliant pedestrian ramps are required at each crosswalk at the intersection of 10th Ave. S. and E. 24th St. Construct two (2) ADA compliant pedestrian ramps at this location. 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
- Add the following note to the plans:
- Any currently defective public sidewalks, or any public sidewalks that are damaged during construction, are to be removed and replaced. Please contact PW Sidewalk Inspections (612 673 2420) for further information.

❑ Traffic and Parking

- Note to the Applicant: Insufficient information is provided in the current site plan for a complete review at this time.
- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allen Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- The existing curb cut E 24th St. shall be identified for removal.
- 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 the trash removal operations and show turning maneuvers for all truck type vehicles that will be using the trash/loading/parking entrance areas. The narrative shall also cover any agreements with neighboring properties regarding trash pick-up.
- The parking spaces shown at the back of the 2221 Elliot Ave. S. property do not appear accessible from the alley; the Applicant needs to insure these spots are usable.
- Please provide a narrative explaining snow removal of parking lot and the Public alley.
- Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan.

❑ Water

- There is insufficient information provided in the site plan related to existing and proposed water service utility to comment at this time.

❑ Fire Safety

- Provide required automatic fire suppression system throughout buildings.
- Provide required fire alarm system.
- Provide and maintain fire department access at all times.

❑ Environmental Health

- If contaminated soil is encountered during site work it must be reported to the Minnesota Duty Officer at 651-649-5451.
- 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.
- Permits and approval are required from Environmental Services for the following activities: After hours work; Temporary storage of impacted soils on site prior to disposal or reuse; Remediation of contaminated soil and groundwater, Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water to city sewers; Flammable waste traps, Underground or aboveground tank installation or removal; Well construction or sealing; On-site rock crushing. Contact Tom Frame at tom.frame@minneapolismn.gov for permit applications and approvals.
- 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.
- 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.

❑ Sewer Design

- There is insufficient information provided in the plan related to existing and proposed sanitary and storm sewer service utilities for a complete review at this time.
- The extent of land disturbance is unclear from the submitted plans. Please clearly identify the limits of disturbance and what improvements are proposed. An existing conditions plan would be helpful to identify what changes will take place. If the land disturbance is over 1 acre then the site must comply with the stormwater management requirements of Chapter 54 of the Minneapolis Code of Ordinances. If the land disturbance is over 5,000 square feet or 500 cubic yards of earth work is proposed then an erosion and sediment control plan, in conformance with Chapter 52 of the Minneapolis Code of Ordinances, must be submitted.
- Surface Drainage: Please include an existing conditions survey with contour lines in sufficient detail to depict the existing drainage patterns of the site. Please also provide a proposed grading plan in sufficient detail to depict the proposed drainage patterns of the site. It must be demonstrated that the proposed conditions do not adversely impact adjacent properties or right-of-way as it relates to stormwater runoff. The drainage impacts of the modifications to the alley layout must also be clearly identified.
- Please identify the location of existing and proposed roof drains and any foundation or drain tile connections or discharges.
- 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

❑ Construction Code Services

- Insufficient information is provided in the current site plan for a complete review at this time.
- The "fence plan" and the "first floor plan" don't match one another in terms of defining the scope and scale of the building additions.
- Provide a complete code analysis for entire building including new additions demonstrating code compliance at time of building permit application.

❑ Historical Preservation Committee

- There is no HPC flag on this property. HPC review is not required at this time. HPC review is required for any wrecking permits pertaining to the removal of existing structures.

END OF REPORT

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
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February 27, 2014
Revised March 6, 2014
Revised March 26, 2014

STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET (REZONING FOR PARKING LOT, RELOCATION OF ALLEY & SITE PLAN REVIEW FOR ADDITION TO NON-CONFORMING USE)

PROJECT DESCRIPTION:
The proposed project includes the rezoning of an adjacent residential parcel zoned R4 to the TP Transitional Parking Overlay District to allow re-routing of the alley to 10th Avenue South and additional parking for customers and employees. The project also includes 4 additions totaling 11,340 SF to the existing building for retail tenant space.

The addition to building for use as a retail space also requires an application for expansion of a non-conforming use since the building is a shopping center use in an industrial zoned property.

ZONING / SITE PLAN REVIEW / CONDITONAL USE PERMITS (CUP) REQUIRED:

- Application for re-zoning from R4 to TP
- Conditional Use Permit for parking lot in TP District
- Site Plan Review for building additions and parking lot
- Expansion of non-conforming use

DJR
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February 27, 2014

VILLAGE MARKET

FINDINGS FOR A CONDITIONAL USE PERMIT

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.* The relocation of the alley and establishment and operation of the parking lot in the re-zoned TP District will expand the existing lot and provide additional parking spaces for customers and employees of the Village Market on site and lessen the need for street parking. The parking lot will be screened from adjacent residential properties with fencing as well as landscaping. The parking lot use will not be detrimental to or endanger public health, safety, comfort or welfare.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.* The use of the parcel for a parking lot will provide 19 additional parking spaces to the existing lot and will be screened with a fence and landscaping from the adjacent residential property as well as the street. This conditional use will not be injurious to the use or enjoyment of the remaining residential properties.

3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.* Adequate utilities and access roads exist. The expanded parking lot is accessed by an existing curb cut on 10th Avenue South and exits to an existing curb cut on Elliot Avenue South. The vacated alley will run through a portion of the re-zoned property. New drainage and landscaping will be provided as part of the scope of work.

4. *Adequate measures have been or will be taken to minimize traffic congestion in the public streets.* The provision of additional parking spaces and re-routing of the alley will help to minimize traffic congestion. That is the purpose of the project.

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.* The provision of parking for use by customers and employees in the TP District is consistent with the applicable policies of the Comprehensive Plan.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* The parking lot use, dimensions and setbacks will conform to all applicable regulations of the District.

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

March 26, 2014

VILLAGE MARKET

FINDINGS FOR NON-CONFORMING USE (SHOPPING CENTER)

1. *A rezoning of the property would be inappropriate.* The small size of the expansion (11,340 SF) in relation to a building of approximately 75,000 SF would be inappropriate for a re-zoning.

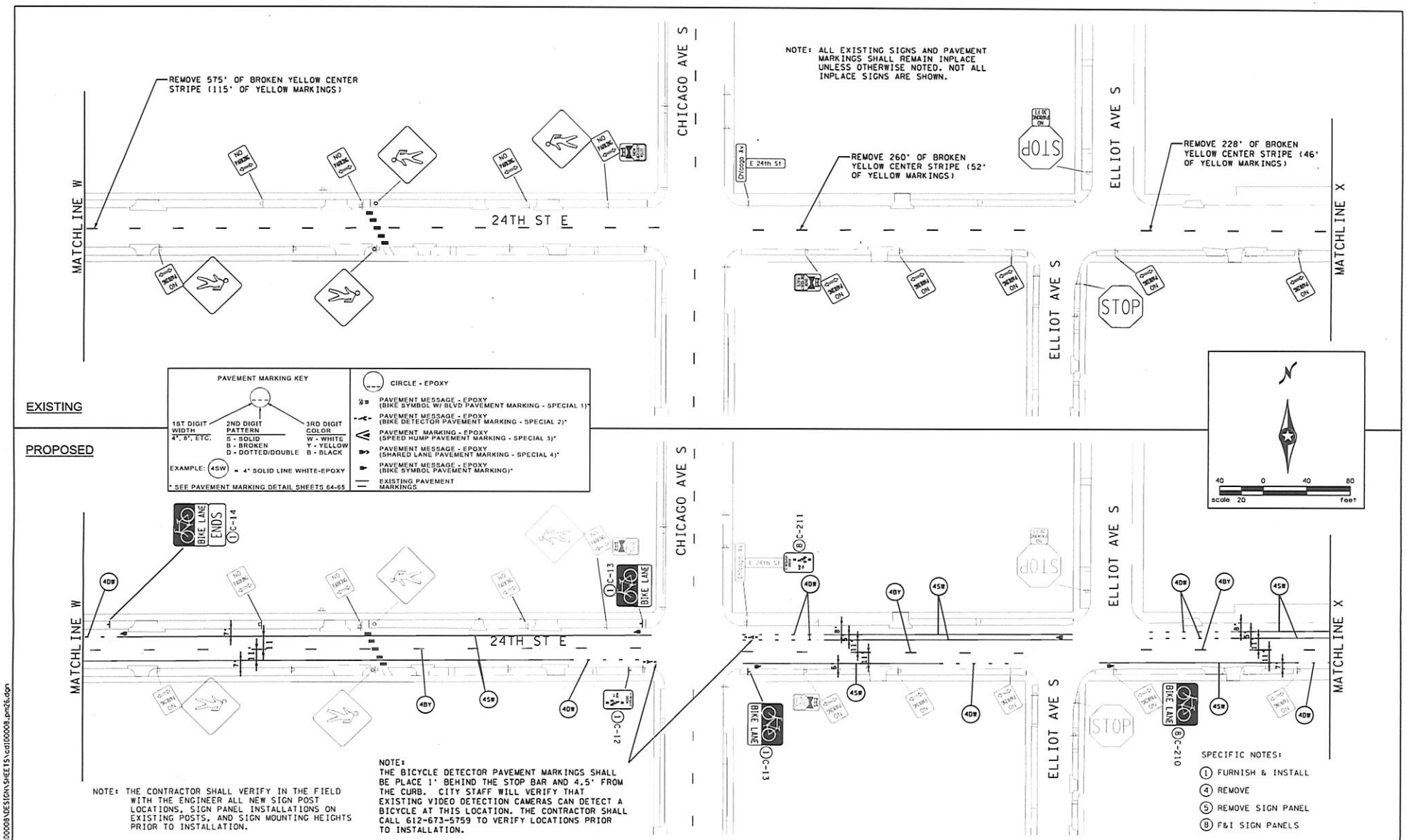
2. *The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.* The expansion of the building will not change the current Village Market impact on the neighborhood. The addition of the two-story structure on the corner will improve the appearance of the building.

3. *The enlargement, expansion, relocation, structural alteration or intensification will not result in significant increases of adverse off-site impacts such as traffic, noise, dust, odors and parking congestion.* The expansion will have no significant impact on current traffic. The new parking lot with alley vacation will have adequate parking and improved traffic flow with the one-way layout. Adequate delivery areas are also provided for tenants near the east entry. The north entries are also used for deliveries prior to normal business hours.

4. *The enlargement, expansion, relocation, structural alteration or intensification, because of improvements to the property, will improve the appearance or stability of the neighborhood.* The additions on the corner and to the Gullet Deli and Grocery Store will greatly improve a portion of the existing building that is very visible to the adjacent neighborhood.

5. *In districts in which residential uses are allowed, the enlargement, expansion, relocation, structural alteration or intensification will not result in the creation or presence of more dwelling units or rooming units on the subject property than is allowed by the regulations of the district in which the property is located.* Not applicable, no residential uses.

6. *The enlargement, expansion, relocation, structural alteration or intensification will not be located in the Floodway District.* Not applicable, not in a Floodway District.



NOTE: THE CONTRACTOR SHALL VERIFY IN THE FIELD WITH THE ENGINEER ALL NEW SIGN POST LOCATIONS, SIGN PANEL INSTALLATIONS ON EXISTING POSTS, AND SIGN MOUNTING HEIGHTS PRIOR TO INSTALLATION.

NOTE:
THE BICYCLE DETECTOR PAVEMENT MARKINGS SHALL BE PLACE 1' BEHIND THE STOP BAR AND 4.5' FROM THE CURB. CITY STAFF WILL VERIFY THAT EXISTING VIDEO DETECTION CAMERAS CAN DETECT A BICYCLE AT THIS LOCATION. THE CONTRACTOR SHALL CALL 612-673-5759 TO VERIFY LOCATIONS PRIOR TO INSTALLATION.

SPECIFIC NOTES:
1. FURNISH & INSTALL
4. REMOVE
5. REMOVE SIGN PANEL
8. F&I SIGN PANELS

5/28/13
X:\2010\100008\DESIGN\SHEETS\cd100008_pm26.dgn

DESIGN TEAM				
DRAWN BY: KAS				
DESIGNER: KAB				
CHECKED BY: MRA	NO.	BY	DATE	REVISIONS

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
Certified By: Licensed Professional Engineer Lic. No. 42828
Printed Name: MICHAEL R ANDERSON Date: 05/28/13

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

ALLIANT ENGINEERING INCORPORATED
233 PARK AVENUE SOUTH SUITE 300 MINNEAPOLIS, MN 55415 (612)758-3080 (612)758-3099 FAX

MINNEAPOLIS, MINNESOTA
S.P. 141-091-022

SOUTHERN BIKEWAY
SIGNING AND PAVEMENT MARKING PLAN

FILE NO. 110-0008
25 OF 28
90 / 99

NOTE: ALL EXISTING SIGNS AND PAVEMENT MARKINGS SHALL REMAIN INPLACE UNLESS OTHERWISE NOTED. NOT ALL INPLACE SIGNS ARE SHOWN.

EXISTING

REMOVE 300' OF BROKEN YELLOW CENTER STRIPE (60' OF YELLOW MARKINGS)

REMOVE 120' OF BROKEN YELLOW CENTER STRIPE (24' OF YELLOW MARKINGS)

REMOVE 272' OF BROKEN YELLOW CENTER STRIPE (55' OF YELLOW MARKINGS)

PROPOSED

PAVEMENT MARKING KEY

1ST DIGIT WIDTH: 4", 8", ETC.

2ND DIGIT PATTERN: S - SOLID; B - BROKEN; D - DOTTED/DOUBLE

3RD DIGIT COLOR: W - WHITE; Y - YELLOW; B - BLACK

EXAMPLE: 4SW = 4" SOLID LINE WHITE-EPOXY

* SEE PAVEMENT MARKING DETAIL SHEETS 64-65

CIRCLE - EPOXY

PAVEMENT MESSAGE - EPOXY (BIKE SYMBOL W/ BLVD PAVEMENT MARKING - SPECIAL 1)*

PAVEMENT MESSAGE - EPOXY (BIKE DETECTOR PAVEMENT MARKING - SPECIAL 2)*

PAVEMENT MARKING - EPOXY (SPEED HUMP PAVEMENT MARKING - SPECIAL 3)*

PAVEMENT MESSAGE - EPOXY (SHARED LANE PAVEMENT MARKING - SPECIAL 4)*

PAVEMENT MESSAGE - EPOXY (BIKE SYMBOL PAVEMENT MARKING)*

EXISTING PAVEMENT MARKINGS

NOTE: THE CONTRACTOR SHALL VERIFY IN THE FIELD WITH THE ENGINEER ALL NEW SIGN POST LOCATIONS, SIGN PANEL INSTALLATIONS ON EXISTING POSTS, AND SIGN MOUNTING HEIGHTS PRIOR TO INSTALLATION.

SPECIFIC NOTES:

1. FURNISH & INSTALL
4. REMOVE
5. REMOVE SIGN PANEL
8. F&I SIGN PANELS

DESIGN TEAM	NO.	BY	DATE	REVISIONS
DRAWN BY: KAS				
DESIGNER: KAD				
CHECKED BY: MRA				

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

Certified By: Licensed Professional Engineer Lic. No. 42828

Printed Name: MICHAEL R ANDERSON Date: 05/28/13

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

ALLIANT ENGINEERING INCORPORATED

MINNEAPOLIS, MINNESOTA

S.P. 141-091-022

SOUTHERN BIKEWAY SIGNING AND PAVEMENT MARKING PLAN

FILE NO. 110-0008

26 OF 28

91 / 99

5/28/13 X:\2010\100008\DESIGN\SHEETS\cd100008_pm21.dgn

Petition to Vacate
City Of Minneapolis Street, Alley or Utility Easement

Petitioner: 24th Mall, LLC
Address: 912 24th St. E., Ste. B232, Minneapolis, MN 55404
Contact Person: Omar Sabri (612) 998-7054

Vacation File No.
1614
Page 1 of 3

Description of Easement to be vacated: Vacating and replacing the alley in Block 2, Chicago Ave. 2nd Addn., bounded by Elliot Ave., 10th Ave. S., 24th St. E., and 22nd St. E.

RECEIVED
APR 19 2019

Review and Comment

Utility easements cannot be reserved unless there is an existing facility within the area to be vacated. If there is an existing utility, please enclose a map showing its location.

Name of Reviewing Agency_____

Phone:_____ e-Mail:_____

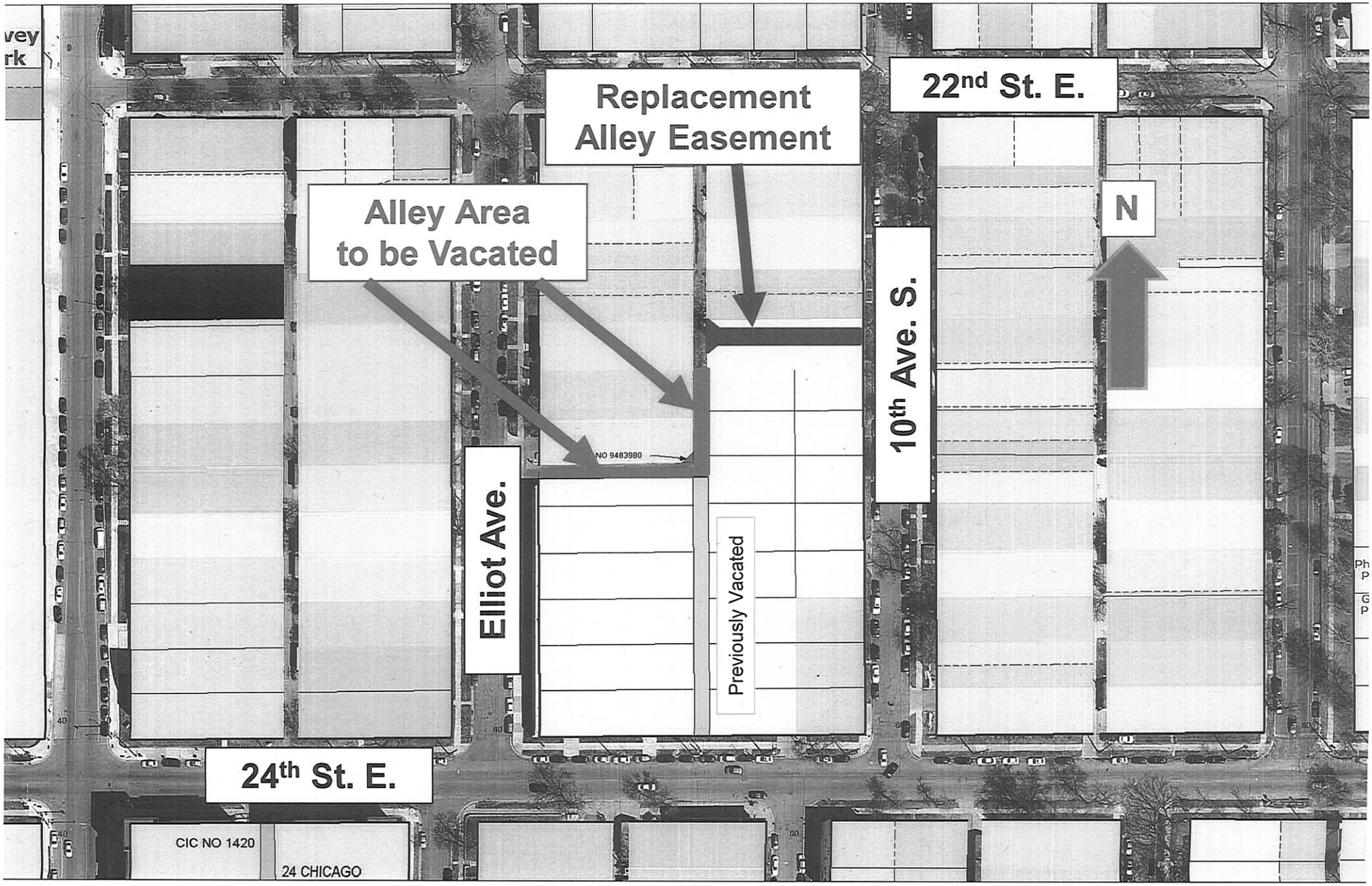
Approve petition ☐

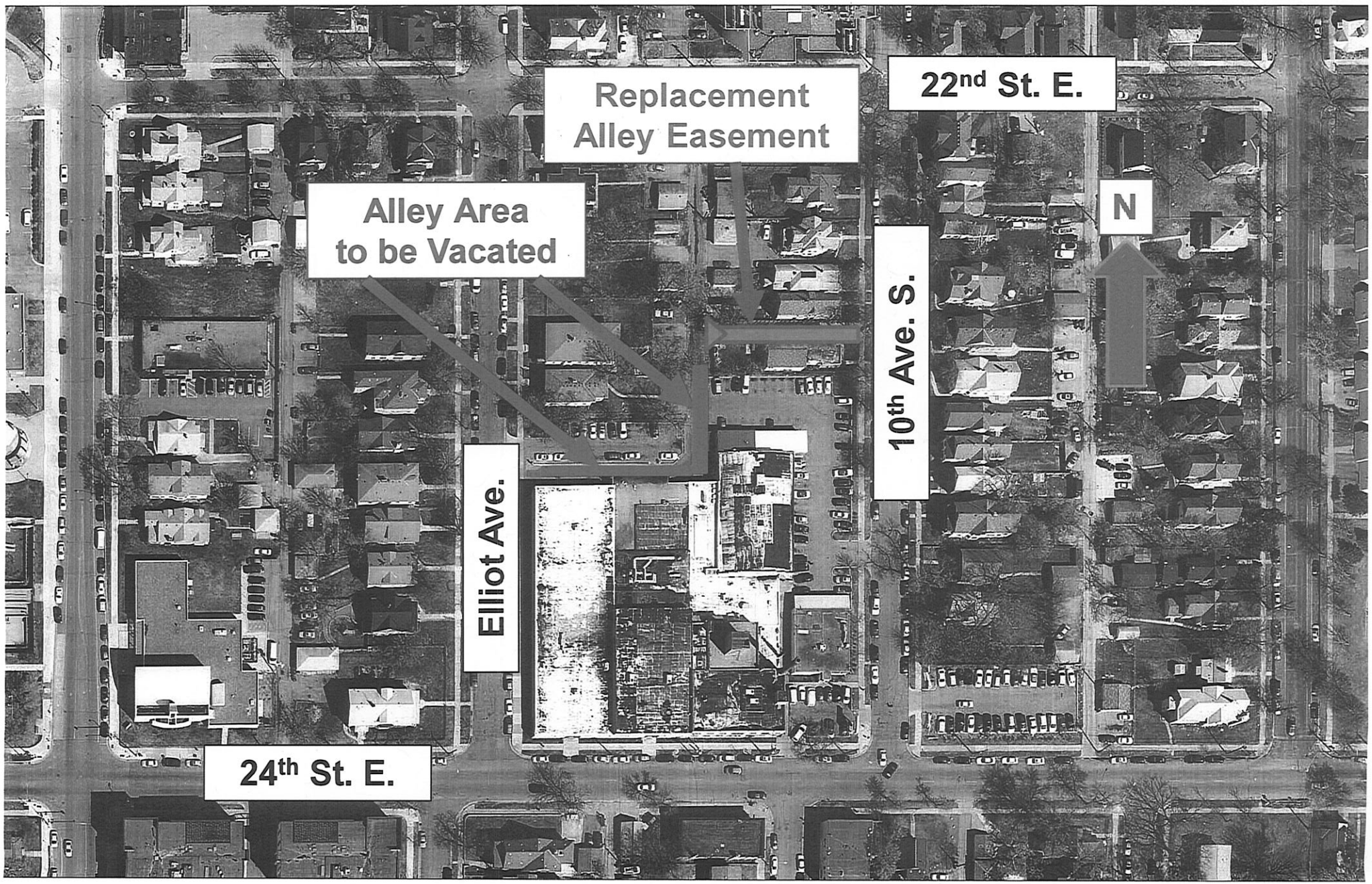
Deny petition (provide explanation) ☐

Reserve Easements (provide description) ☐

By:_____ Date_____

Comments:


Replacement
Alley Easement
22nd St. E.
Alley Area
to be Vacated
N
10th Ave. S.
Elliot Ave.
Previously Vacated
24th St. E.
CIC NO 1420
24 CHICAGO


Replacement
Alley Easement
22nd St. E.
Alley Area
to be Vacated
N
10th Ave. S.
Elliot Ave.
24th St. E.

