

## MEMORANDUM

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**TO:** Minneapolis City Council

**FROM:** Hilary Dvorak, Principal Planner, (612) 673-2639

**DATE:** February 4, 2016

**SUBJECT:** Kraus-Anderson Block Redevelopment EAW

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The applicant has submitted a letter indicating a change to the hotel in the proposed Kraus-Anderson Block Redevelopment. The change adds 13 additional hotel rooms and one additional floor to the building. This change came after the EAW was sent out for the 30-day review. CPED finds that even with the change to the hotel that the project does not have the potential for significant environmental effects and that no EIS is required.

January 22, 2016

Hilary Dvorak, Principal City Planner  
City of Minneapolis  
250 South 4<sup>th</sup> Street, Room 300  
Minneapolis, MN 55415

**Re: KA Block EAW Summary Comparison**  
File 0007118.00

Dear Hilary:

The KA Block site plan recently underwent some minor revisions to the proposed hotel, which constitute adding one story and 13 hotel rooms for a revised total of 161 rooms. The EAW dated November 19, 2015 proposed 148 rooms in the hotel.

The purpose of this letter is to demonstrate that the proposed changes to the hotel are not substantial and are within the same general parameters evaluated under the November 19, 2015 Kraus-Anderson Block Redevelopment EAW, and [the changes] *“do not affect the potential for significant adverse environmental effects that were not addressed in the existing EAW (4410.1000, Subp. 5).”*

The following table evaluates and summarizes each of the 20 EAW questions in the context of the recent plan changes as described. Results of the summary indicate that the proposed changes do not have the potential for significant environmental effects that were not already considered and studied in the submitted EAW.

<b>Kraus-Anderson Block Redevelopment EAW Revisions Summary Table</b>		
<b>EAW Question No./Title</b>	<b>Changes from Submitted EAW</b>	<b>Yes/No<sup>1</sup></b>
1. Project Title	No change.	No
2. Proposer	No change.	No
3. RGU	No change.	No
4. Reason for EAW Preparation	No change.	No
5. Project Location	No change.	No
6. Project Description	The proposed mixed-use project would result in the redevelopment of an approximate two and one-half acre site along Portland Avenue in Downtown Minneapolis, between South 8th and 9th Streets known as the KA Block. The project is anticipated to be developed in one phase and would provide at completion up to 306 dwelling units, a 161-unit hotel and associated restaurant/bar, 107,000 square feet of office, a 12,000	No

<b>Kraus-Anderson Block Redevelopment EAW Revisions Summary Table</b>		
<b>EAW Question No./Title</b>	<b>Changes from Submitted EAW</b>	<b>Yes/No<sup>1</sup></b>
	square-foot brewery, a 13,000 square-foot event center, and up to 530 off-street parking spaces. The proposed height of the Brewtel is 8 stories at 102 feet. The previous height was 7 stories and 90 feet.	
7. Cover Types	No change.	No
8. Permits and Approvals Required	No change.	No
9. Land Use	The revised FAR of the project is 5.0; there is no maximum FAR in the B4N District.	No
10. Geology, Soils and Topography/Land Forms	No change.	No
11. Water Resources	Estimated sanitary wastewater generation from the hotel would be expected to increase by approximately 1,781 gallons per day due to the addition of 13 units at 274 gallons per 2 units/day (13 X 274 / 2 = 1,781 gallons). Based on the assumption that consumption is approximately 110 percent of wastewater generation, the estimated increase of water usage from the addition of 13 hotel rooms would be approximately 1,959 gallons/day.	No
12. Contamination/Hazardous Materials/Wastes	Solid waste generated by the additional 13 hotel rooms was conservatively estimated at 21 tons per year, based on 2.21 persons per household, 1.06 tons per person per year, and an occupancy rate of 70 percent.	No
13. Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources	No change.	No
14. Historic Properties	No change.	No
15. Visual	No change.	No
16. Air	No change.	No
17. Noise	No change.	No
18. Transportation	TDMP and Traffic Impact Study updates based on the addition of 13 hotel rooms are provided in the attached memorandum.	No
19. Cumulative Potential Effects	No change.	No
20. Other Potential Environmental Effects	No change.	No

<sup>1</sup>Yes/No – Do the proposed site plan changes affect the potential for significant adverse environmental effects that were not addressed in the existing EAW?

