



MEMORANDUM

TO: City Planning Commission—Committee of the Whole
FROM: [Janelle Widmeier](#), Senior City Planner, (612) 673-3156
DATE: June 12, 2014
SUBJECT: 2316-2320 Colfax Ave S multiple-family dwelling

The subject property is located at 2316-2320 Colfax Avenue South. It is zoned R6 Multiple-family District. The combined lot area is 20,598 square feet. *The Minneapolis Plan for Sustainable Growth* identifies urban neighborhood as the appropriate future land use.

The proposal is for a new 4-story, multiple-family dwelling with 42 units (6 two-bedroom units and 36 one-bedroom units). A multiple-family development proposal for this site was previously reviewed at a committee of the whole meeting in [March of 2013](#). Changes to the project since then include eliminating the below grade parking which results in 17 fewer vehicle spaces, moving the enclosed parking to the first floor, reducing the number of dwelling units from 45 to 42, and less brick on the Colfax Avenue elevation.

The following required applications have been identified (the applications with an * were not required previously):

- Variance to reduce the minimum front yard requirement adjacent to Colfax Avenue from approximately 19 feet to 15 feet to allow the building and open porches.
- Variance to reduce the minimum rear yard requirement adjacent to the west property line from 5 feet to 0 feet to allow a pergola over the parking area.*
- Variance to reduce the minimum parking requirement from 38 to 27 spaces.*
- Variance to reduce the minimum two-way drive aisle width from 22 feet to 20.3 feet.*
- Site plan review.

A total of 32 vehicle parking spaces (18 standard and 14 compact) will be provided. Because only 25 percent of the required spaces can be compact (not more than 9), the variance request is to reduce the number of spaces to 27 rather than require another variance to increase the maximum number of compact spaces. A shared vehicle is proposed. This incentive reduces the minimum parking requirement from 42 to 38 spaces. The site is located more than 300 feet from a transit stop and therefore does not qualify for the transit incentive. A total of 48 bicycle parking spaces are also proposed.

In 2012, the applicant obtained historic review letters for both properties. CPED staff found that neither appeared to be a potential historic resource. However, the decision on 2320 Colfax Avenue South was appealed. The Heritage Preservation Commission (HPC) granted the appeal, which was upheld by the City Council. A demolition of historic resource application was later submitted and

denied by the HPC. Upon appeal, the City Council overturned the HPC's decision. The appeal process is now complete and the City has determined that the property is not a historic resource.

The applicant and CPED is seeking feedback from the Planning Commission on the current project's design and to discuss any issues before going to a public hearing. This input will also be used by the applicant as they prepare formal applications.



6-1-2014

City of Minneapolis
Community Planning & Economic Development
250 S Fourth Street Rm. #300
ATTN: Janelle Widmeier

RE: 2316 and 2320 Colfax Avenue South.

Project Description: The project sits on two properties, 2316 and 2320 Colfax. The two properties are two and three story single family houses that have been converted into single room boarding houses. Fire has dramatically affected both buildings, and deferred maintenance has also had an impact on both buildings. These two buildings would be removed for the new structure which is a 42 unit apartment building. The building has a mix of two 4 two bedroom units and 36 one bedroom units. The units are intended to attract a mix of residents and range in size from 600 sq.ft. to 920 sq. ft. Many of the units will be geared to more affordable budgets with the smaller sizing, and the possibility of reducing automobile dependence. The project will be promoting alternative transportation choices. The centerpiece of the community area is a bike transit center which will integrate transit components, repair, and community spaces. Bikes are treated as first class transit choices with simple and available parking. A shared vehicle will be located on site for the residents as an amenity. Additionally, transit passes are offered as monthly rent reductions. The cost of the parking has been reduced dramatically by size, and location. The construction cost savings will go towards greater energy efficiency. This will include increased insulation in walls and windows and centralized heat system with heat exchange. Construction materials will also decrease toxicity from standard levels in an effort to provide a more healthful environment.

The building design is broken into two parts with a three story brick, portion facing 24th Avenue. This portion is intended to be a contemporary interpretation of the historical pattern of three-story apartments in the neighborhood, and matches the scale of the apartment directly to the west. The Colfax side of the street is a three story stucco building with articulated metal panel bays with a two – story expression. There are two large front porches that approximate the spacing and size of the porches on the large single family homes along the Colfax. There is a fourth floor that is setback 10' from the Colfax side and 15' from 24th. The building has a large percentage of brick facing the public street, and is also composed of stucco, cement board and metal panel.

Unit Mix: There are 42 total units. The building is a mixture of one and two bedroom units, but predominately smaller one bedroom units. The units range in size from 600 square feet to 924 square feet. The project is looking to attract a mix of residents looking for quality housing on a budget. There are a total of **4 two bedroom units** and **36 one bedroom units**

Height: The building is four stories and forty-eight (46') in height. The Third floor is stepped back along Colfax, and the fourth floor is stepped back along Colfax and 24th reducing the impact of the height. This height is well below the 6 stories, and 65' height allowance of the existing zoning.

Massing:

Parking: Parking is located in on the surface or in a parking structure at the first floor. The parking has been reduced in prominence for the project. The additional savings for parking is being reinvested into the building for bike amenities, and increased sustainability features.

Parking Matrix: 32 Total Stalls - (49 with tandems), 45 units total (10% transit reduction)

Per zoning section 541.120 fractional stalls .5 or below can be disregarded.

	standard	compact	handicap	Total
surface	4	6	0	10
garage	9	11	1	22
shared		1		1
TOTAL	13	18	1	32

Bike Parking: 48 total bike stalls: 22 Wall mount bike loops : 10 secured in a storage facility: 16 secured in private lockers.