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Certificate of Survey
for
Eagle Management Services, LLC

EXISTING PROPERTY DESCRIPTIONS

Parcel 1:
Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)

Subject to an Alley Easement over, under and across that part of Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota described as follows: Beginning at a point on the southerly line of Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis, distant 10 feet west from the southeast corner of said Lot 2; thence east 10 feet to said southeast corner; thence north a distance of 10 feet along the east line of said Lot 2; thence southwesterly to the point of beginning.

Parcel 2:
Lots 1 through 5 inclusive, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)

Lots 3 through 16 inclusive, Block 2, Chicago Avenue Second Addition to Minneapolis, EXCEPT that part of Lot 3 described as follows:
Commencing at the Northwesterly corner of Lot 3, thence Easterly on the North line of said Lot 3 to the Northeast corner of said Lot 3; thence South on the East line of Lot 3, a distance of 22 feet; thence Northwesterly to a point 20 feet West of the East line and 14 feet South of the North line of said Lot 3; thence Westerly parallel to the North line of said Lot 3, to the Easterly line of Elliot Avenue; thence North to place of beginning.
Together with that part of the vacated North and South alley in said Block lying South of the extension East across it of the South line of the North 22 feet of Lot 3 in said Block, according to the recorded plat thereof, Hennepin County, Minnesota. (Abstract property)

Parcel 3:
Lots 6 and 7, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)

Lot 8, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Torrens Certificate No. 1054385)

Parcel 4:
The South 1/2 of Lot 10, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota. (Abstract property)

Parcel 5:
Lot 9, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota. (Abstract property)

Parcel 6:
Lot 5, Block 2, JONES BELL & HARRIS' ADDITION TO THE CITY OF MINNEAPOLIS, Hennepin County, Minnesota. (Abstract property)

TRACT B:
Lot 1, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: February 19, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Certificate of Survey
for
Eagle Management Services, LLC

PROPOSED PROPERTY DESCRIPTIONS

TRACT A:
Parcel 1:
Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota.

Parcel 2:
Lots 1 through 5 inclusive, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota.

Lots 3 through 16 inclusive, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota.
AND
That part of vacated 14 foot north and south alley in Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota lying south of the extension east across said alley of the south line of Lot 1, all in said Block 2.
AND
That part of the east half of vacated 14 foot north and south alley in Block 2 described as lying south of a line drawn from the northeast corner of Lot 1 to the northwest corner of Lot 16 and lying north of the extension east across it of the south line of said Lot 1, all in said Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota.

Parcel 3:
Lots 6 and 7, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota.

Lot 8, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota.

Parcel 4:
The South 1/2 of Lot 10, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota.

Parcel 5:
Lot 9, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota.

Parcel 6:
Lot 5, Block 2, JONES BELL & HARRIS' ADDITION TO THE CITY OF MINNEAPOLIS, Hennepin County, Minnesota.

Together with an easement for public alley purposes over, under and across that part of Lot 5, Block 2, JONES BELL & HARRIS' ADDITION TO THE CITY OF MINNEAPOLIS, Hennepin County, Minnesota described as follows:

Beginning at the northwest corner of Lot 5, Block 2, JONES BELL & HARRIS' ADDITION TO THE CITY OF MINNEAPOLIS; thence southeasterly to a point on the north line of the South 14.00 feet of the North 19.00 feet of said Lot 5, said point being 5.00 feet, as measured easterly along the westerly extension of said north line, from the west line of said Lot 5; thence easterly along said north line to the east line of said Lot 5; thence south along said east line to the south line of the north 19.00 feet of said Lot 5; thence westerly along said south line to a point on said south line, said point being 5.00 feet, as measured easterly along the westerly extension of said south line, from the west line of said Lot 5; thence southwesterly to a point on the west line of said Lot 5, said point being 5.00 feet, as measured southerly along said west line from the intersection formed by said west line and the westerly extension of said south line of the North 19.00 feet; thence north along said west line to the point of beginning.

TRACT B:
Lot 1, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota.
AND
That part of the west half of vacated 14 foot north and south alley in Block 2 described as lying south of a line drawn from the northeast corner of Lot 1 to the northwest corner of Lot 16 and lying north of the extension east across it of the south line of said Lot 1, all in said Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: March 1, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

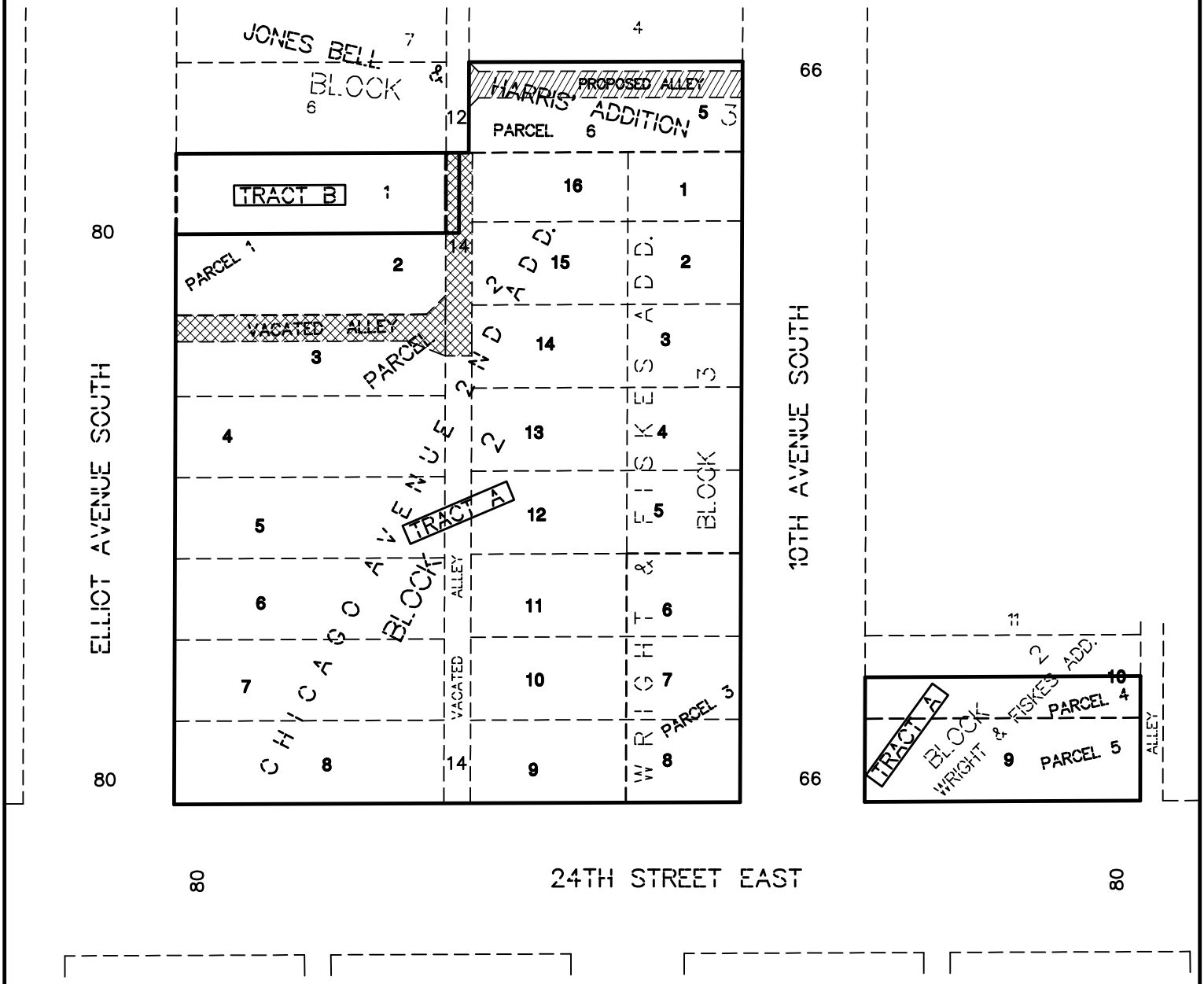
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Certificate of Survey

for

Eagle Management Services, LLC



PROPOSED ALLEY

PROPOSED VACATED ALLEY

General Notes:
1. Bearings shown are assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: March 1, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

SCALE: 1" = 80'

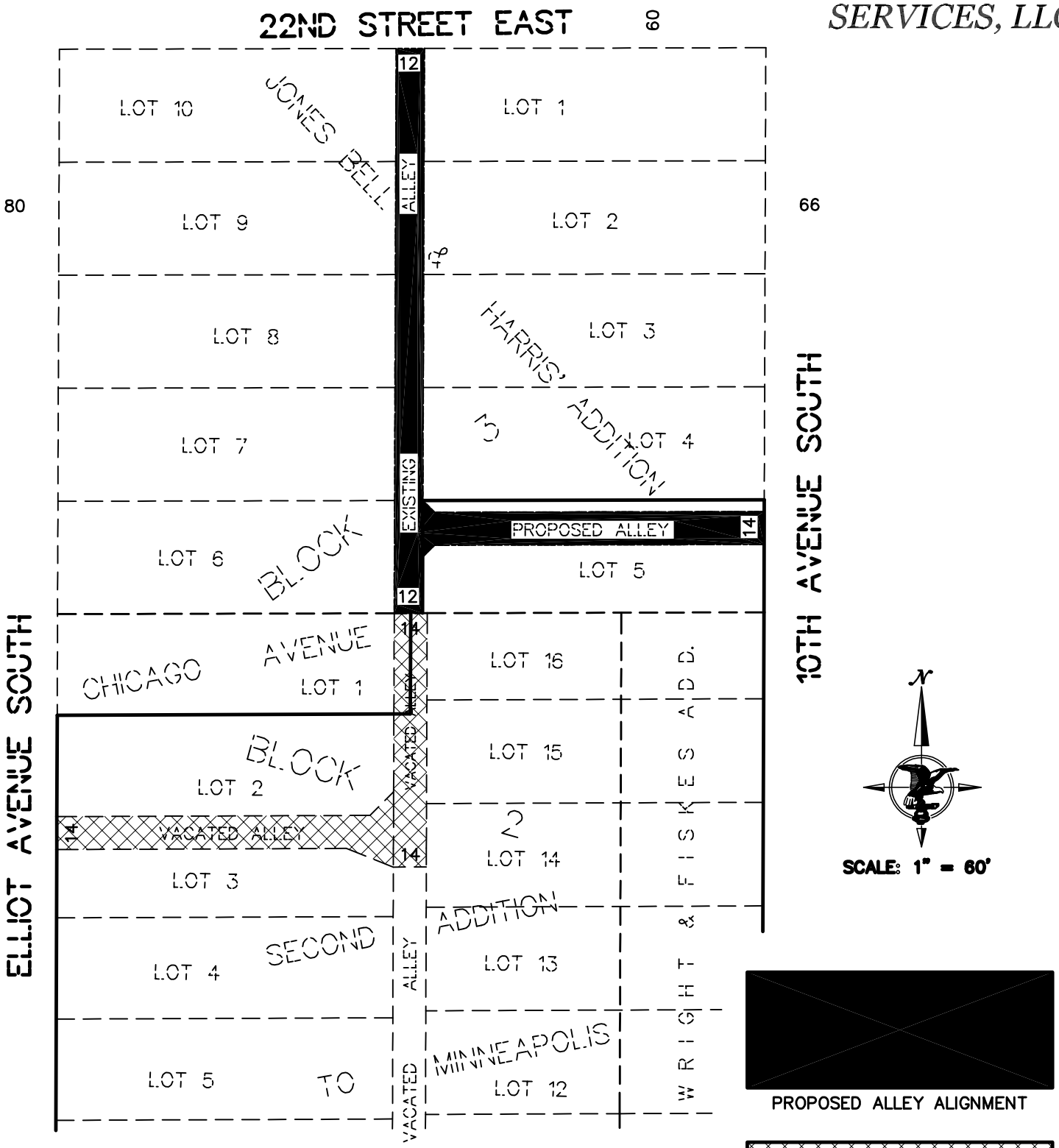
JOB NO: 201235101.DWG
PAGE 3 OF 3

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Alley Exhibit

for

EAGLE MANAGEMENT SERVICES, LLC



PROPOSED ALLEY ALIGNMENT

PROPOSED ALLEY VACATION

General Notes:
1. Bearings shown based are assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: March 1, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

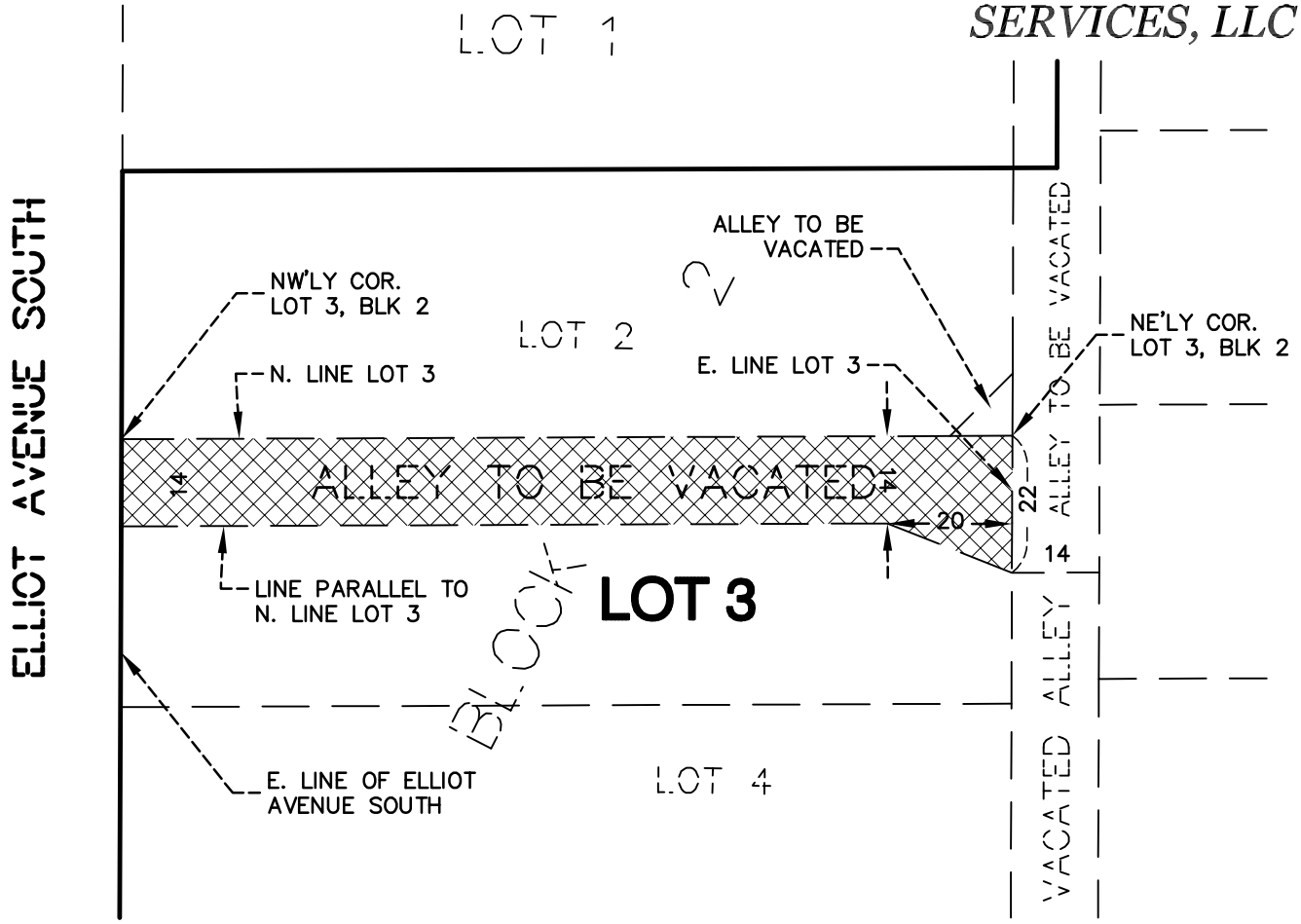
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Alley Vacation Survey

for

EAGLE MANAGEMENT SERVICES, LLC



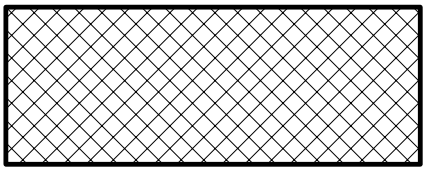
VACATION DESCRIPTION

Vacate public alley being the same as created in Warranty Deed Book 1086, Page 424 as Document No. 1329117 as follows:

That part of Lot 3, Block 2, CHICAGO AVENUE SECOND ADDITION TO MINNEAPOLIS, Hennepin County, Minnesota described as follows:
Beginning at the northwest corner of Lot 3, Block 2, CHICAGO AVENUE SECOND ADDITION TO MINNEAPOLIS, Hennepin County, Minnesota; thence easterly on the north line of said Lot 3 to the northeast corner of said Lot 3; thence south on the east line of Lot 3 a distance of 22 feet; thence northwesterly to a point 20 feet west of the east line and 14 feet south of the north line of said Lot 3; thence westerly parallel to the north line of said Lot 3 to the Easterly line of Elliot Avenue South; thence north to the point of beginning.

SCALE: 1" = 30'

General Notes:
1. Bearings shown based are assumed.



PROPOSED ALLEY VACATION

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: February 26, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

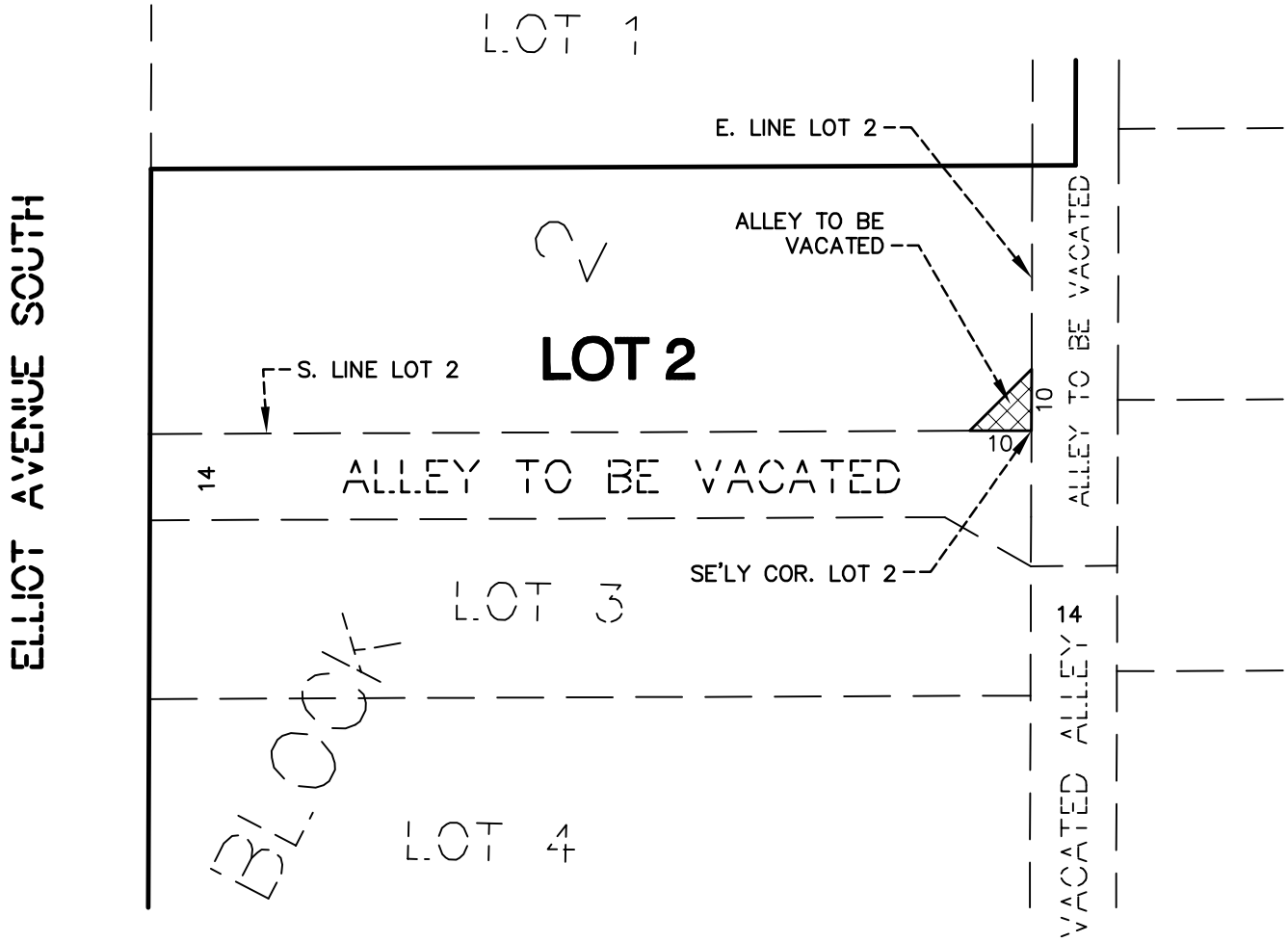
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Alley Vacation Survey

for

EAGLE MANAGEMENT SERVICES, LLC



VACATION DESCRIPTION

Vacate rights and easement for public alley over, under and across part of Lot 2, Block 2, CHICAGO AVENUE SECOND ADDITION TO MINNEAPOLIS, Hennepin County, Minnesota, being the same as created in Easement Deed Document No. 9483980 and City of Minneapolis Resolution 2010R-141, described as follows:

Beginning at a point on the southerly line of said Lot 2, distant 10 feet west from the southeast corner of said Lot 2; thence east 10 feet to said southeast corner; thence north a distance of 10 feet along the east line of said Lot 2; thence southwesterly to the point of beginning.