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Please feel free to contact me with questions.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES

A handwritten signature in black ink, appearing to read "D.M. Weetman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

David M. Weetman, PWS, WDC  
Sr. Environmental Scientist

Cc: Mike Korsh, Kraus-Anderson  
Burt Coffin, ESG Architects  
Tom Goodrum, Westwood Professional Services  
Steve Manhart, Westwood Professional Services

## MEMORANDUM

Date: January 22, 2016

**Re: Added Traffic & Parking Impacts – KA Block Redevelopment  
Minneapolis, MN**  
File R0007118.00

To: Hilary Dvorak, City of Minneapolis

From: Steve Manhart, P.E. PTOE, PTP

### **TDMP & Traffic Impact Study Update**

As an addendum to the TDMP and Traffic Impact Study prepared for the KA Block Redevelopment, Westwood has been asked to comment on the changes that would be reflected by the addition of 13 hotel rooms, bringing the total number of rooms to 161 versus the 148 identified in the report.

Our analysis of the design change identifies minimal effect to the TDMP and Traffic Impact Study of the EAW findings, and do not alter the parameters that the EAW was evaluated. Although some numbers change in some of the tables, the overall impact to the parking and biking demand is negligible.

#### Trip Generation

The additional 13 rooms will result in an increase of 3 trips in the a.m. peak hour (two additional inbound trips and one additional outbound trip), and an increase of 3 trips in the p.m. peak hour (two additional inbound trips and one additional outbound trip). The overall impact of these trips is negligible.

#### Parking Generation

The on-site parking calculations from the TDMP reflected a 1:1 parking provision (e.g., 1 stall per room). The previous provision was 148 stalls for the hotel, thus totaling 1,181 stalls for the entire development. The updated provision is 161 stalls for the hotel, totaling 1,194 stalls for the entire development.

#### Bicycle Parking

The City's bicycle parking requirement specifies zero stalls for the hotel use. Thus, the number of bicycle stalls is not affected by the addition of 13 hotel rooms.

**EAW Question 18 Update**

As an addendum to the EAW prepared for the KA Block Redevelopment, Westwood has been asked to report the changes that would be reflected by the addition of 13 hotel rooms, bringing the total number of rooms to 161 versus the 148 identified in the report. The following are changes to Question 18 pertaining to Transportation:

Estimated Total Average Daily Traffic Generated

With the addition of the 13 hotel rooms, Table 18.2 is updated to the following:

**Table 18.2 -- Trip Generation Estimates with Modal Share<sup>1</sup>**

Land Use (According to Site Plan)	Size	Unit	ITE Land Use	ITE Land Use Code	Net New Trip Generation Estimates				
					Daily	AM Peak Hour		PM Peak Hour	
						In	Out	In	Out
Hotel	161	Rooms	Hotel	310	526	20	14	20	19
Event Center	13.0	ksf	Event Center	*	104	13	2	24	3
Apartments	306	Units	High-Rise Apartment	222	514	9	28	26	17
KA Headquarters	95.0	KSF	Single Tenant Office Bldg.	715	442	61	8	10	56
Hotel Dining	200.0	Seats	Quality Restaurant	981	372	1	1	14	7
Finnovation	12.0	KSF	General Office Building	710	53	6	1	1	6
Brewery	11.58	KSF	Light Industrial	110	33	4	0	0	4
Taproom	1.25	KSF	Tap Room	**	33	N/A	N/A	22	11
TOTAL					2,077	114	54	117	123
						168		240	

Source: Westwood, January 21, 2016

<sup>1</sup> Rates and equations based on ITE Trip Generation Manual, Ninth Edition, 2012.

\* Rate not found in ITE Trip Generation Manual. Used 20 trips/ksf, as described in EAW.

\*\* Rate not found in ITE Trip Generation Manual. Used peak capacity estimation to determine peak hour trips, as described in EAW

The total average auto trip generation for the site is approximately 2,077 vehicular trips per day.

Estimated Maximum Peak Hour Traffic Generated and Time of Occurrence –

The table above shows the trip generation for AM and PM Peak Hours. The estimated maximum peak hour auto traffic will be generated in the PM Peak Hour (240 trips/hour).

cc: David Weetman, Westwood  
Tom Goodrum, Westwood  
Vern Swing, Westwood