N

SCALE: 1" = 30'

General Notes:
1. Bearings shown based are assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: February 26, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

PROPOSED ALLEY VACATION

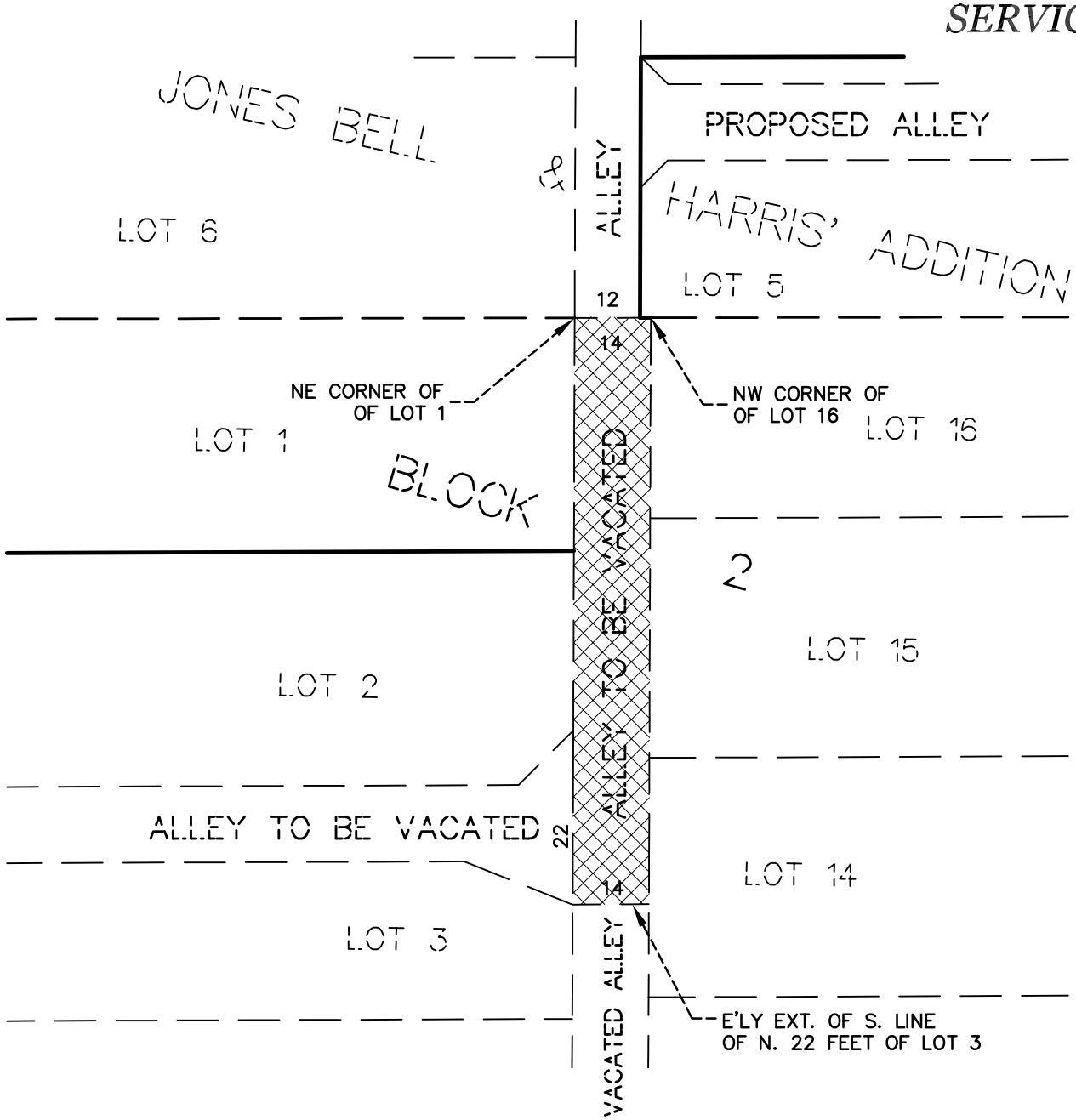
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Alley Vacation Survey

for

EAGLE MANAGEMENT SERVICES, LLC



VACATION DESCRIPTION

Vacate that part of the 14 foot north and south alley as dedicated in Block 2, CHICAGO AVENUE SECOND ADDITION TO MINNEAPOLIS, Hennepin County, Minnesota, described as follows: lying north of the extension east across said north and south alley of the south line of the north 22 feet of Lot 3 and lying south of a line drawn from the northeast corner of Lot 1 to the northwest corner of Lot 16, all in said Block 2.

SCALE: 1" = 60'

General Notes:
1. Bearings shown based are assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: March 1, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

PROPOSED ALLEY VACATION

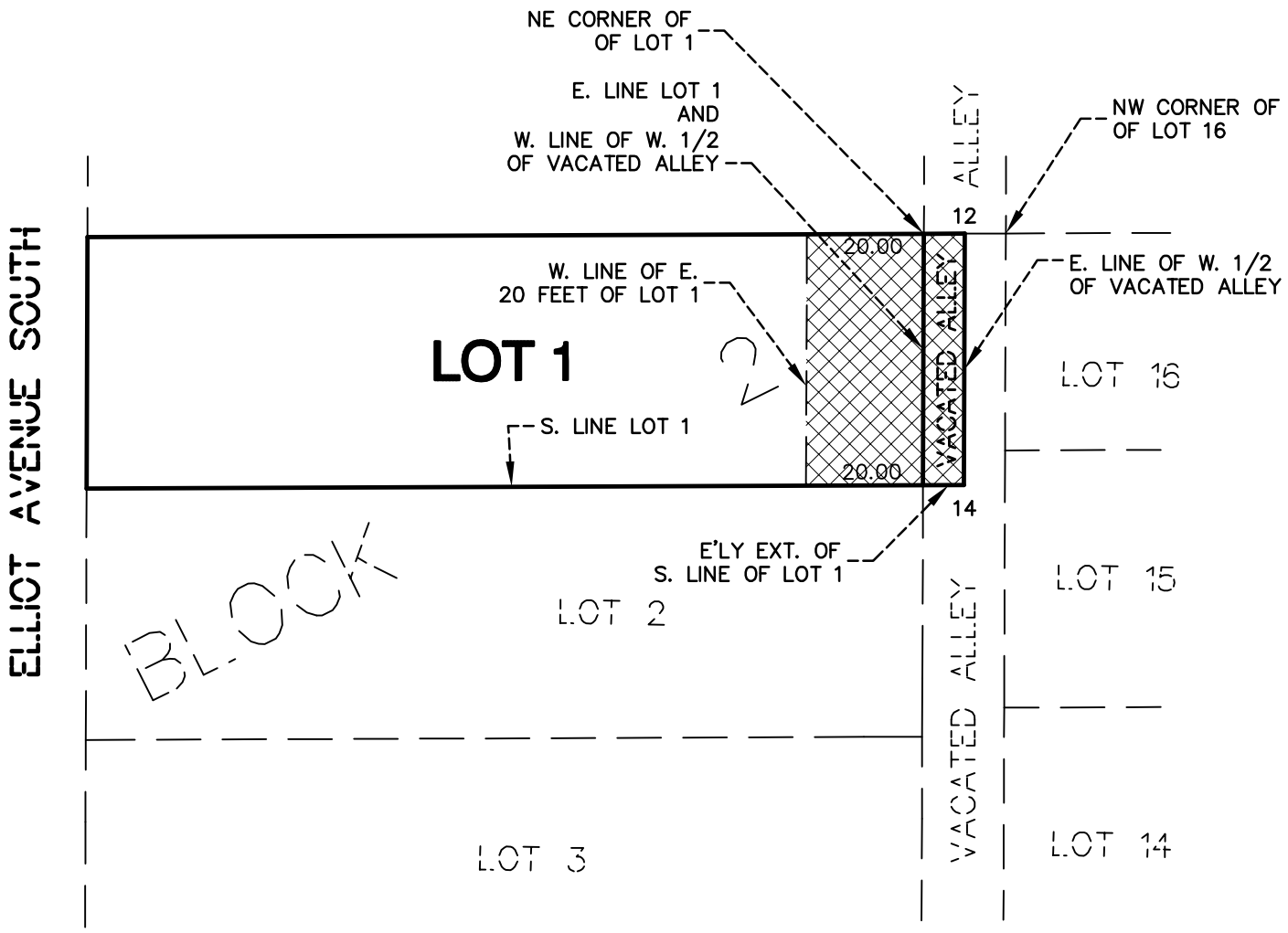
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Parking Easement Survey

for

EAGLE MANAGEMENT SERVICES, LLC



PROPOSED PARKING EASEMENT

Parking Easement over, under and across the following properties: The easterly 20.00 feet of Lot 1, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota and that part of the west half of vacated 14 foot north and south alley in Block 2 described as lying south of a line drawn from the northeast corner of Lot 1 to the northwest corner of Lot 16 and lying north of the extension east across it of the south line of said Lot 1, all in said Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota.

SCALE: 1" = 30'

General Notes:
1. Bearings shown based are assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

PROPOSED PARKING EASEMENT

Date: March 1, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

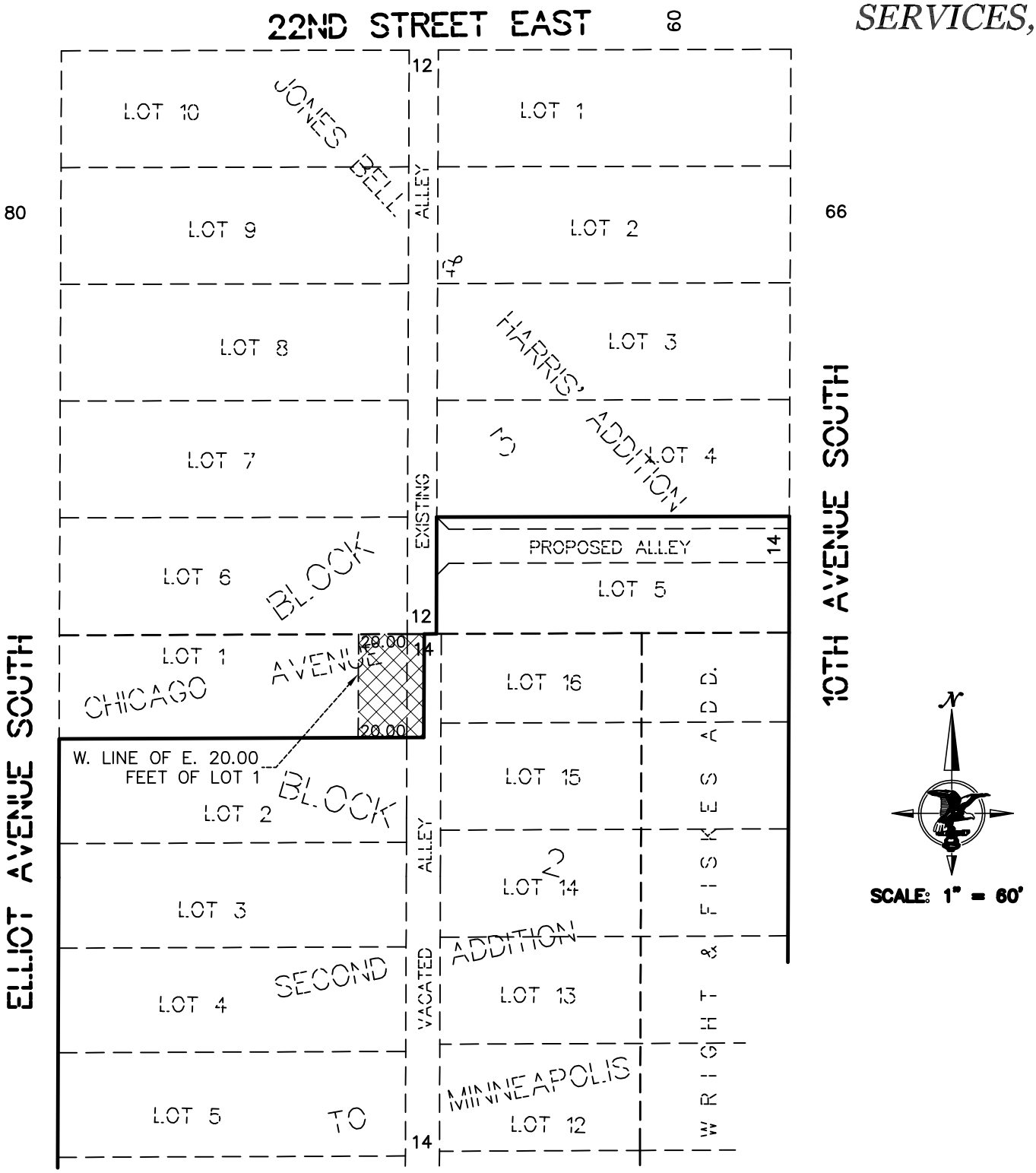
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Parking Easement Exhibit

for

EAGLE MANAGEMENT SERVICES, LLC



General Notes:
1. Bearings shown based are assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: March 1, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

PROPOSED PARKING EASEMENT

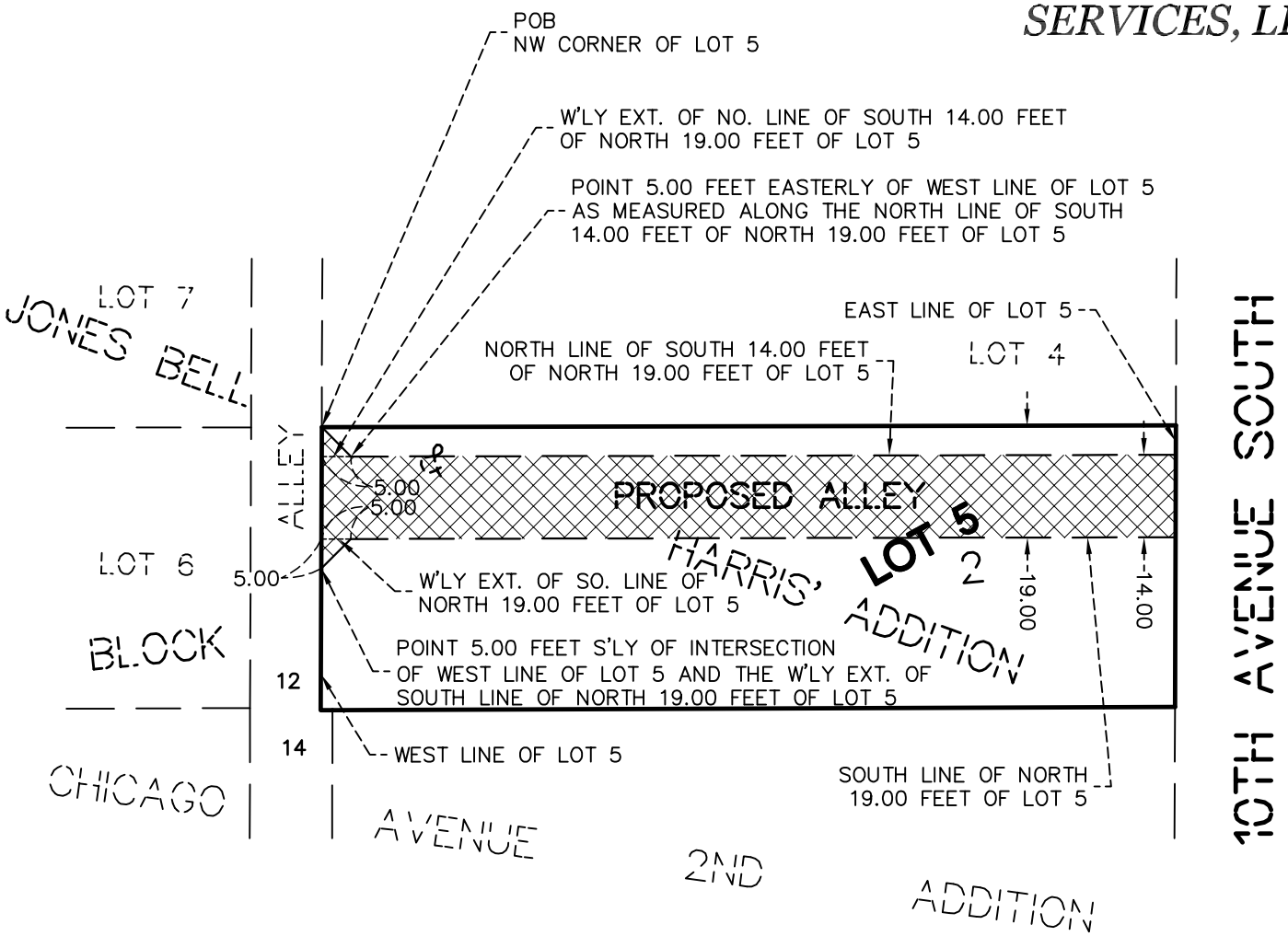
JOB NO: 201235101.DWG

HARRY S. JOHNSON
LAND SURVEYORS
9063 Lyndale Ave. So. Bloomington, MN. 55420
phone: 952-884-5341 fax: 952-884-5344

Easement Survey

for

EAGLE MANAGEMENT SERVICES, LLC



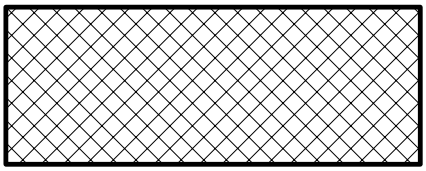
PROPOSED EASEMENT FOR ALLEY PURPOSES

An easement for alley purposes over, under and across that part of Lot 5, Block 2, JONES BELL & HARRIS' ADDITION TO THE CITY OF MINNEAPOLIS, Hennepin County, Minnesota described as follows:

Beginning at the northwest corner of Lot 5, Block 2, JONES BELL & HARRIS' ADDITION TO THE CITY OF MINNEAPOLIS; thence southeasterly to a point on the north line of the South 14.00 feet of the North 19.00 feet of said Lot 5, said point being 5.00 feet, as measured easterly along the westerly extension of said north line, from the west line of said Lot 5; thence easterly along said north line to the east line of said Lot 5; thence south along said east line to the south line of the north 19.00 feet of said Lot 5; thence westerly along said south line to a point on said south line, said point being 5.00 feet, as measured easterly along the westerly extension of said south line, from the west line of said Lot 5; thence southwesterly to a point on the west line of said Lot 5, said point being 5.00 feet, as measured southerly along said west line from the intersection formed by said west line and the westerly extension of said south line of the North 19.00 feet; thence north along said west line to the point of beginning.

SCALE: 1" = 30'

General Notes:
1. Bearings shown based are assumed.



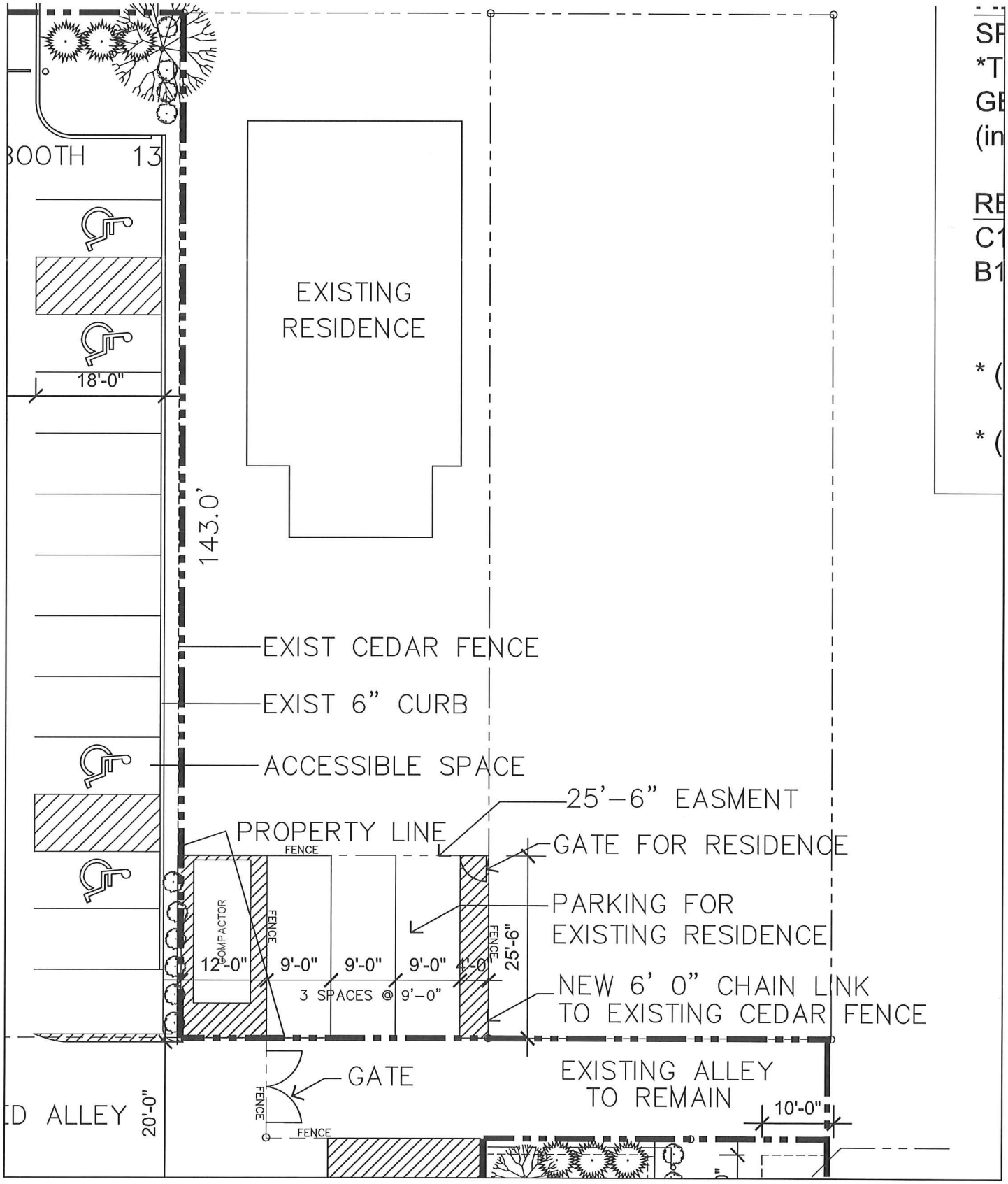
PROPOSED ALLEY EASEMENT

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: February 13, 2013

Thomas E. Hodorff, L.S. MN Reg. No. 23677

JOB NO: 201235101.DWG



Village Market

Copyright 2009 DJR Architecture, Inc

Project Address

Easement Parcel - PROPOSED

Project #:	111-0025
Date:	05-07-13
Drawn by:	AP
Checked by:	SN

DJR ARCHITECTURE, INC
333 Washington Ave N, Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

A1
A100

AS-1

verizonbusiness

OSP National Support /
Investigations
2400 North Glenville
Richardson, TX 75082

MCI Communications Services, Inc.

05/02/2013

CITY OF MINNEAPOLIS
PLANNING AND DEVELOPMENT
HILARY DVORAK
250 S. 4TH STREET, ROOM 110
MINNEAPOLIS, MN 55415

RE: VACATION FILE NO. 1614
VACATING AND REPLACING ALLEY IN BLOCK 2, CHICAGO AVE, 2ND ADDN. – AREA BOUNDED BY ELLIOT AVE, 10TH AVE.S, 24TH ST. E, AND 22ND ST. E. – MINNEAPOLIS, HENNEPIN COUNTY, MN.

Verizon Business ID: 20506-2013

Dear Sir or Madam:

MCI has been notified by your office regarding the above referenced project.

For your records, in reviewing the area in question, it has been determined that MCI does not have facilities within your project area.

You should address correspondence concerning any future projects to the attention of **OSP National Support/Investigations** at the above address.

If you need further assistance with this project, please do not hesitate to call me.

Sincerely,

JOHN BACHELDER
OSP National Support / Investigations
972-729-6322

CenterPoint Energy

700 West Linden Avenue
PO Box 1165
Minneapolis, MN 55440-1165

May 3, 2013

City of Minneapolis
Hilary Dvorak
Principal planner
Department of Community Planning & Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415

RE: Proposed Vacation File No.1614

Dear Ms. Dvorak:

With reference to your request, CenterPoint Energy has no natural gas mains or services within the Proposed Vacation File No.1614 and has no objection to this proposal.

If you have any questions, please contact me at 612-321-5381.

Respectfully,
CENTERPOINT ENERGY

Chuck Mayers

Chuck Mayers
Right-of-Way Specialist
Engineering Services
charles.mayers@centerpointenergy.com
612-321-5381

Dvorak, Hilary A.

From: Ralph.Benicke@co.hennepin.mn.us
Sent: Tuesday, May 14, 2013 8:34 AM
To: Dvorak, Hilary A.
Subject: Vacation File No. 1614

Hennepin County Public Works does not have an objection to this vacation.

Ralph Benicke
Hennepin County
Land Acquisition Group
1600 Prairie Drive
Medina, MN 55340

612-596-0323

Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

Petition to Vacate
City Of Minneapolis Street, Alley or Utility Easement

Petitioner: 24th Mall, LLC
Address: 912 24th St. E., Ste. B232, Minneapolis, MN 55404
Contact Person: Omar Sabri (612) 998-7054

Vacation File No.
1614
Page 1 of 3

Description of Easement to be vacated: Vacating and replacing the alley in Block 2, Chicago Ave. 2nd Addn., bounded by Elliot Ave., 10th Ave. S., 24th St. E., and 22nd St. E.

Review and Comment

Utility easements cannot be reserved unless there is an existing facility within the area to be vacated. If there is an existing utility, please enclose a map showing its location.

Name of Reviewing Agency CENTURY LINK

Phone: 612-381-5940 e-Mail: ERIC.FREESE2@CENTURYLINK.COM

Approve petition ☐

Deny petition (provide explanation) ☐

Reserve Easements (provide description) ☒

By: ERIC FREESE Date 5/17/13

Comments: CTL WOULD LIKE TO RESERVE AN EASEMENT
PLEASE SEE ATTACHED

CenturyLink™
Stronger Connected™

2800 Wayzata Blvd.
Room 300
Minneapolis, MN 55405

To:
Hilary Dvorak, Principal Planner
Minneapolis Community Planning & Economic Development
Planning Division
250 S 4th St, Room 300
Minneapolis, MN 55415

May 17th, 2013

This is in response to your letter received on 04/25/2013, which gave notice of referenced vacation.

RE: Vacation File No. 1614

Vacation 1614:

CenturyLink's local network maintains telecommunications facilities within the described vacation area.

CenturyLink intends to reserve an easement. CenturyLink Facilities are located within five feet either side of the existing pole line on the east side of the ally right of way. The facilities also feed several buildings within the described area. If an easement is not possible and CenturyLink facility relocations are requested the petitioner will be responsible for all relocation costs of mainline cable, poles, and services. CenturyLink will also require a minimum of six months after receipt of payment to complete relocations.

Respectfully,

Eric Freese

CenturyLink Field Engineer

612-381-5940

Eric.Freese@CenturyLink.com

CENTURYLINK CONFIDENTIAL AND PROPRIETARY INFORMATION. DISCLOSED TO GOVERNMENTAL AGENCY PURSUANT TO LAW. NOT TO BE DISCLOSED BY GOVERNMENTAL AGENCY TO ANY THIRD PARTY WITHOUT WRITTEN AUTHORIZATION BY CENTURYLINK INC..

CenturyLink™

WIRE CENTER
FRANKLIN
MINNESOTA

Grid ID: (Lat/Long)
44.95838/-93.26363

1" = 150'

N

DISCLAIMER: All Facility Locations are Approximate and Facilities Must be Spotted by Appropriate Agency Prior to Excavation

Petition to Vacate
City Of Minneapolis Street, Alley or Utility Easement

Petitioner: 24th Mall, LLC
Address: 912 24th St. E., Ste. B232, Minneapolis, MN 55404
Contact Person: Omar Sabri (612) 998-7054

Vacation File No.
1614
Page 1 of 3

Description of Easement to be vacated: Vacating and replacing the alley in Block 2, Chicago Ave. 2nd Addn., bounded by Elliot Ave., 10th Ave. S., 24th St. E., and 22nd St. E.

RECEIVED
APR 1 9 2013

Review and Comment

Utility easements cannot be reserved unless there is an existing facility within the area to be vacated. If there is an existing utility, please enclose a map showing its location.

Name of Reviewing Agency XCEL ENERGY

Phone: 612-330-1956 e-Mail: sean.w.lawler@xcelenergy.com

Approve petition ☐

Deny petition (provide explanation) ☐

Reserve Easements (provide description) ☒

By: [signature] Date 6/6/13

Comments:

XCEL ENERGY WILL NEED TO RESERVE AN EASEMENT AS SHOWN ON THE ATTACHED SURVEY EXHIBIT.

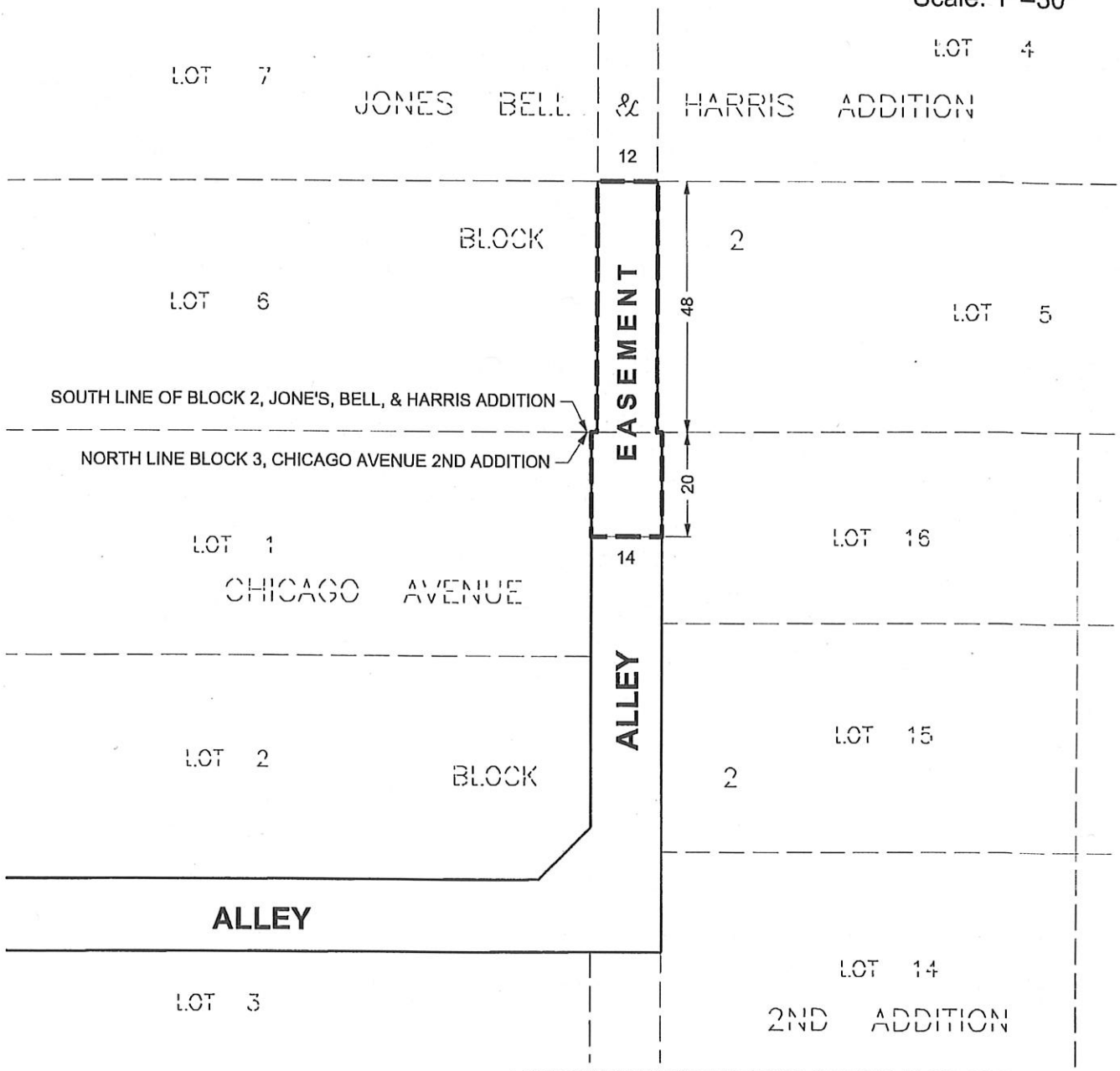
NORTHERN STATES POWER
MINNESOTA

EXHIBIT A SHEET 1 OF 2 SHEETS

Certificate of Survey
Location: City of Minneapolis, Hennepin County, Minnesota
See sheet 2 of 2 for descriptions.

N

Scale: 1"=30'



I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT 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.

PETER D. GITZEN LIC. NO. 44901

DATE 6/5/13

DIST:CHESTNUT
SEC. 35, T.29N., R.24W., 4TH P.M.
CO.:HENNEPIN

NORTHERN STATES POWER
MINNESOTA

EXHIBIT A SHEET 2 OF 2 SHEETS

Certificate of Survey
Location: City of Minneapolis, Hennepin County, Minnesota

"Easement Area":

An easement over, under and across the south 48.00 feet of the alley in Block 2, Jones, Bell and Harris Addition to Minneapolis, Hennepin County, Minnesota.

Also:

An easement over, under and across the north 20.00 feet of the alley in Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota.

Containing 0.02 acres, more or less.

DIST:CHESTNUT
SEC. 35, T.29N., R.24W., 4TH P.M.
CO.:HENNEPIN

"Easement Area":

An easement over, under and across the south 48.00 feet of the alley in Block 2, Jones, Bell and Harris Addition to Minneapolis, Hennepin County, Minnesota.

Also:

An easement over, under and across the north 20.00 feet of the alley in Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota.

Containing 0.02 acres, more or less.

Petition to Vacate
City Of Minneapolis Street, Alley or Utility Easement

Petitioner: 24th Mall, LLC
Address: 912 24th St. E., Ste. B232, Minneapolis, MN 55404
Contact Person: Omar Sabri (612) 998-7054

Vacation File No.
1614

Description of Easement to be vacated: Vacating and replacing the alley in Block 2, Chicago Ave. 2nd Addn., bounded by Elliot Ave., 10th Ave. S., 24th St. E., and 22nd St. E.

Review and Comment

Utility easements cannot be reserved unless there is an existing facility within the area to be vacated. If there is an existing utility, please enclose a map showing its location.

Name of Reviewing Agency Comcast - Tom Niedzielski

Phone: 651-493-5407 e-Mail: Thomas_Niedzielski@cable.comcast.com

Approve petition ☐

Deny petition (provide explanation) ☐

Reserve Easements (provide description) ☑

By: [signature] Date 6-12-13

Comments:

Reply to Vacation Inquiry File # 1614 Vacating and replacing the alley in Block 2, Chicago Ave 2nd Addition.	To Lisa Baldwin	From: Tom Niedzielski
	City of Minneapolis Planning Commission	Comcast
	Phone # 612-673-5342	Phone # 612-490-7750
	Fax # 612-673-2526	Fax #651-493-5116

Description of public right-of way proposed to be vacated:

See attached legal description

This section to be completed ONLY by City Depts

- We have no objections to this vacation ☐
- We have no objections to the vacation, subject to conditions stated below ☐
- We object to the vacation for the reasons stated below ☐

Conditions/Reasons:

This section to be completed ONLY by Utilities

- We do NOT have facilities in the proposed vacated area, and we therefore RELEASE our utility easement rights, subject to any conditions or exceptions stated below ☐
- We do NOT have facilities in the proposed vacated area, but we wish to RETAIN our easement rights, subject to any conditions or exceptions stated below ☒
- We DO have facilities in the proposed vacated area, and we therefore RETAIN our easement rights, subject to any conditions or exceptions stated below ☐

Conditions/Exceptions: *We can release these rights provided the proposed improvements do not interfere with its existing facilities or interfere with Comcast's access to the said facilities to maintain, repair, or upgrade them. Should the said improvements in anyway interfere with or prevent access to the said facilities, the petitioner or its successor shall provide new easements as required and the petitioner or its successor shall assume all costs of relocating facilities to the new easements..*

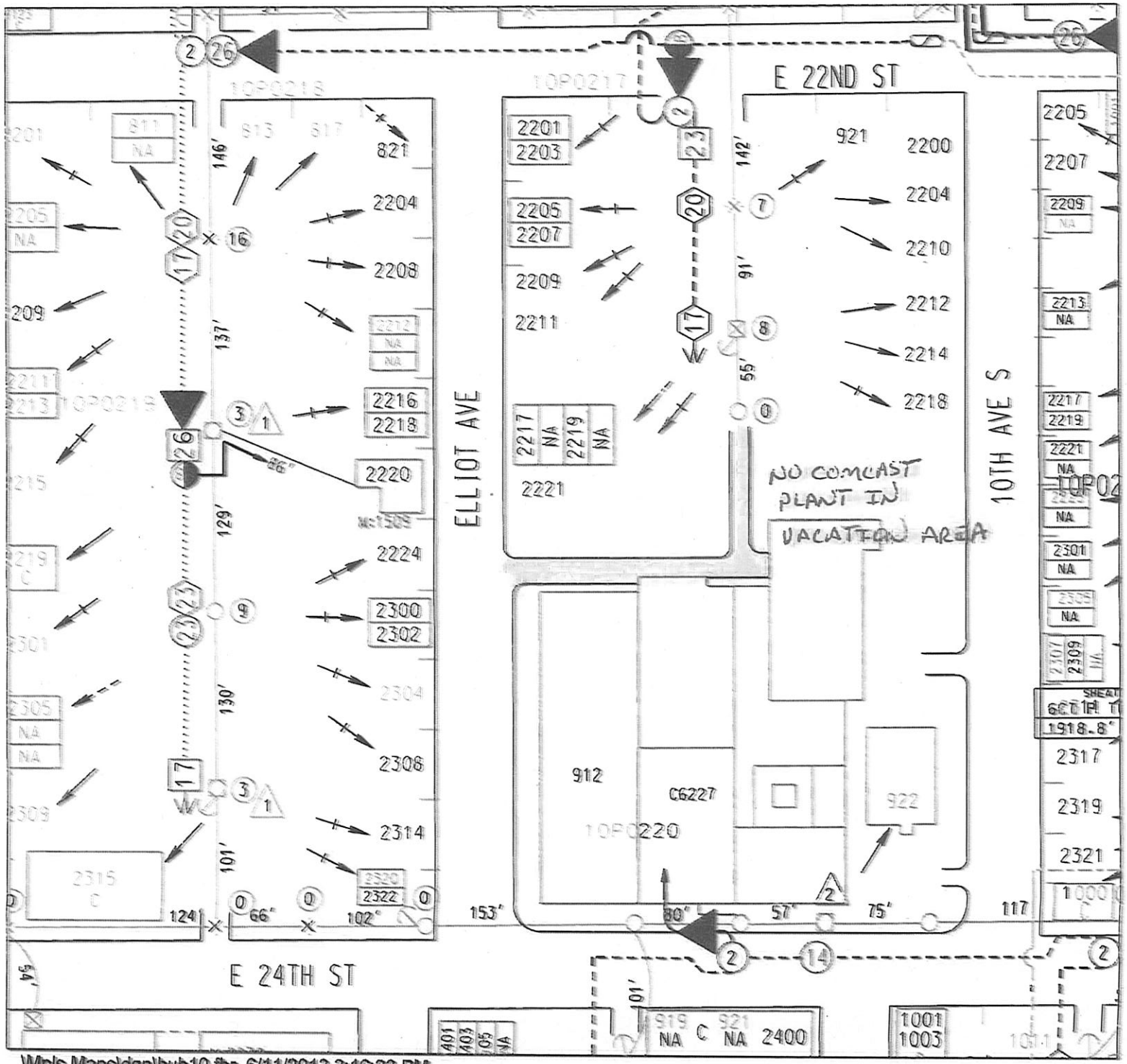
Duly authorized representative:

Duane Carlson / Construction Manager
Print Name / Title

Comcast
Company Name

Signature

06/12/13
Date



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Minneapolis
City of Lakes

Department of
Public Works

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street – Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

April 14, 2014

Ms. Hilary Dvorak
CPED-Planning
250 4th St. So., Room 100
Minneapolis, MN 55415

RE: Vacating part of the alley partly dedicated in Block 2, Chicago Avenue 2nd Addition, and partly deeded in said addition, bounded by 10th Ave. S., Elliot Ave. S., and 24th St. E., (Vacation 1614).

Dear Ms. Dvorak:

Public Works staff has reviewed this vacation petition and recommends Approval of said petition.

The area to be vacation is legally described as follows:

That part of the 14 foot north and south alley as dedicated in Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota, described as follows: Lying north of the extension east across said north and south alley of the south line of the north 22 feet of Lot 3 and lying south of a line drawn from the northeast corner of Lot 1 to the northwest corner of Lot 16, all in said Block 2.

And

Public alley being the same as created in Warranty Deed Book 1086, Page 424 as Document No. 1329117 as follows:

That part of Lot 3, Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota, described as follows: *Beginning at the northwest corner of Lot 3, Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota; thence easterly on the north line of said Lot 3 to the northeast corner of said Lot 3; thence south on the east line of Lot 3 a distance of 22 feet; thence northwesterly to a point 20 feet west of the east line and 14 feet south of the north line of said Lot 3; thence westerly parallel to the north line of said Lot 3 to the Easterly line of Elliot Avenue South; thence north to the point of beginning.*

And (continued on page -2-)

Call 311 Minneapolis
City Information and Services

www.ci.minneapolis.mn.us
Affirmative Action Employer

Rights and easement for public alley over, under and across part of Lot 2, Block 2, Chicago Avenue 2nd Addition to Minneapolis, Hennepin County, Minnesota, being the same as created in Easement Deed Document No. 9483980 and City of Minneapolis Resolution 2010R-141, described as follows:

Beginning at a point on the southerly line of said Lot 2, distant 10 feet west from the southeast corner of said Lot 2; thence east 10 feet to said southeast corner; thence north a distance of 10 feet along the east line of said Lot 2; then southwesterly to the point of beginning.

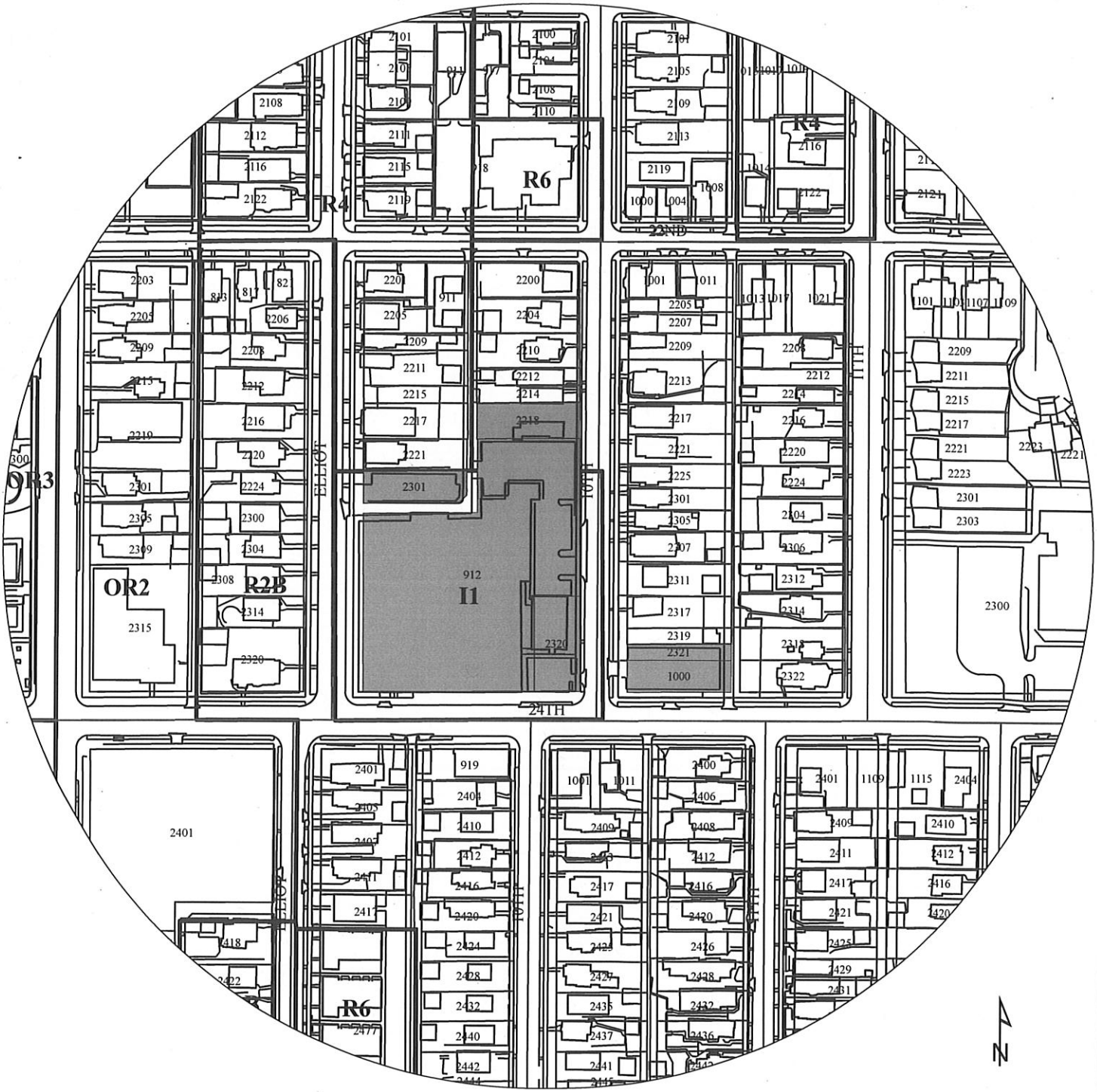
Sincerely,

Don Elwood, P.E.
Director, Transportation Planning & Engineering

Cc: Dennis Morris

Omar Sabri with Eagle Management **6th**

NAME OF APPLICANT WARD



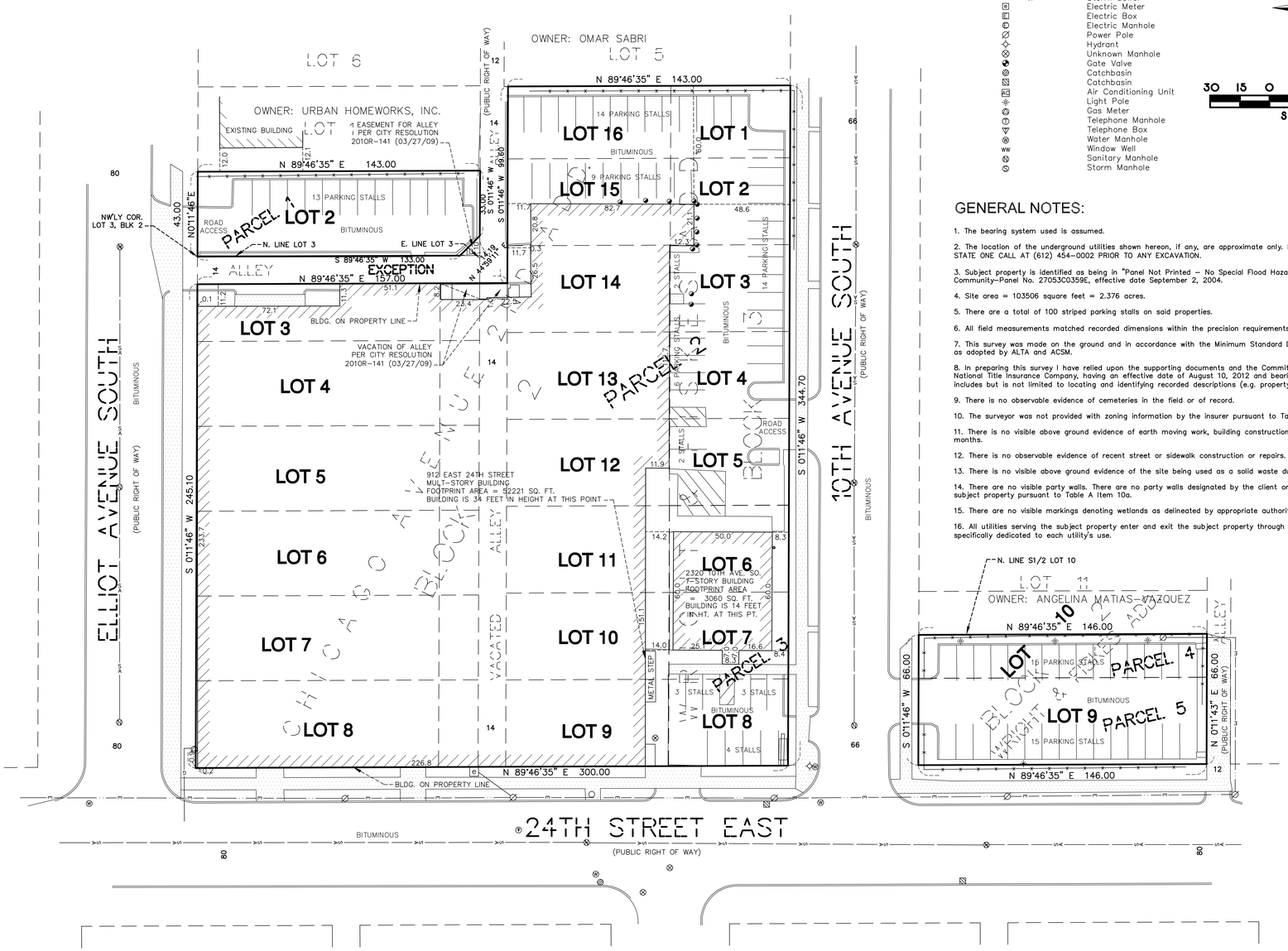
200 100 0 200 400

PROPERTY ADDRESS

912 E 24th St, 2301 Elliot Ave S, 2218-20 10th Ave S, 1000 E 24th St and 2321 10th Ave S

FILE NUMBER

BZZ-6475



LEGEND

- Property Monument
- Concrete
- Concrete Curb
- Fence
- Overhead Electric
- Underground Electric
- Underground Telephone
- Water
- Gas
- Sanitary Sewer
- Storm Sewer
- Electric Meter
- Electric Box
- Electric Manhole
- Power Pole
- Hydrant
- Unknown Manhole
- Gate Valve
- Catchbasin
- Catchbasin
- Air Conditioning Unit
- Light Pole
- Gas Meter
- Telephone Manhole
- Telephone Box
- Water Manhole
- Window Well
- Sanitary Manhole
- Storm Manhole

N

30 15 0 30 60 90

SCALE IN FEET

GENERAL NOTES:

1. The bearing system used is assumed.

2. The location of the underground utilities shown hereon, if any, are approximate only. PURSUANT TO MSA 216D CONTACT GOPHER STATE ONE CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.

3. Subject property is identified as being in "Panel Not Printed – No Special Flood Hazard Area" on Flood Insurance Rate Map, Community–Panel No. 27053C0359E, effective date September 2, 2004.

4. Site area = 103506 square feet = 2.376 acres.

5. There are a total of 100 striped parking stalls on said properties.

6. All field measurements matched recorded dimensions within the precision requirements of ALTA/ACSM specifications.

7. This survey was made on the ground and in accordance with the Minimum Standard Detail Requirements for Land Title Surveys as adopted by ALTA and ACSM.

8. In preparing this survey I have relied upon the supporting documents and the Commitment for Title Insurance issued by WFG National Title Insurance Company, having an effective date of August 10, 2012 and bearing file number 3221–12–W035. This includes but is not limited to locating and identifying recorded descriptions (e.g. property and easement descriptions).

9. There is no observable evidence of cemeteries in the field or of record.

10. The surveyor was not provided with zoning information by the insurer pursuant to Table A Item 6a or 6b.

11. There is no visible above ground evidence of earth moving work, building construction or building additions within recent months.

12. There is no observable evidence of recent street or sidewalk construction or repairs.

13. There is no visible above ground evidence of the site being used as a solid waste dump, sump or sanitary landfill.

14. There are no visible party walls. There are no party walls designated by the client or by recorded Party Wall Agreements on subject property pursuant to Table A Item 10a.

15. There are no visible markings denoting wetlands as delineated by appropriate authorities.

16. All utilities serving the subject property enter and exit the subject property through public rights of way or through easements specifically dedicated to each utility's use.

LEGAL DESCRIPTION

Parcel 1:
Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)
Property address: 2301 Elliot Ave. S., Minneapolis, MN
AREA= 6099 square feet = 0.140 acres.

Parcel 2:
Lots 3 through 16 inclusive, Block 2, Chicago Avenue Second Addition to Minneapolis, except that part of Lot 3 described as follows:

Commencing at the Northwesterly corner of Lot 3, thence Easterly on the North line of said Lot 3 to the Northeast corner of said Lot 3; thence South on the East line of Lot 3, 22 feet; thence Northwesterly to a point 20 feet West of the East line and 14 feet South of the North line of said lot 3; thence Westerly parallel to the North line of said Lot 3, to the Easterly line of Elliot Avenue; thence North to place of beginning.
Together with that part of the vacated North and South alley in said Block lying South of the extension East across it of the South line of the North 22 feet of Lot 3 in said Block, according to the recorded plat thereof, Hennepin County, Minnesota.

Lots 1 through 5 inclusive, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)
Property address: 912 24th Street East, Minneapolis, MN
AREA= 79528 square feet = 1.826 acres.

Parcel 3:
Lots 6 and 7, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)
Lot 8, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Torrens Certificate No. 1054385)
Property address: 2320 10th Avenue South, Minneapolis, MN
AREA= 8243 square feet = 0.189 acres.

Parcel 4:
The South 1/2 of Lot 10, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota. (Abstract property) Property address: 2321 10th Ave. S., Minneapolis, MN
AREA= 3212 square feet = 0.078 acres.

Parcel 5:
Lot 9, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota. (Abstract property)
Property address: 1000 24th Street East, Minneapolis, MN
AREA= 6424 square feet = 0.147 acres.

NOTES CORRESPONDING TO SCHEDULE B:

9. Easement for cable/telecommunication services by Excelsior Development, LLC, as grantor, to KBL Cablesystems of Minneapolis L.P. by and through its general partner, KBL Cablesystems of Minneapolis, Inc., doing business as Time Warner Cable, as grantee, dated September 11, 2003, recorded September 12, 2005 as Doc. No. 8651528, granting an easement for telecommunication services, cables, lines over a portion of the subject property described at 912 24th Street East, Minneapolis, Minnesota. Affects portions of Parcels 1 and 2. (Blanket easement)

STATEMENT OF POTENTIAL ENCROACHMENTS:

There are no visible above ground encroachments over or across any property lines of subject property.

LAND TITLE SURVEY

ALTA/ACSM
for:
EAGLE MANAGEMENT SERVICES LLC

SITE: 912 EAST 24TH STREET
MINNEAPOLIS, MINNESOTA

CERTIFICATION:

To Venture Bank, its successors and/or assigns, as their interests may appear herein; WFG National 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, 6(b), 7(a), 7(b1), 8, 9, 11(a), 13, 16, 17 and 18 of Table A thereof. The field work was completed on August 27, 2012.

Date of Plat or Map: September 5, 2012

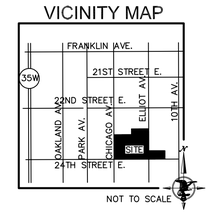
Thomas E. Hodorff, L.S.
Minn. Reg. No. 23677

Revision History

Sheet No.	Book	Page
1 OF 1	628	2
File No. 1-3-8386	W.O. Number 2012351	CAD Technician ONI

HARRY S. JOHNSON CO., INC.
LAND SURVEYORS CONSULTANTS
BLOOMINGTON, MINNESOTA
PHONE: 952-884-5341 FAX: 952-884-5344

VICINITY MAP



NOT TO SCALE

SURVEY PERFORMED BY:
HARRY S. JOHNSON CO. INC.
LAND SURVEYORS & CONSULTANTS
9063 Lyndale Avenue South
Bloomington, Mn. 55420
(952) 884-5341
(952) 884-5344 Fax
Email: tom@hsjsurveyors.com
Web: www.hsjsurveyors.com

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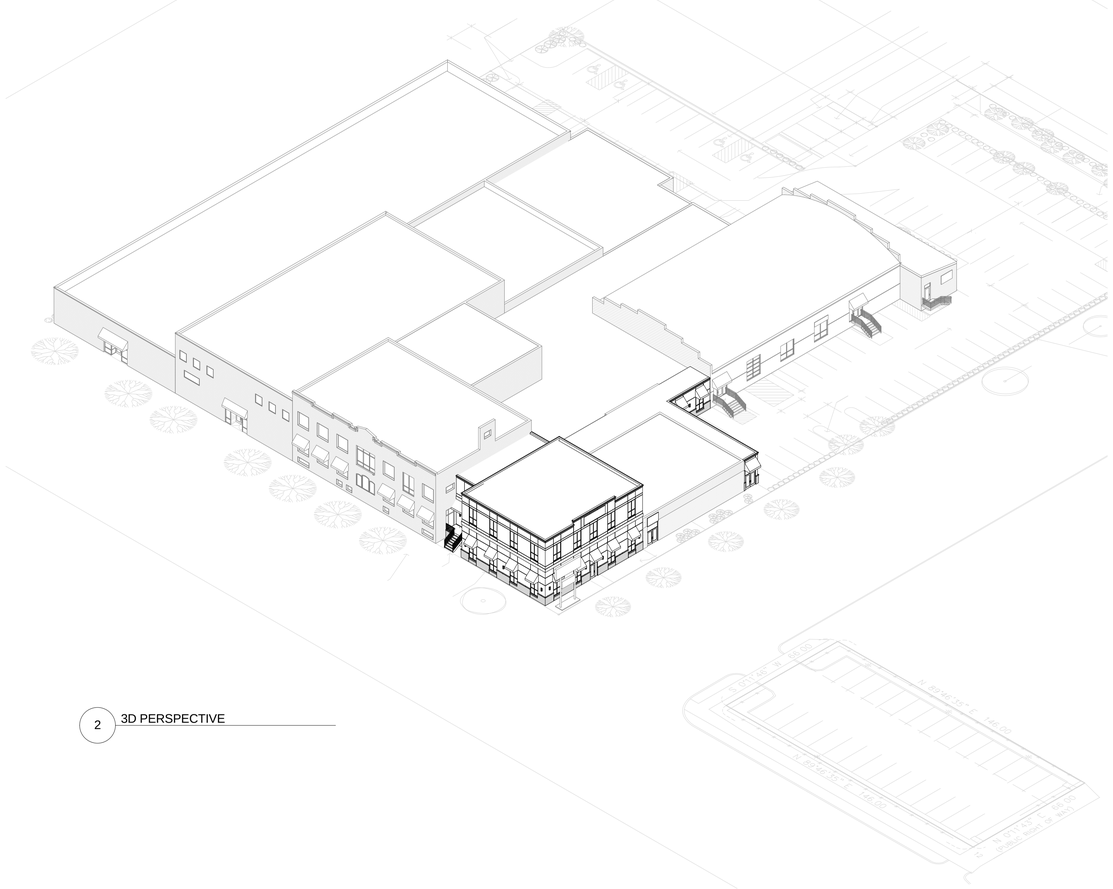
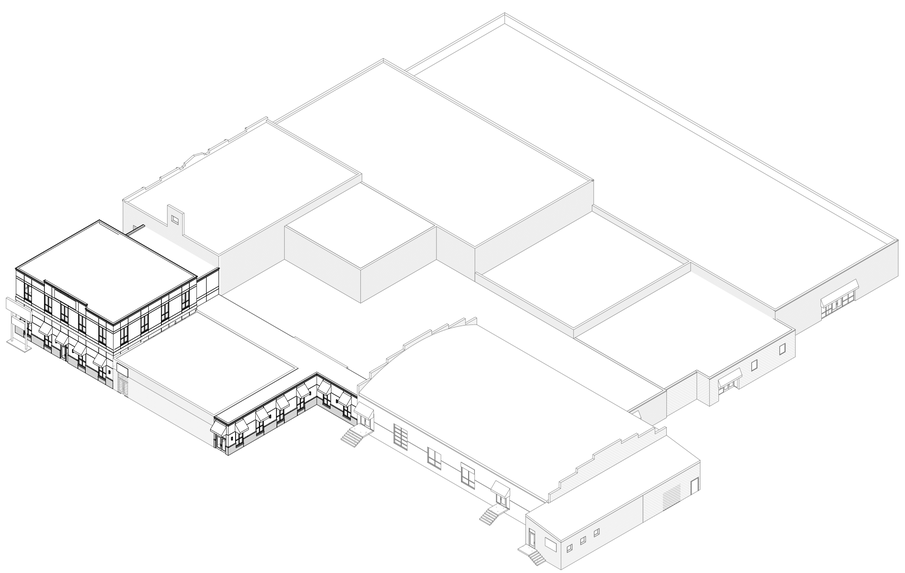
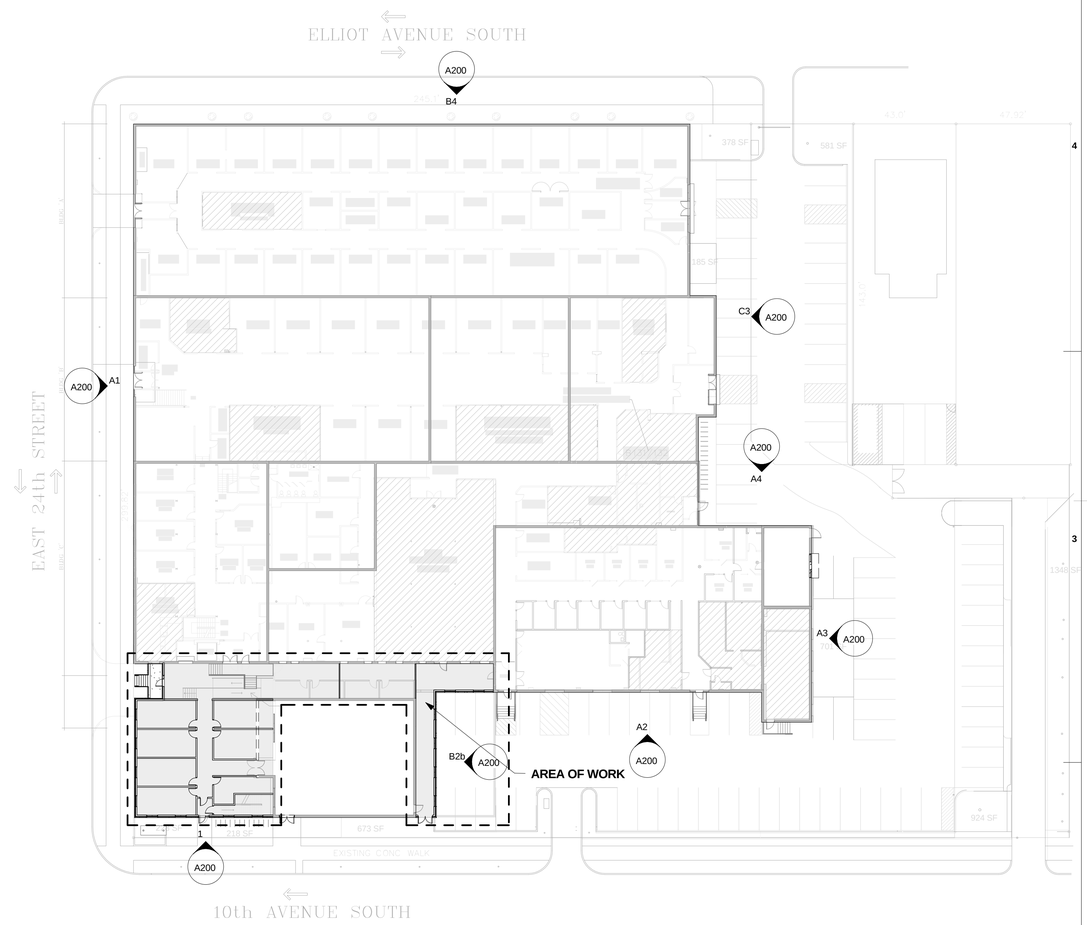
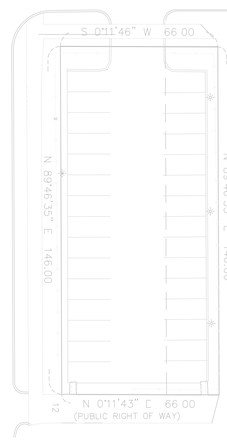


2 3D PERSPECTIVE



1 3D PERSPECTIVE 2





A1 FLOOR PLAN - LEVEL 1
1" = 30'-0"

DJR ARCHITECTURE, INC
333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CIVIL

STRUCTURAL

CONTRACTOR

CLIENT

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.

SIGNATURE

SCOTT NELSON
PRINT NAME

17444
REGISTRATION NUMBER

02.28.2014
DATE

PRELIMINARY: NOT FOR CONSTRUCTION

Issue:

		Date:
	Site Plan Review/Rezoning Submittal	03.05.14
1	Revision 1	03.21.14
2	PDR SUBMITTAL	04.29.14

Project #:111-0025.2
Date: 02.28.2014
Drawn by: DP
Checked by: SN

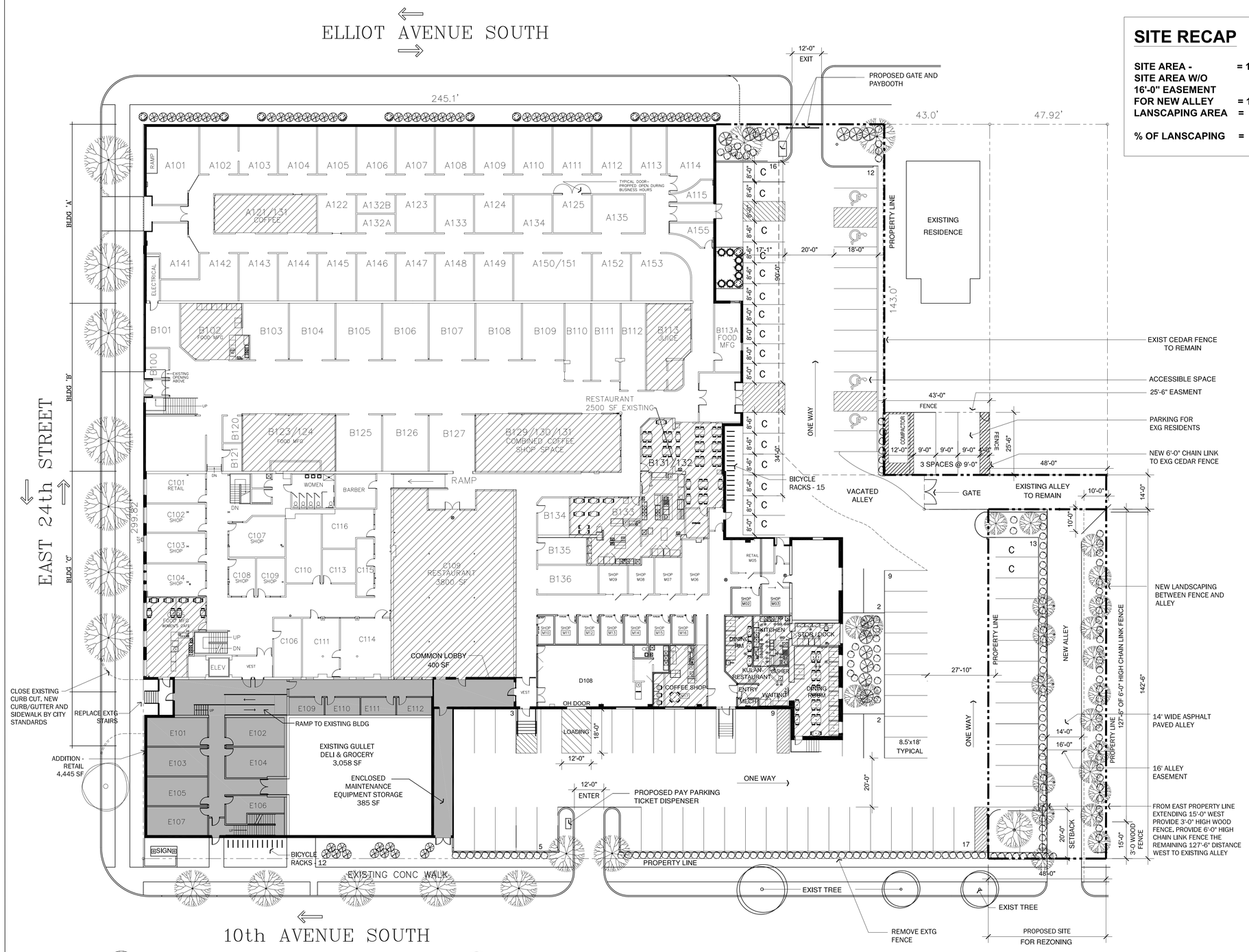
Village Market

Enter address here

Copyright 2014 DJR Architecture, Inc.

KEY PLAN AND 3D MODEL

A000



A1 FIRST FLOOR PLAN
1" = 20'-0"

N

SITE RECAP

SITE AREA -	= 104,670 SF
SITE AREA W/O 16'-0" EASEMENT FOR NEW ALLEY	= 102,390 SF
LANSCAPING AREA	= 5,923 SF
% OF LANSCAPING	= 5.8%

PROJECT DESCRIPTION

FIRST FLOOR
SPACE USE RECAP BREAK DOWN

EXISTING 1ST FLOOR SF	= 59,358 SF
PROPOSED ADDITION	= 5,230 SF
TOTAL GROSS SF 1ST FLOOR	= 64,588 SF

BREAKDOWN

GENERAL RETAIL (includes adjacent coorridors etc.)	= 50,315 SF

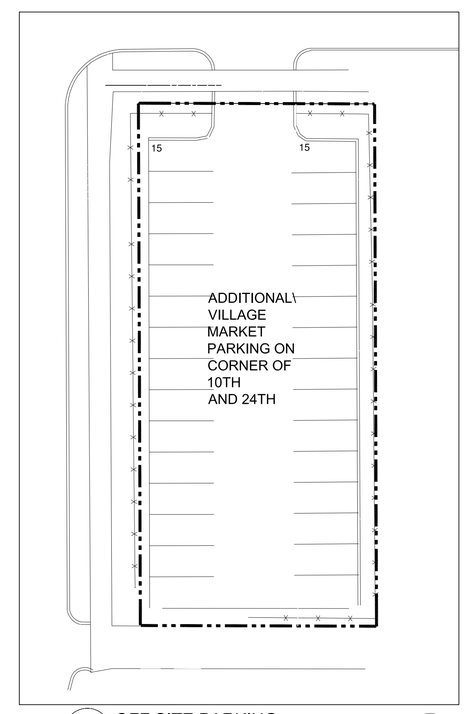
RESTAURANTS & COFFEE SHOPS

A121	= 695 SF
B102	= 586 SF
B113	= 622 SF
B123/124	= 893 SF
B128/130	=1,427 SF
B131/132/133	= 2,500 SF
C105	= 684 SF
C109	= 3,800 SF
M17	= 486 SF
M109	= 1,795 SF

TOTAL RESTAURANTS = 13,488

PARKING RECAP (ON SITE)

STANDARD SPACES	66
ACCESSIBLE SPACES	4
COMPACT SPACES	18
TOTAL ON SITE	88
ADDITIONAL PARKING ON CORNER OF 10TH AND 24TH	30
TOTAL PARKING	110



A1 OFF SITE PARKING
1" = 20'-0"

N

DJR ARCHITECTURE, INC
333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CIVIL
MECHANICAL
STRUCTURAL
CONTRACTOR
CLIENT

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.
PRINT NAME: SCOTT NELSON
SIGNATURE
LICENSE NUMBER: 17444
DATE
CERTIFICATION VOID WITHOUT SIGNATURE

Issue:	Date:
SITE PLAN REVIEW/ PDR/DNS SUBMITTAL	03.06.2014
REVISION 1	03.27.2014
FENCE PLAN	04.01.2014
PDR SUBMITTAL	04.29.2014

Project #:111-0025.0
Date: 2.19.2014
Drawn by: AP
Checked by: SN

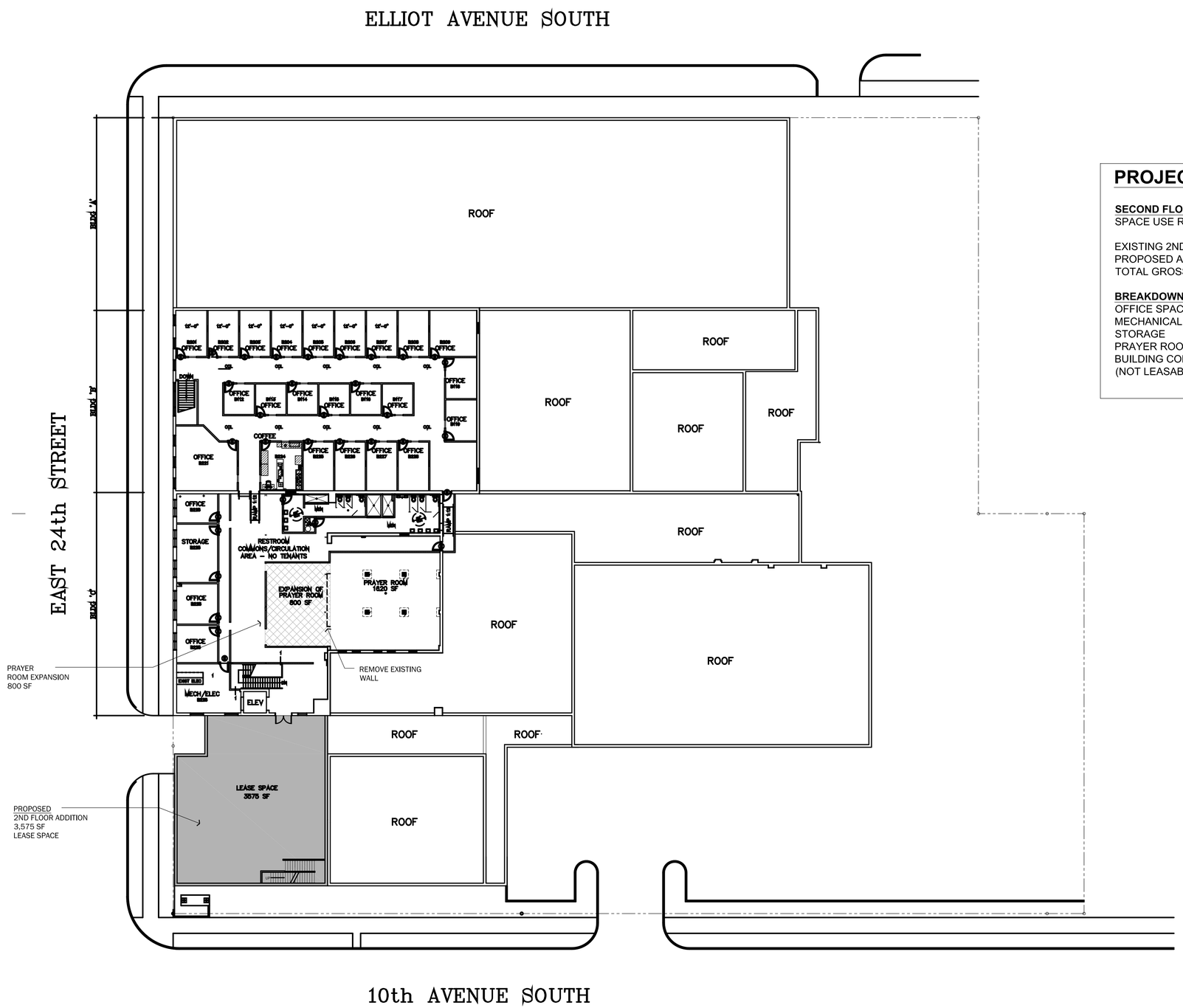
Village Market

912 EAST 24TH STREET, MINNEAPOLIS MN

SITE PLAN - PROPOSED

Copyright 2005 DJR Architecture, Inc.

A100



PROJECT DESCRIPTION

SECOND FLOOR
SPACE USE RECAP BREAKDOWNS

EXISTING 2ND FLOOR SF	=	15,742 SF
PROPOSED ADDITION	=	3,575 SF
TOTAL GROSS SF 2ND FLOOR	=	19,317 SF

BREAKDOWN

OFFICE SPACE	=	12,590 SF
MECHANICAL	=	360 SF
STORAGE	=	390 SF
PRAYER ROOM	=	1,620 SF
BUILDING COMMONS (NOT LEASABLE)	=	4,357 SF

A1 **SECOND FLOOR PLAN**
1" = 20'-0"

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Minneapolis, Minnesota 55401
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MECHANICAL
STRUCTURAL
CONTRACTOR
CLIENT

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.
PRINT NAME: SCOTT NELSON
SIGNATURE
REGISTRATION NUMBER: 17444
DATE: 02.04.2012

Issue:	Date:
PERMIT SUBMITTAL	2.4.2013
REVISED PERMIT SUBMITTAL	2.11.2013
REVISED PERMIT SUBMITTAL	4.30.2013
KULAN RESTAURANT REVISION	7.08.2013
SITE PLAN REVIEW/ REZONING SUBMITTAL	3.6.2014
REVISION 1	3.27.2014
PDR SUBMITTAL	4.29.2014

Project #: 111-0025.2
Date: 02.04.2012
Drawn by: Author
Checked by: Checker
AP
SN

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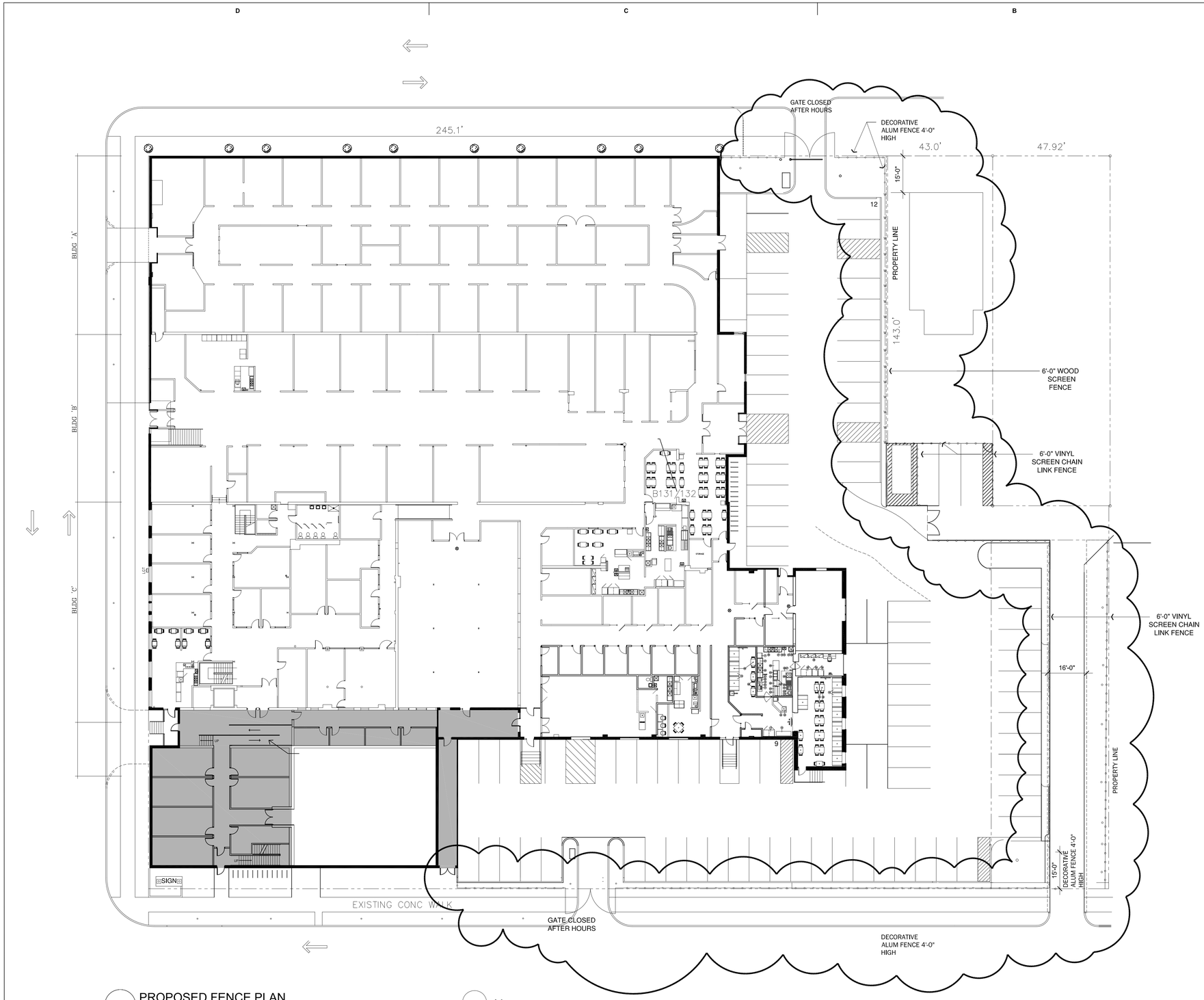
VILLAGE MARKET

E 24TH ST AND 10TH AVE S

SECOND FLOOR PLAN - PROPOSED

A101



A1 PROPOSED FENCE PLAN
1" = 20'-0"

N

FENCE KEY

PROPERTY LINE

4'-0" DECORATIVE ALUMINUM FENCE

6'-0" VINYL COATED CHAIN LINK FENCE

6'-0" WOOD SCREEN FENCE

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Minneapolis, Minnesota 55401
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CLIENT | CONTRACTOR | STRUCTURAL | MECHANICAL | CIVIL

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SCOTT NELSON
PRINT NAME
SIGNATURE
17444
REGISTRATION NUMBER
DATE

Project #:111-0025.0
Date: 2.19.2014
Drawn by: AP
Checked by: SN

Issue:	Date:
SITE PLAN REVIEW/ REZONING SUBMITTAL	03.06.2014
REVISION 1	03.27.2014
FENCE PLAN	04.01.2014
PDR SUBMITTAL	04.29.2014

Village Market
912 EAST 24TH STREET, MINNEAPOLIS MN

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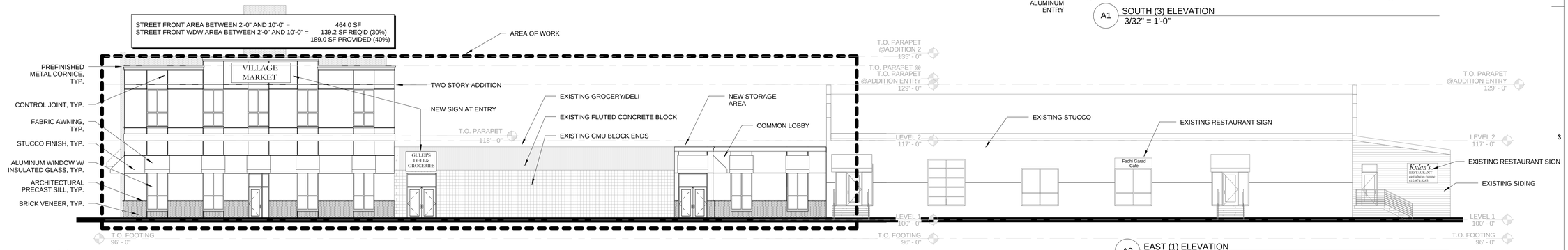
SITE PLAN - PROPOSED

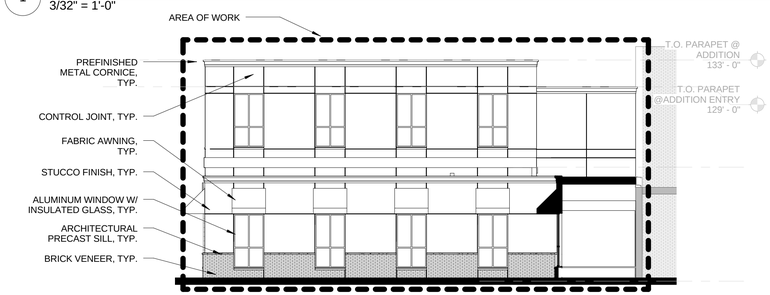
A102

A1 SOUTH (3) ELEVATION
3/32" = 1'-0"

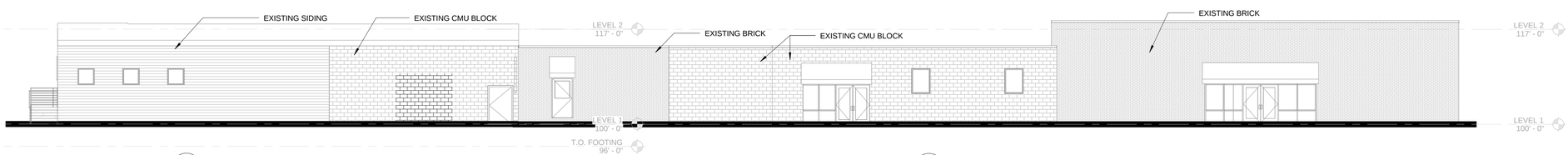


1 EAST (2) ELEVATION
3/32" = 1'-0"

A2 EAST (1) ELEVATION
3/32" = 1'-0"

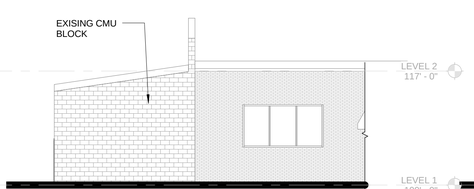


B2b NORTH (3) ELEVATION
3/32" = 1'-0"

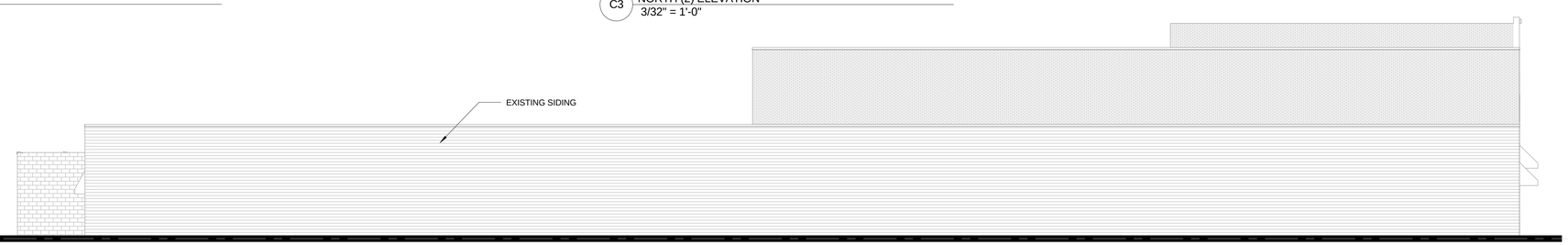


A3 NORTH (1) ELEVATION
3/32" = 1'-0"

C3 NORTH (2) ELEVATION
3/32" = 1'-0"



A4 WEST (1) ELEVATION
3/32" = 1'-0"



B4 WEST (2) ELEVATION
3/32" = 1'-0"

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CONTRACTOR

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SIGNATURE
SCOTT NELSON
PRINT NAME
17444
REGISTRATION NUMBER
02.28.2014
DATE

PRELIMINARY: NOT FOR CONSTRUCTION

Project #:111-0025.2
Date: 02.28.2014
Drawn by: AP
Checked by: SN

Issue:	Date:
Site Plan Review/Rezoning Submittal	03.06.14
1 Revision 1	03.27.14
2 PDR SUBMITTAL	04.29.14

Village Market

Enter address here

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EXTERIOR ELEVATIONS

A200

1 SE Corner looking West

2 SE Corner & East Elevation looking West

3 East Elevation

VILLAGE MARKET PHOTOS

DJR ARCHITECTURE INC.

5 NE Corner Looking South

6 NE Corner Looking South 2

7 North Elevation

8 NW Corner

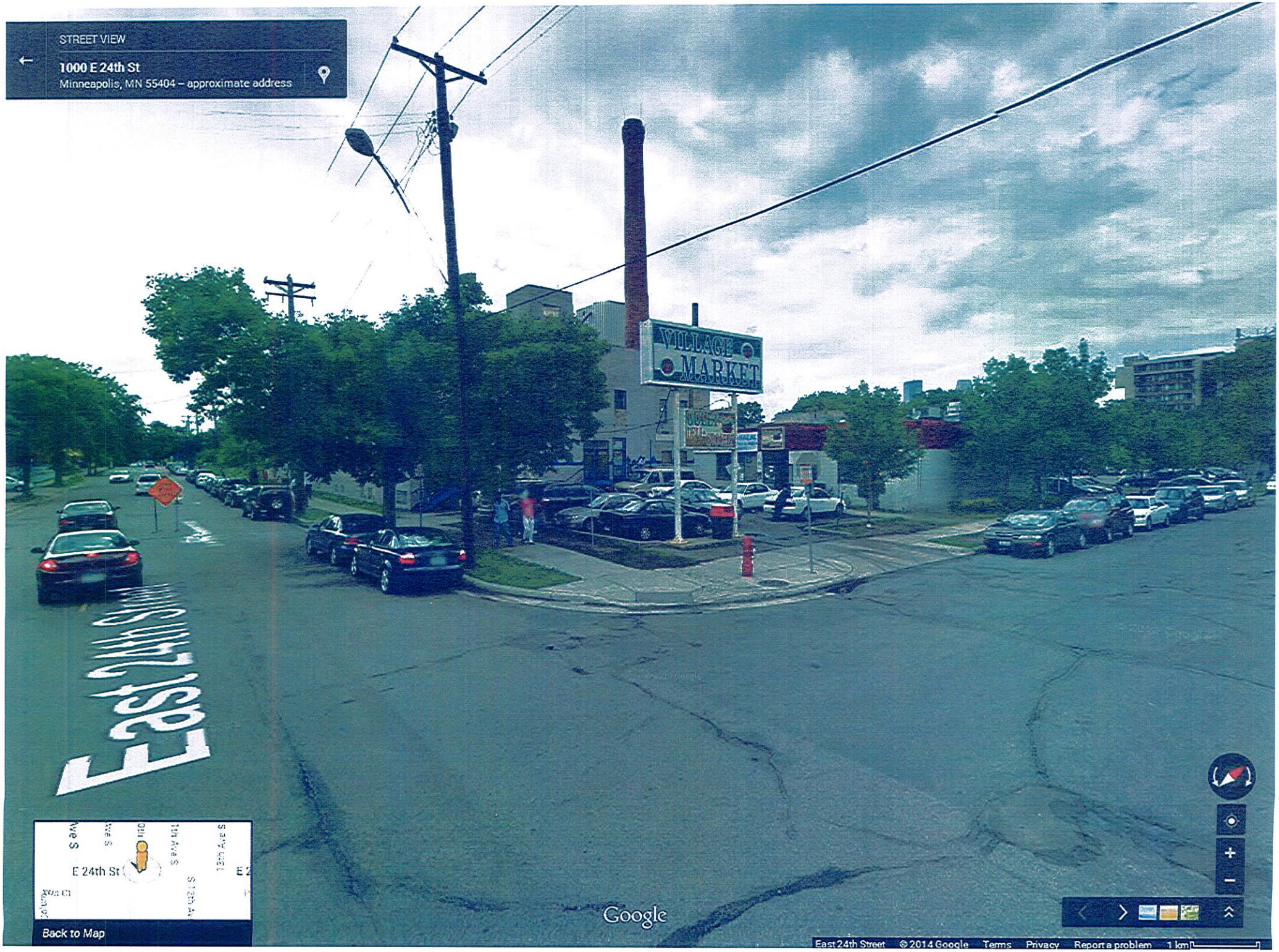
9 NW Corner looking South

10 Existing Cedar Fence @ Property Line

11 Image showing extg Chain link Fence to be removed

VILLAGE MARKET PHOTOS

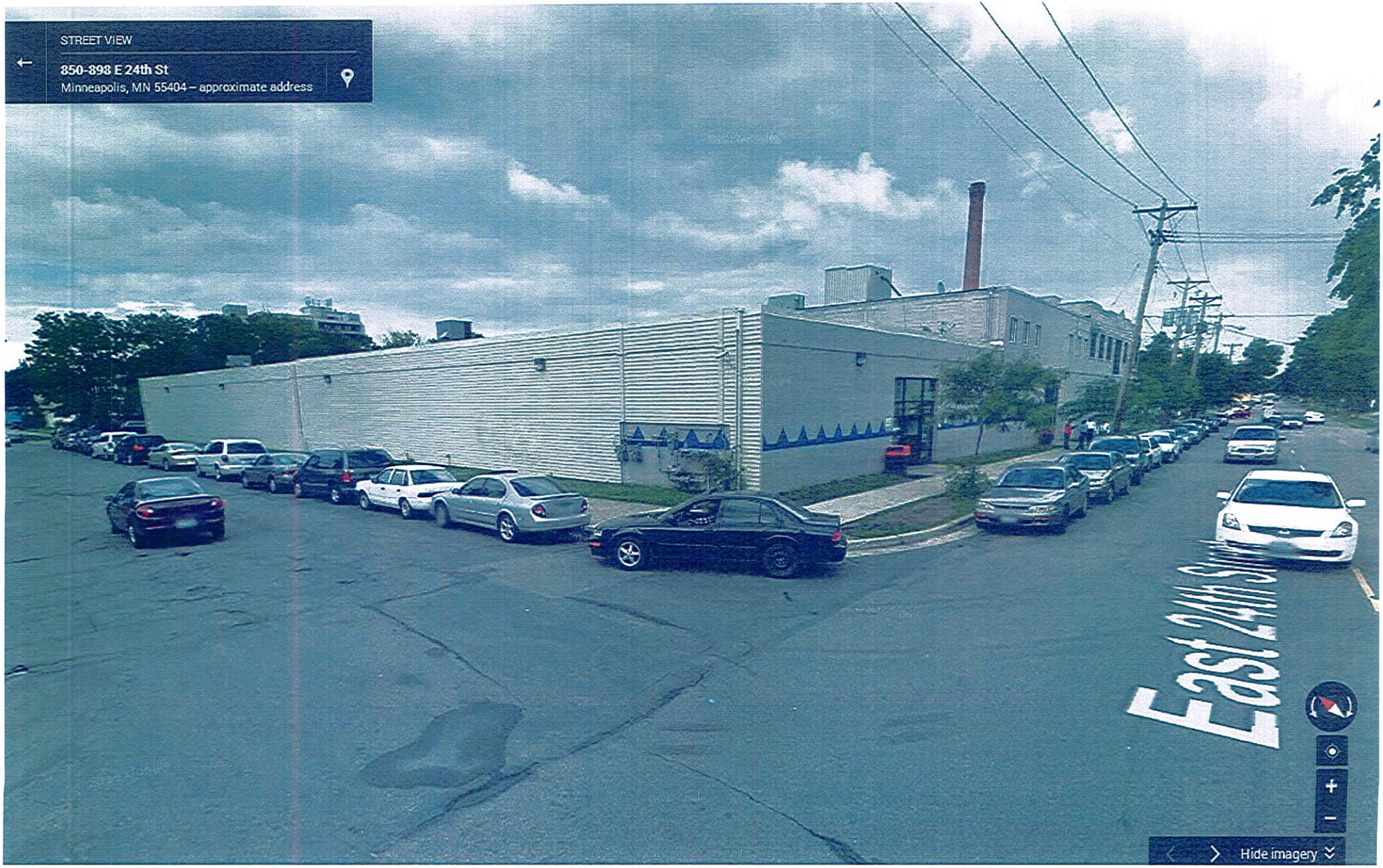
DJR ARCHITECTURE INC.


STREET VIEW
1000 E 24th St
Minneapolis, MN 55404 – approximate address
VILLAGE MARKET
E 24th Street
E 24th St
Back to Map
Google
East 24th Street
© 2014 Google
Terms
Privacy
Report a problem
1 km

STREET VIEW
2218-2320 10th Ave S
Minneapolis, MN 55404 – approximate address
MECCA FOODS
HALAL MARKET
Hide imagery

2 HOUR LIMIT
VILLAGE MARKET
PARKING ONLY
VIOLATORS WILL BE
TOWED AT THEIR
OWN EXPENSE.
CEDAR TOWING
3527 DIGHT AVE
612-721-6645
Lic. # 13050008
MIN. TOW $220.00
MINNEAPOLIS
City of Lakes
11030

STREET VIEW
2220-2224 Elliot Ave S
Minneapolis, MN 55404 – approximate address
Elliot Ave
Hide imagery


STREET VIEW
850-898 E 24th St
Minneapolis, MN 55404 – approximate address
East 24th Street
Hide imagery

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

February 27, 2014
Revised March 6, 2014
Revised March 26, 2014

Abde Warsame
City Council - Ward 6
350 S. 5th St., Room 307
Minneapolis, MN 55415

STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET (REZONING FOR PARKING LOT, RELOCATION OF ALLEY & SITE PLAN REVIEW FOR ADDITION TO NON-CONFORMING USE)

PROJECT DESCRIPTION:
The proposed project includes the rezoning of an adjacent residential parcel zoned R4 to the TP Transitional Parking Overlay District to allow re-routing of the alley to 10th Avenue South and additional parking for customers and employees. The project also includes 4 additions totaling 11,340 SF to the existing building for retail tenant space.

The addition to building for use as a retail space also requires an application for expansion of a non-conforming use since the building is a shopping center use in an industrial zoned property.

ZONING / SITE PLAN REVIEW / CONDITONAL USE PERMITS (CUP) REQUIRED:

- Application for re-zoning from R4 to TP
- Conditional Use Permit for parking lot in TP District
- Site Plan Review for building additions and parking lot
- Expansion of non-conforming use

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

February 27, 2014
Revised March 6, 2014
Revised March 26, 2014

Midtown Phillips Neighborhood Association, Inc.
2748 11th Avenue South
Minneapolis, MN 55407

STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET (REZONING FOR PARKING LOT, RELOCATION OF ALLEY & SITE PLAN REVIEW FOR ADDITION TO NON-CONFORMING USE)

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- Site Plan Review for building additions and parking lot
- Expansion of non-conforming use

DJR
ARCHITECTURE, INC.

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T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

February 27, 2014
Revised March 6, 2014
Revised March 26, 2014

Ventura Village Neighborhood Organization
PO Box 580757
Minneapolis, MN 55458

STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET (REZONING FOR PARKING LOT, RELOCATION OF ALLEY & SITE PLAN REVIEW FOR ADDITION TO NON-CONFORMING USE)

PROJECT DESCRIPTION:
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- Conditional Use Permit for parking lot in TP District
- Site Plan Review for building additions and parking lot
- Expansion of non-conforming use

Dvorak, Hilary A.

From: Nick Cross <nhcross@gmail.com>
Sent: Thursday, April 10, 2014 4:34 PM
To: Katherine Blauvelt; Daniel Wilder; Evan Hall; clomheim@comcast.net; Aaron Lockridge; Eudet; Veronica Cruz; Sunshine Sevigny; Jana Metge; Jana Metge; Marjorie Magnuson; Robert Albee; thor adam; Gem Gram; Bill Bryant; Greeley, Donald; Dvorak, Hilary A.; Chuck Steddom; Gomez, Aisha; Fairbanks, Ashley; Cano, Alondra; Warsame, Abdi; Salah, Abdi; Sotela, Marcela; pjeichten@hotmail.com
Subject: Livability Issues Related to Village Market & Proposed Expansion

Dear Councilwoman Cano, Councilman Warsame, Hilary Dvorak, Midtown Phillips Board, and a few other community leaders,

I am glad that spring is here, unfortunately, even with the short spring we've had so far we are already seeing an uptick in livability issues related to the Village Market at 24th Street and 10th Ave S. This raises some concerns about their proposed land use application under review on April 23.

It is my hope that the planning commission will deny the land use applications and that the entire site will undergo a thorough site review that could address some of the issues raised below.

The 4 main livability issues that I see will only be exasperated by the proposed changes as I understand them. All of these issues have been raised numerous times by numerous people to the proper authorities. The overarching issues as I see them are:

1) Parking
2) Litter
3) Loitering on private property
4) Traffic flow (both vehicular and pedestrian)

1) **Parking** has definitely improved by expanding the Critical Parking Area, however I'm sure the data would support that there are a high number of parking violations still occurring (both reported and actually ticketed). Not to mention the daily Winter Parking Ban violations that occurred this winter. This problem will only be exasperated once 24th Street becomes an official bike route and No Parking is instituted on both sides for its entire length in Phillips.

The Village Market has no where near enough parking to support the businesses within its site and the number of patrons it serves. Cars are daily parked from 26th Street to Franklin Ave and from Chicago to at least 12th Ave S with patrons attending activities or businesses at the Village Market (potentially even beyond that area on Friday afternoon). The only possible solution to resolve the parking problems on residential streets would be to require the owners to build a parking ramp - not a surface lot as indicated in the April 4 letter requesting a TP Transitional Parking Overlay district be established. There is already a tiny lot located on the southeast corner of the site (directly in front of Village Market) which results in horrible traffic flow (#4) issues on both 24th Street and 10th Ave S. None of the current parking lots provide adequate traffic flow patterns or space to adequately address the facilities parking needs.

Businesses aren't solely responsible for their patrons, however numerous neighbors have been threatened, sworn at, and had their property violated for trying to inform patrons about parking restrictions or asking people to vacate their property, stop blocking driveways, etc. (Issue #3).

There are also a high number of commercial vehicles that are parked for periods of time on city streets including taxis, school buses, and semi trucks. The buses and semi's especially impede the flow of traffic and it has been my understanding that none of these vehicles are allowed to be parked and left unattended on city streets to begin with. Most drivers are visiting the Village Market building when they leave their vehicle.

2) **Litter** is continually a problem in the area described above from 26th Street to Franklin and Chicago to 12th Ave S. This isn't solely a result of the businesses located on the Village Market site, but much of the litter can easily be attributed to patrons of those businesses. I've seen numerous individuals deposit their waste on the ground as they walk back to their cars after leaving the Village Market facility.

Per Minneapolis Code of Ordinances Chapter 259.125(a), all licensed businesses in the City of Minneapolis are required to regularly remove all litter and debris from the areas of the business premises and all other property within 100 feet of the business premises property lines. As far as I can tell this is never enforced as there is continually litter on our street that we as neighbors (okay, mostly Marj, our block club leader) picks up on her daily walks. I assume this also includes alley trash. How do we enforce this? Can we as private citizens charge the businesses for this service we are providing them? Our block has a couple of the stone trash cans on it, but they aren't used consistently. Adding more trash cans might alleiviate the litter problem, but might encourage loitering (#3).

3) **Loitering on private property** has been a problem that has been sporadically enforced throughout the years. The volume of people loitering on private property increases as the weather warms up and is a direct result of the business activity in the Village Market site. This is a low level crime that isn't given priority by law enforcement unless there is another more serious incident occurring such as the street fight last summer or potential drug dealing/use which also occurs. Areas that have individuals loitering also have more litter (#2) left lying around that we have to clean up.

Asking individuals to move on results in various responses from simply walking away and returning later, to profanity, and threats. Individuals also often walk through private property to go from one avenue to the next and generally are confrontational when confronted about their illegal action and disrespect to private property. Most of the individuals I see loitering are also partrons of the Village Market as they walk back and forth between our neighbors wall and the Market. Any changes to the site plan at Village Market should include outdoor seating and gathering spaces to help alleviate loitering on private property in the neighborhood. I also think that consolidated parking in an onsite ramp would alleviate a lot of the pedestrian traffic through our alleys and properties.

4) **Traffic flow** around the Village Market area is often not flowing. Cars are continually stopping to load and unload, often in the traffic lanes. I once saw a car stop halfway through a turn to unload blocking 4 lanes of traffic! Cars attempting to turn into or out of the limited parking spaces on the southeast corner often impede traffic in both directions as cars do not follow the entrance/exit signage. Cars attempting to park in the other small parking lots located adjacent to the Village Market often back up traffic for a block in all 4 directions as cars aren't able to move in or out. Many of these concerns were mentioned in planning meetings for the 24th Street Bike Lane designation and are still occurring. I know that officially the area is considered low traffic by actual counts of cars, but a more careful analysis will show serious concerns related to pedestrian, bicycle and vehicular safety and lack of traffic flow. This issue can't be resolved easily but adding more surface parking in a TP Overlay will only make these issues worse. Any site plan review should include ways to smooth out parking and traffic flow into and out of established parking areas.

I would strongly urge the Planning Commission, Councilwoman Cano, Councilman Warsame, the Midtown Phillips Neighborhood Association and the Ventura Village Neighborhood Association to oppose all of the proposed land use applications under review on April 23 for this site.

I specifically think that creating a TP Transitional Parking Overlay district, providing a conditional use permit for a parking lot, and the expansion to add 12,000 square feet to existing structures will have a detrimental impact on the livability of our block and neighborhood. This is not simply a case of NIMBY (not in my backyard) as I think the Village Market provides valuable business opportunities and an important cultural and social hub. I think it is unfortunate that overall the site currently does more damage to cultural bridges than it helps with immediate neighbors. Addressing the above issues and enforcement of current ordinances would go a long way to improving the relationship with the neighborhood, further expansion would not.

Thank you for taking the time to review the above statements. Please let me know if you have any questions or would like to chat further about these ongoing concerns related to the Village Market and surrounding structures/businesses.

Sincerely,

Nick Cross
24XX 10th Ave S

Dvorak, Hilary A.

From:	james graham <gemgram1@yahoo.com>
Sent:	Tuesday, April 15, 2014 4:10 AM
To:	Salah, Abdi; Cano, Alondra; Bender, Lisa
Cc:	Nick Cross; Katherine Blauvelt; Daniel Wilder; Evan Hall; clomheim@comcast.net; Aaron Lockridge; Eudet; Veronica Cruz; Sunshine Sevigny; Jana Metge; Marjorie Magnuson; Robert Albee; thor adam; Bill Bryant; Greeley, Donald; Dvorak, Hilary A.; Chuck Steddom; Gomez, Aisha; Fairbanks, Ashley; Warsame, Abdi; Sotela, Marcela; pjeichten@hotmail.com; Goodman, Lisa R.; Frey, Jacob; Kotke, Steven A.; Hamilton, Heidi J
Subject:	Re: Livability Issues Related to Village Market & Proposed Expansion

And the farce goes on...

Well I might as well put in what are my opinions of the present proposal for the Village Market; and what my opinions are of the past history of the Village Market. Just to bare my soul and for disclosure purposes I have to admit that initially I actually worked to get a "Farmers Market" for 30 Somali businesses at the present Village Market site. Even watched over the building and kept it from burning a couple of times in the early days when the developers seemed genuinely interested in the welfare of the small business people and the community. So I must freely admit that I was, through well meaning gullibility, partly at fault for the victimization of a community and many recent immigrants whose only wish was to have a better life for their community and their families.

When the Village Market was first brought to the Ventura Village Neighborhood organization it was to be a "Farmer's Market" and have a maximum of 30 businesses. A parking variance was needed for that many businesses at that location. I urged the Neighborhood organization to support it; and they did. Unfortunately, the people supporting the "Market" were hoodwinked. Instead of 30 businesses it quickly became evident that the developer's intent was to have almost a hundred businesses operating at the facility without ever applying for additional variances. It may well have been the initial intent but the avarice that came when they saw the overwhelming desire of the Somali community people for businesses may have been to tempting to resist. With over a hundred business where just 30 needed a variance and conditional use permit the parking and traffic around the Market became a nightmare.

Somali people especially Somali women were so eager to have their own business, and not knowing the laws, became in my opinion easy victims of the owners of the Market. The owners of what had now become an illegal shopping mall began to subject the people to such bad treatment that a large group of those business

women who were renting shops at the Market came to me and asked for help. I arranged a meeting for about thirty of them to ask for relief from then Hennepin County Attorney Amy Klobuchar. They were seeking her assistance. Klobuchar advised them to sue for relief in the civil courts and that her office would look into the discrimination against the women shop owners. Of course then Klobuchar moved on to become our United States Senator and that investigation feel by the wayside. Due to threats to many of the shop owners, and the use of a sitting Minneapolis City Council Member as a club over their heads to emphasis the support of Minneapolis politicians for the illegal activities of the property owners, most of the threatened people backed away.

Then the sitting Council Member came to the Neighborhood organization and asked for support of a plan to add additional parking adjacent to the "Market". Since ANY additional parking would be a relief, the people attending the meeting voted to support that plan. Of course what happened was that the then Council Member slid through a retroactive approval to make legal the 100 of so small businesses that had been rented illegally to unknowing victims for the last two years. And supposedly with "Neighborhood support". Thus depriving the victim tenants of the legal foundation when suing to have the courts redress that illegal activity.

So now we had even greater parking problems. In a space that needed a "Parking Variance" to have 30 businesses you had an illegal shopping mall instead of a "Farmer's Market" with over a hundred businesses plus a "church" or Mosque masquerading as a prayer room. And the farce goes on...

And now we have this new request. And the Market owners now admit that it is a "Shopping Mall" that needs expansion without addressing ANY of the parking requirements that are legally required for such a "Mall" with the existing number of businesses as well as a "church".
Since the Village Market owners have "Opened the Door" and admitted that Village Market is now, and has been operated all along, as a "Shopping Mall" I think the Council and Minneapolis Inspections Department should take the opportunity to require that the Village Market operate legally as one within the legal requirements of being such a "Mall". And especially with parking requirements enforced per business and per square foot as are required by any other "Shopping Mall". To not do so simply adds to the discrimination against both the small business people working hard to make a living and the neighborhood residents around the Market who are working hard to have a quality life for their families.

Clearly, if this was not an "Impacted Neighborhood" and the shop owners were not a recent immigrant population, the City would never have allowed them to be

victimized to the extent that has already existed. It is blatant discrimination at its worst.

For the City of Minneapolis to even consider these further Variances and "Conditional Uses" without addressing the past history of the Village Market is to have the City of Minneapolis further aid and abet the victimization of the homeowners and renters forced to live there as well as the present shop owners who are not being provided the same business protection that would be required if it were any other population and in any other community.

We had the Council Member who engineered this "Market" go to Federal Prison for corruption around this same situation and neighborhood. Do we really need the present sitting politicians to continue the injustice of it? Would they ever think of allowing such discrimination and ignoring of City ordinances and codes to go on next door to their houses? I think not. My community has been victimized by the lies, deceit, and discrimination of the owners of the Market for over ten years; will the present politicians allow this to continue? Or will they require the same consideration for our people that they would for their own?

Sorry for the long post, but I assure you it is a brief synopsis of the history of this injustice. Several of the people CC'ed here can attest to the facts I have offered as opinions. For example, Bob Albee who provided the room at AICDC for the 30 or so Somali women who met with Senator Klobuchar. I am sure the Senator also remembers that meeting. I hope the present Minneapolis Council Members will finally address the past wrongs done to this community by the developers of the Ventura Market.

Jim Graham,
Ventura Village

On Monday, April 14, 2014 6:02 PM, "Salah, Abdi" <Abdi.Salah@minneapolismn.gov> wrote:
Greetings,

Thank you all for your interest on this matter. Our office has been working with some of the residents, Ventura Village Neighborhood association, tenants/small businesses in the mall and the land lord of the property since January. We met with all 300 businesses inside the mall and some of the property owners in the area to listen to their concerns and ideas for improvement. 2 weeks ago, we co-hosted a forum inside the mall with Mayor Hodges and her staff. Together we were able to identify some of the issues brought up in this conversation:

Dvorak, Hilary A.

From: Evan D Hall <evan08@gmail.com>
Sent: Wednesday, April 16, 2014 12:25 PM
To: Gamaliel Ballina; Katherine Blauvelt; Veronica Cruz; Aaron Lockridge; Chris Lomheim; Marj Magnuson; Sunshine Sevigny; geronimo2877@gmail.com; Daniel Wilder; Jana Metge
Cc: Dvorak, Hilary A.
Subject: Village Market - Update
Attachments: DOC041414-04142014194148.pdf; 04-23-14VillageMarket.docx

Greetings Philips Midtown Board:

I have inquired with Hilary Dvorak, the City Planner assigned to the Village Market expansion to obtain more information about the project.

Please find the attached information to this email including site plans, elevations and an outline compiled by CPED.

The public hearing has changed from April 23th to May 5th. The reason for this change is to revise the drawings to decrease the size of the proposed building expansion.

It would be beneficial for Philips Midtown to make a concise statement at the May 5th Public hearing about the expansion.

After briefly reviewing the plans, there are some positive aspects to the expansion as well as negative that should be addressed. One positive is that the new building has lots of windows and will better establish the corner of 24th and 10th (currently an awkward parking lot where people hang out). Parking is also being addressed with the proposal, and will likely take more customer's cars away from street parking while further protecting the adjacent homes from unwanted alley traffic.

A negative, architecturally speaking, is that the building is becoming very introspective and does not open up to the neighborhood. All of the positive energy and interesting aspects to this institution are hidden within, away from the street and public facade. The activity that remains on the outside does not reflect the inside, and as a neighborhood organization poised on increasing positive interaction with the community, this should be a key talking point. We could make suggestions like:

- Hiring a part time staff member to clean up trash within 300 feet of the building
- Making an outdoor cafe seating or outdoor market on 24th
- Adding more transparency to the Elliot Avenue facade to make the building feel more welcoming

Lets gather some ideas and suggestions to work with the Village Market to help improve the livability of the area. In general, the expansion is addressing some issues such as parking, loitering and street presence. However if we are too opposed to any expansion, the building will only turn more introspective and potentially turn its back to the neighborhoods.

I will compile our concerns discussed in the emails going around, as well as any concerns discussed at our Community Meeting on the 22nd of this month into a list. I then plan to visit Hilary Dvorak and also the owners of the Village Market in the coming weeks. If you are interested in exploring this topic with me, please contact call or email me.

Evan
612 205 2364
evan08@gmail.com

Dvorak, Hilary A.

From:	james graham <gemgram1@yahoo.com>
Sent:	Wednesday, April 16, 2014 5:57 PM
To:	Sotela, Marcela; Dvorak, Hilary A.; Muse, Abdirahman; Cano, Alondra; Jana Metge; Salah, Abdi
Cc:	Bender, Lisa; Nick Cross; Katherine Blauvelt; Daniel Wilder; Evan Hall; clomheim@comcast.net; Aaron Lockridge; Eudet; Veronica Cruz; Sunshine Sevigny; Marjorie Magnuson; Robert Albee; thor adam; Bill Bryant; Greeley, Donald; Chuck Steddom; Gomez, Aisha; Fairbanks, Ashley; Warsame, Abdi; pjeichten@hotmail.com; Goodman, Lisa R.; Frey, Jacob; Kotke, Steven A.; Hamilton, Heidi J
Subject:	Re: Livability Issues Related to Village Market & Proposed Expansion

To set the record straight the ORIGINAL application which the Neighborhood supported was for 35 businesses. The 2004 application was slid through by Dean Zimmerman who presented it as nothing more than adding the small parking lot. That proposal was intended to undermine the possible law suit by shopkeeping renters. It retro approved the hundred businesses tat had already been rented to them for two years. I believe I mentioned the meetings with Amy Klobuchar and in addition about 30 shopkeepers had more than one meeting with a lawyer. That simply ended with the action of Zimmerman. The poor shop keepers were cut off at the knees by Zimmerman.

Once I called Zimmerman about a Somali man who was having his shop confescated by the owners because he had complained. The gentleman had called me to plead for assistance. When Bob Albee and I arrived to take some pictures of the action. We were met by Basim Sabri who informed me that Dean Zimmerman had called him immediately after Zimmerman received my call.

Developer after developer has had major parking variances approved in this same neighborhood by the City Council. Each treated as if it were the only one to impact the community. In a historic neighborhood that was built over 100 years ago there just is not adequate parking for the people who live in this community. Certainly the older duplexes offer what is true "Affordable Housing" for working people. Unfortunately, those duplexes now have two cars per unit because of more than one person working to be able to sustain the family. So duplexes that may have had one or even no off street parking now has perhaps four cars. Mothers with small children and groceries may sometimes already have to park a block or two away from their homes. I personally know of single mothers who had to sell their house and leave the community because of parking situation that made living here impossible for them.

Added to this situation are the high rises that were originally intended for senior citizens and NEVER were intended for general population occupancy. Those High rises simply never provided adequate parking due to not anticipating aging seniors to have cars. Now those Senior High Rises are used for family housing and many of those same units have occupants who also have two cars so two people could go to work each day.

Minneapolis needs to address this Village Market as the Shopping Center Mall that it is and require the same parking for it as would be required for any other shopping center and not continue the farce and the discrimination against both the residents of this community and discrimination against the shopkeepers in that Shopping Center. The neighborhood people need relief from the existing discrimination NOT to be additionally victimized. Hopefully the Council will do due diligence at last this time.

Jim Graham

Dvorak, Hilary A.

From: Nick Cross <nhcross@gmail.com>
Sent: Thursday, April 17, 2014 2:59 PM
To: Jana Metge
Cc: Evan D Hall; Gamaliel Ballina; Katherine Blauvelt; Veronica Cruz; Aaron Lockridge; Chris Lomheim; Marj Magnuson; Sunshine Sevigny; geronimo2877@gmail.com; Daniel Wilder; Dvorak, Hilary A.; Patrick Hansel; Peter Eichten; Cano, Alondra; Gomez, Aisha
Subject: Re: Village Market - Update

Hi Evan,

Thanks for doing this work. I apologize for the flood of emails that you got as a result of my initial one. This will be the last I send to the whole board but I wanted to put this out there before Tuesday as it might be crowded!

It is my belief that even by adding the additional 20 spaces they are requesting they will end up with a net loss of parking spaces. I need to count the exact number of spaces in the southeast corner where they plan to build but there are at least 5 spots and more like 10 in that corner. They will lose all of these. Additionally they are adding more business capacity which will result in at minimum 4-5 new tenants and potentially more customers.

Removing that front corner area will eliminate some of the immediate traffic flow issues at the corner, but will simply push them up the block to the new parking lot. I'm reluctant to believe that traffic flow can be smoothed out without a parking structure with one way entrance and exit at different locations. Patrons regularly ignore all of current entrance and exit signage not to mention parking and no parking signs.

I've reviewed the documents Hilary sent out yesterday and still believe these changes will not improve the conditions for our blocks.

It is helpful to have an outsider look at these issues. I would encourage all of you to spend 15 pr 20 minutes walking around the site and observing traffic etc before Tuesday so you can have a better understanding of what is occurring.

Thanks,

Nick

On Apr 17, 2014, at 8:40 AM, Jana Metge <singdancesavetheworld@gmail.com> wrote:

> Thanks Evan! Great info!
>
> On Wednesday, April 16, 2014, Evan D Hall <evan08@gmail.com> wrote:
> Greetings Philips Midtown Board:
>
> I have inquired with Hilary Dvorak, the City Planner assigned to the Village Market expansion to obtain more information about the project.

Please find the attached information to this email including site plans, elevations and an outline compiled by CPED.

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I will compile our concerns discussed in the emails going around, as well as any concerns discussed at our Community Meeting on the 22nd of this month into a list. I then plan to visit Hilary Dvorak and also the owners of the Village Market in the coming weeks. If you are interested in exploring this topic with me, please contact call or email me.

Evan
612 205 2364
evan08@gmail.com

Dvorak, Hilary A.

From: Jonathan Schwinck <jaschwinck@gmail.com>
Sent: Thursday, April 17, 2014 7:19 PM
To: Dvorak, Hilary A.
Subject: Re: Public Hearing Questions

Thank you Hilary. It's a lot clearer now what they intend to do, and I am even more upset by what I've seen.

Yesterday someone put up yellow caution tape to prevent entry into the lot at 2218 10th Ave, the parking lot they're apparently trying to have zoned to be a parking lot. I believe the difference between the diagrams you sent me and the current situation here demonstrates a net loss of off-street parking. When combined with an increase in commercial shopping center floor space and the intent to charge for off-street parking, I believe that the net effect of this plan will be more traffic congestion, increased disruptive traffic noise, lower quality of life for the neighborhood, and generally declining property values.

The only positive effect of this plan that I see is the possibility of returning the alley to primarily residential use. I would be even happier if the proposed gate at the end of the alley were converted to a more permanent physical barrier. At least then there's a decent chance of keeping high-speed, high-noise traffic further from our alley.

Thanks again for the information. Should I plan to attend the meeting on May 5? Is there anywhere else I can be be registering my complaints and protest until then? I appreciate your help.

One further question: When driving around the city, I noticed that the area just East of Lyndale, between 26th and Franklin has a lot of alternating one-way streets, and given their high demands for parking in some of those areas, the plan seems to work well even in winter when a significant portion of the street is blocked by snow piles. I wonder if you know who I should communicate with in order to have someone consider that method in our neighborhood? I don't know how well it would work here, but I am optimistic about trying anything to alleviate congestion and keep people moving at a reasonable speed through our neighborhood instead of stopping in the middle of the street for several minutes at a time or making U-turns in heavy traffic. Thank you for any advice you can give.

--Jonathan Schwinck-

On Thu, Apr 17, 2014 at 8:47 AM, Dvorak, Hilary A. <Hilary.Dvorak@minneapolismn.gov> wrote:

Thank you for your email. Please note that this item is being continued to the May 5, 2014, City Planning Commission (CPC) meeting. There will be NO public hearing at the April 23, 2014, CPC meeting. I'm attaching the continuance repot and the most recent plans for you to see. The report talks about the history of the site and what the current proposal is. It also explains what applications are required. I hope this helps. Thanks, Hilary

Hilary Dvorak | Principal City Planner| City of Minneapolis | CPED – Land Use, Design and Preservation

250 South 4th Street | Room 300 | Minneapolis, MN 55415

Phone: 612-673-2639 | Fax: 612-673-2526 | hilary.dvorak@minneapolismn.gov

The City's website is now: www.minneapolismn.gov

From: Jonathan Schwinck [mailto:jaschwinck@gmail.com]
Sent: Wednesday, April 16, 2014 3:22 PM
To: Dvorak, Hilary A.
Subject: Public Hearing Questions

Hello. I'm the resident property owner at 2211 Elliot Ave and I received a notice that something may be happening with the large commercial shopping center at the end of our block (912 E 24th St / 2301 Elliot / 2218-10 10th Ave S / 1000 E 24th St / 2321 10th Ave S).

I don't exactly understand what it is they're trying to do over there, but I am most definitely opposed to the idea of a 12,000 square foot expansion of the shopping center.

I'm hoping I can get more information about their proposals before next week's hearing so that I can be an informed voice for the protection of my neighborhood's best interests. I'm not originally from the city, and this process is brand new to me. Thank you for any support you can provide.

This shopping center is the direct cause of zero available street parking throughout the afternoon and evening every day. Further, the drivers intending to visit this shopping center commonly disrupt traffic by stopping mid-block, frequent U-turns, obtrusive honking and shouting from their cars, occasional excessively loud music, and occasional overly loud engines and high rates of speed through our residential neighborhood. Expanding retail space without first expanding available off-street parking is a recipe for further declining property values and quality of life in our residential neighborhood.

The current parking situation also brings substantially more traffic through the alley behind our house than similar residential alleys. Drivers intending to visit the shopping center often drive at extreme rates of speed or travel through the alley in reverse. My driveway is very often blocked so that I cannot leave in a timely manner. The alley is often clogged up with cars driven by impatient and angry drivers who have honked at, shouted at, and threatened my girlfriend and I who only want to reach my driveway to park. These problems could be mostly alleviated through the requirement that the owners of the shopping center significantly expand available parking before any expansion of retail space.

The notice of public hearing suggests that the shopping center, or part of it, may be zoned as "Light Industrial" rather than the commercial center that it is. I don't know much about zoning or city regulations, but I expect that an industrial facility would have a lower minimum threshold for off-street parking than a commercial center, and this is perhaps the reason that the owners, who are clearly drawing enough financial benefit from this facility to desire expansion, have not lived up to the real parking requirements of their facility. If they can afford expansion, then they can afford to increase parking area first.

Thank you for any further information you can provide. I want to do everything I can to prevent an expansion of that commercial facility in order to protect our property values and quality of life. I appreciate any advice you have about accomplishing that goal. Thank you.

--Jonathan Schwinck-
(253) 579 4843

2211 Elliot Ave / 55404

Midtown Phillips Neighborhood Association Community Meeting
Tuesday, April 22, 2014
6:30-8pm
St Paul's ELCA Community Education Bldg.
2742 15th Ave S., Minneapolis, MN 55407

Board members present: Gamaliel Ballina, Aaron Lockridge, Jana Metge, Sunshine Sevigny, Katherine Blauvelt, Marj Magnuson, Veronica Cruz, Evan Hall
Board members absent: Dan Wilder, Chris Lomheim, Laura Sanchez, Maria Valencia
Also present: Inspector Michael Sullivan, Lt. Danny May, Tammy Johnston, Daniel Dorff, Laura Fritz, Donna Neste, Corrie Zoll, Shane Morton, Clara Schmidt-Gonzalez, Hilary Dvokrak, Carol Jerome Vara, Jennifer Naglak, Don Greeley, Fausto Ortiz, Naomi Mohammed, Nick Cross, Joseph Spangler, Chuck Steddom, Marija Nicholson, Robert Albee, Mike Rumppe, Jim and Raquel Bloom, Sadik Warfe, Pastor Patrick Cabelo Hansel

I. Call to Order
Gama called the meeting to order.

II. Introductions
Board and community members present introduced themselves.

III. Approval Of Minutes
Approved last month's minutes as proposed.

IV. Safety Update by Inspector Michael Sullivan
- City-wide
  - Total violent crimes in the city are up by 6.5%. In the 3rd precinct, crime is up 16%. Largely due to robberies and aggravated assaults. Not necessarily due to gang activity either, but there is an increase in robberies of persons. Crimes cannot be identified with particular group.
  - Business robberies are up, particularly robberies of pizza delivery drivers. Robbers are taking drivers phones so they can't call police timely, thus police are late to scene. Dominos and Pizza Hut are the

targeted pizza deliverers. Persons at times using false addresses to order pizzas, sometimes using a real address. Drivers now advised by police if they feel uncomfortable about a delivery to call police, to not make delivery and police will respond to delivery location.

- Midtown
  - 2 robberies in area. One was on Lake St near Global Market. Was a set up of a targeted person, not random. Other occurred off 11th and 29th St, Hispanic female was robbed at ATM. Police advise don't carry large amounts of cash. No aggravated assaults last week in Midtown.
  - There were 2 residential burglaries which are relatively low for Midtown, occurred near 24th & 11th and 26th & 15th. No trend for Midtown in regards to burglaries.
  - 2 homicides occurred: one on 27th and Longfellow was drug-related homicide, not presumed to be gang related. Person was targeted, shot and killed. 2nd homicide: near precinct on 31st and 29th Ave, in apartment complex. Somali victims appear to have been targeted. Witnesses/neighboring persons not cooperative with police. Possibly gang related but authorities not sure.
- Heroin

– Heroin is becoming more prevalent in Twin Cities. Danny's team conducted investigations. Targeted 4 homes. Heroin on rise due to growing popularity with main stream public. Unlike crack which is used by a smaller populous (largely gang-related), heroin is popular with college students and middle-age persons. New demographics are using heroin. Attractive for sellers due to profitability. Heroin is also highly addictive.

- 3 Hot Zones of the 3rd Precinct

– Franklin/Chicago corner, and 4 block radius there of
– Bloomington and Lake St, Cedar to 12th, 29th to 32nd St
– "West end" corridor Chicago Ave to 2nd Ave, 29th to 32nd St

Police doing John details and seizing cars. Beat was dispanded at start of 2013, but 5 Beat officers now enlisted for 2014, focus on Chicago Ave and Lake St, Bloomington Ave and Lake St, all parks in the 3rd precinct, and 24th and 10th. Caucasian, Somali, Hispanic and African American Beat officers are represented.

- Questions from community:

– Joseph Spangler, street crimes are up during summer months, what

efforts are in place to prevent crime? Danny May reply: officers working to target problem areas but continually working one area also just pushes the crime to other areas. Prostitution seems to be down overall so far. Midtown Global Market has been burdened with loiterers, police now working with Midtown. People sited for trespassing to help cope with issue.

– Tammy Johnston gave an update on the Midtown Safety Center and her role as the new Neighborhood Adult Probation Officer assigned to the Safety Center after Therese Rau, who had been in Phillips 13 years, took a new position. There is one neighborhood crime prevention specialist, John Baumann and a new Spanish speaking domestic abuse advocate. There is a juvenile and an Adult probation officer who monitor neighborhood folks on probation. They also keep there eyes out on folks geographically trespassed from areas in Phillips by the courts.

– Donna Neste asked about Beat cops, what hours are they out? Danny's reply: 4pm to 2am. They handle high-response 911 calls only.

– Don Greeley, CPS, offered that the city website has interactive crime maps online.

– Jana Metge commented the Global Market has issues with loitering and theft. They will work with the Community Prosecutor assigned to the 3rd Precinct from the city attorneys office to work on trespass issues. Jana asked residents at the community meeting to keep their eyes open, help the vendors out, and call 911 if they see suspecious behavior.

– Resident Fausto Ortiz asked about advice for burglaries. Don Greeley offered that he does home safety assessments at no charge. Resident was also concerned police don't come after a burglary, and stated victims who are not legal residents are hesitant to call police at all. Inspector Sullivan said response time can be up to 30 min unless it's reported as a burglary in progress. Police do not and cannot ask about immigration status at all. By policy, police are not concerned with illegal residents. Sherriff dept handles immigration status. Police support driver's licenses and IDs for all persons. Don Greeley added if you call 911, you can say "I speak Spanish" and they will connect you with a Spanish-speaking 911 operator. At the Safety Center, they speak Spanish as well.

V. Village Market concerns

• Letter received by MPNAI of the following notification:

Scott Nelson, DJR Architecture, Inc., on behalf of Omar Sabri and Eagle Management has

submitted the following land use applications for the properties located at 912 E 24th St, 2301 Elliot Ave S, 2218-20 10th Ave S, 1000 E 24th St, and 2321 10th Ave S.

** Rezoning to add the TP Transitional Parking Overlay District to 2218 10th Ave S*

** Conditional use permit for a parking lot in the TP Transitional Parking Overlay*

** Expansion of a non-conforming use to add approximately 12,000 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district*

** Alley Vacation 1614—vacating and replacing the alley in Block 2, Chicago Ave 2nd Addition, bounded by Elliot Ave, 10th Ave S, E 24th St and E 22nd St.*

– MPNAI also received numerous emails of concern from the community. Alondra Cano confirmed the City was aware of Village Market issues including parking, traffic and snow removal issues and explained the owner of the market has requested an expansion.

– Hilary Dvorak, City Planner, offered a brief history and current status of the market space:

In 2001, the space was first intended to be farmers market. She said there was never a limit on number of vendors that could be doing business in the mall.

In 2006, the city defined what a "farmers market" is. Definition concluded it was an outdoor market, for purchase of fruits/veggies, thus making the space non-conforming as it didn't comply with city intentions for the land. The space was then redefined as a shopping center.

Owner is now requesting an additional 12,000 sq ft of shopping retail area. Removing all manufacturing space. City doesn't think they can support the expansion at 12,000 sq ft but perhaps at the revised proposal of 8,000 sq ft of expansion space. City representative believes there are safety reasons which support connecting the two buildings, by removing the gap between the buildings. Owner's proposal includes vacating alley and rezoning to allow parking on residential lot. 2218 site. Applicant also proposing pay boxes for parking lot, to encourage more free space for paying customers and discourage those misusing the parking lot. The city supports these parking requests.

Permits have all been issued per code to date and meet compliance.

Hilary expects her report to be done next week. May 5th the topic will be addressed at City Planning Commission meeting.

– Donna Neste asked will the market increase the amount of parking spaces? Community doesn't feel there's enough covered by proposal. Hilary's reply: Yes, there will be a net increase spaces. In 1999, parking requirements changed, and dropped number needed for this type of

establishment. Total on site parking spaces currently: 88. 102 spaces currently approved. If proposal is approved, total number of space estimated to be 108.
– Corrie Zoll expressed strong public concern about bringing 100 more businesses into an already congested area.
– Donna Neste suggested a parking ramp in the neighborhood to cope with traffic.
– Sadik Warfe, from Village Market, offers cooperation with neighbors and believes expansion will reduce parking and traffic issues.
– Chuck Steddom said traffic flow has been a longstanding issue. Corner near market on 24th is a big problem. The market building was never designed to handle that volume of business or volume of traffic. He expressed he is against the expansion, doesn't believe more parking spaces will help, traffic flow needs to be addressed. During our 6 months of winter, snow only compounds the issue and makes everything worse. Adding more parking space is just a band-aid.
– Katherine Blauvelt expressed desire for a forum for greater dialogue. Also expressed strong concern that the bike route scheduled to run down 24th will exacerbate the Ventura neighborhood traffic issues and eat up parking spaces when you can't park on 24th anymore. Emphasized the bike lane issue should be considered in the metrics when considering the Village Market proposal.
– Joseph Spangler stated the neighborhood has a strong residential concentration, and more businesses compromise the safety of neighborhood.
– Nick Cross said the number of spots needed for the proposed increased amount of vendors will eat up any added parking space, thereby not leaving enough space for customers and actually making the total situation worse.
– Jennifer Naglak expressed concern about making a residential lot a new parking lot and allowing the encroachment of more business in a residential area.
– Chuck Steddom has concern that Somali neighbors are being taken advantage of and puts our Somali neighbors in a bad light unnecessarily.
– Bob Albee with Ventura Village neighborhood association, said the city representatives facts were not correct, that only 35 stalls were approved originally for the market. Fire codes were not approved, and leases were like contracts of servitude. Commented that the market owner was

Palestinian not Somali and therefore not a Somali issue necessarily. Would like to call for joint group to go before the City Council, Midtown and Ventura neighborhoods in particular in force together. Concern that people with the facts were not present at meeting. Would like to see new drawings and wants partnership with the City.
– Jennifer Naglak commented years were spent in similar talks with hospital campus and those promises went out the window. The Village Market concern comes down to a land use issue, may be need to negotiate a 2-block agreement and enforce it, similar to talks with hospital campus development. Expressed dissatisfaction of the proposal and does not support it.
– Marj Magnuson said let's join with Ventura and bring a united face to the commission planning meeting.
– Jana Metge to Hilary Dvorak, how do we take a stand if the proposal has been changed (from 12,000 sq ft to 8,000 sq ft)? Hilary indicated the city does not intend to send out any additional notices to the public regarding the updated proposal.
– Joseph Spangler suggested we refer back to the current zoning code intentions and definition, which is industrial 1 for the area occupied by the Village Market. On the City of Minneapolis website, it states: "The I1 Light Industrial District is established to provide clean, attractive locations for low impact and technology-based light industrial uses, research and development, and similar uses which produce little or no noise, odor, vibration, glare or other objectionable influences, and have little or no adverse effect on surrounding properties." Joseph invited thought as to whether the Village Market is meeting these criteria.
– Alondra Cano suggested the neighborhood should take a position and plan to attend the planning commission meeting and raise our concerns. Officially then the city can document the concerns and better address the issues. Prepare a stance on the bike lane issue as well. The City can also offer compromises and suggestion for development, like 15 min parking. Also noted that the bike lane is federally funded down 24th.
– Corrie Zoll expressed dissatisfaction with the city's handling of the markets many issues since its beginning.

– **Motion** made by Jennifer Naglak that Midtown Phillips Neighborhood Association move to express disapproval of the Village Market proposal at

this time, that the community would like to meet with neighborhood organizations to clarify our stance as a united front and propose alternative solutions.
Katherine Blauvelt added to move that Midtown Phillips Neighborhood Association express dissatisfaction and opposition to the proposed expansion of the Village Market, due to the inadequate attention to livability issues including parking, traffic flow, crime and safety, litter and current zoning violations.
Nick Cross seconded; Jana Metge abstained; motion passed.

– **Motion** made by Jennifer Naglak to form ad hoc committee to meet with other neighborhood organizations and express shared concerns and opinions. Marj Magnuson seconded; motion passed unanimously.

VI. Announcements

• Donna Neste announced Earth Day Clean Sweep is next Saturday April 26th from 9am-1pm. Get breakfast and help clean up the neighborhood!
• Jana announced May 8 is a public hearing on the City of Minneapolis' Capital Expense budget which includes items like streets, bike lanes, and Parks. This is the budget for bricks and mortar items.
• Next Midtown Phillips Board meeting: **May 13, 6:30-8pm.** Stewart Park (Arts & Crafts Room), 2700 12th Ave S, Minneapolis

VII. Adjournment

Dvorak, Hilary A.

From: Deirdre Olson <deirdre@deirdreandcompany.com>
Sent: Friday, April 25, 2014 11:43 AM
To: Dvorak, Hilary A.
Subject: Pubic Hearing

Regarding 912 E 24th st, 2301 Elliot Ave S...etc

Hello Hilary, I spoke with you earlier this week about my concerns as a home owner regarding the expansion proposed by Omar Sabri and Eagle Management.

My biggest concern is that there is already not enough parking for the current traffic. A net sum of 10 spaces it a good start, but with 12000 sq feet more space in the shopping center, I am very concerned that there simply will not be sufficient parking. It is very hard to find a space here to park here in the neighborhood. Also as people wait for spaces to park, much congestion occurs in the street.

It is my understanding that the new plan will fence the parking lot in such a way that the alley will no longer access the parking lot for either pedestrians or cars. That will be much appreciated as currently the congestion in the alley is overwhelming.

Thank you.
Deirdre Olson
Deirdre Handcrafted Jewelry
612.331.2482

Website - www.deirdreandcompany.com
Pinterest - http://pinterest.com/deirdreandco/
Facebook - https://www.facebook.com/pages/Deirdre-Company/311865904902

Dvorak, Hilary A.

From: kahin Garad <sulul88@hotmail.com>
Sent: Thursday, May 01, 2014 4:59 PM
To: Dvorak, Hilary A.
Subject: hello Dear Hilary Dvorak

Hi Hilary Dvorak. My Name Abdillahi Mohamud I am one of the busness owners in the village market. I wonder if you can help us to expand project build in 24 mall.

thanks for your cooperation.

fill free if you have any question

Dvorak, Hilary A.

From: Beth <bethchart@hotmail.com>
Sent: Sunday, May 04, 2014 7:41 PM
To: Dvorak, Hilary A.
Cc: charlie mcguire; Henry Poland; Ana Santos Rodriguez; David Calfee
Subject: 912 E 24th street

To whom it may concern

The 25th street townhouse condominium association would like to request that the city does not approve the request for expansion of the market at 912 E 24th st. The market has caused several problems for the association residents have to pay to get parking passes to park in front of there own homes because if they didn't request the restricted parking they would not be able to park because the traffic from the market over flows to our block. Residents have not been able to use the alley exit onto 24th street due to the traffic jams of market visitors blocking the alley, double parking, parking in no parking areas and just plain stopping in the middle of the block to load or unload their cars.

We have also experienced more loitering from people that are visiting the market and them leaving garbage on our property.

The association has asked for help with the safe officers and they have not been able to get the market visitors to respect the parking laws either.

Granting the market these variances and changes would only increase the parking and traffic flow issues that are going on.

Thanks you
Beth Hart
Board member 25th St townhouse condominium association Sent from my iPad