Variances:

1: Parking: *Reduction of parking from 38 to 32.* The parking is at .76 per unit. There is one shared vehicle reducing the requirement to .9. We are requesting a variance to reduce to .76. Although this site is not considered a transit site by zoning it is well supplied with transit choices. This site is one block from Hennepin where there exists ---number of bus lines. There is also a bus line on 24th with bus stops both directions at 360' (per zoning the two-way bus stop would be required to be at 300'). The zoning code does not recognize a multiple number of bus routes, only proximity to one route. Because this site has multiple transit choices on Hennepin Avenue, and Lyndale Avenue less than ¼ mile away, and the 17 bus less than 400' away, it should be considered as a transit location and thus parking reduction could be reduced and additional ten percent. There are two garage stalls located on the west side. These stalls are a bike maintenance and parking area giving the bicycle easy access, and prominence.

Compact stalls: The proposed design increases the number of compact stalls. The experience of the management and ownership is that most of the cars in their buildings fit the compact stall dimensions, and these are sufficient for the residents.

2: Drive Aisle Width: *Reduction in drive Aisle width from 22' to 20'*: The proposed drive aisle width at the south part of the drive aisle is 20' in lieu of 22'

3: Front Yard Setback: *Reduction of setback from alignment with neighboring properties to 15'*: The adjacent property to the north has a front porch located at 19' from the property line, and the building face at 28' from the property line. The zoning calls for a 15' setback or in alignment with the neighboring residential structures. The main portion of the Colfax façade has a setback at 21', the southern portion has a setback from Colfax at 15'. The one story open porches along Colfax have a setback of 15'. It is typical within the neighborhood to have buildings at the intersections closer to the property lines, and is part of the mixed-use character of the neighborhood. The proposed design keeps within the 15' setback as prescribed, but moves closer to the property line as it gets closer to the corner, much like the other commercial buildings in the neighborhood.

4: Side Yard Setback: *Reduction of setback for trellis from 5' to 0'*: The proposal calls for an overhead structure to be located over the drive aisle on the west side. This would require structural columns in the side-yard setback. The trellis needs to clear the drive-aisle, and the only way to cover the drive aisle is with the structure in the setback area. The trellis is composed of a wire grid and the structure allows for a green screen to be placed as part of the fencing along the west property line. This structure also allows the vines to go above the drive aisle, and the wire ceiling grid will also allow for softer down-lighting over the drive aisle. This structure reduces the impact of the drive aisle for the residents and neighbors, and although it does not meet the requirements, it does provide for a better living environment by its inclusion.

Building Metrics per zoning:

R6 zoning	allowed	provided
Front setback	15'	15'
Corner side yard setback	14'	14'-8"
Rear and interior side setback	11'	11'
density	400sf/unit = 51	45
FAR	3.0 = 61,752	32,259 (64% of allowed)
Height (stories/ feet)	6/84'	4/46'
Lot coverage	70%	52%
Impervious surface	85%	75%

20,591sq.ft. lot area

Process: The applicant met with the LHENA Neighborhood planning and zoning group on three separate occasions, and with the LHENA Board on one occasion. All of the meetings were open to, and well attended by the public. The applicant revised the initial proposal after the first meeting, and made minor changes for the following meetings. The project was submitted for land-use application last year. After the land-use application was submitted the owner requested a demolition permit. The demolition permit was challenged. City Council voted to allow the demolition in April. The applicant has since met with councilmember Bender independently. The project is comparable to the original submission in terms of bulk, size and height. It has three less units and eight less parking stalls, than the original submission.

Conditional Use Permit: Based on the multi-family use, and the fact that there are 42 units, a Conditional Use Permit is required.

1. The conditional use will not be detrimental or endanger the safety of the public. The proposed use will provide active users for the site, and meets the zoning and density standards as zoned.
2. The proposed building will replace two existing houses both of which are in need of repair, one of which is an eyesore and currently does not fit into the neighborhood. The design of the building is intended to compliment the massing of the neighborhood, with two, three and four story portions. The use is comparable to the building directly to the west, and an enhancement of many of the apartments in the immediate area. Due to these issues, the property should not negatively impact the property values of neighborhood.
3. Adequate access and drainage will be provided as part of the proposed project.
4. The proposed circulation and traffic patterns will be comparable to the existing traffic patterns with all of the residential parking being located off 24th Avenue. The current buildings house 20 units, the proposed building houses 45 units, a minor increase in traffic generation.
5. The proposed use is consistent with the comprehensive plan and the existing zoning.
6. The conditional use in other respects than listed shall conform to the regulations of the district.

Please let me know if any of the items need additional information or clarifications.

Sincerely,

COLLAGE ARCHITECTS

A handwritten signature in black ink, appearing to read 'Pete Keely', with a stylized flourish extending from the end.

Pete Keely, A.I.A.



COLFAX

2320 2316 COLFAX

Minneapolis, MN

MAY.29.2014

EXISTING CONDITIONS

24TH ST



22ND ST

2320
COLFAX

2316
COLFAX

2310
COLFAX

2306
COLFAX

2301
DUPONT

2212
COLFAX

2210
COLFAX

2204
COLFAX

2200
COLFAX

Proposed Development

22ND ST



24TH ST

2211
COLFAX

2217
COLFAX

2301
COLFAX

2307
COLFAX

2313
COLFAX

2315
COLFAX

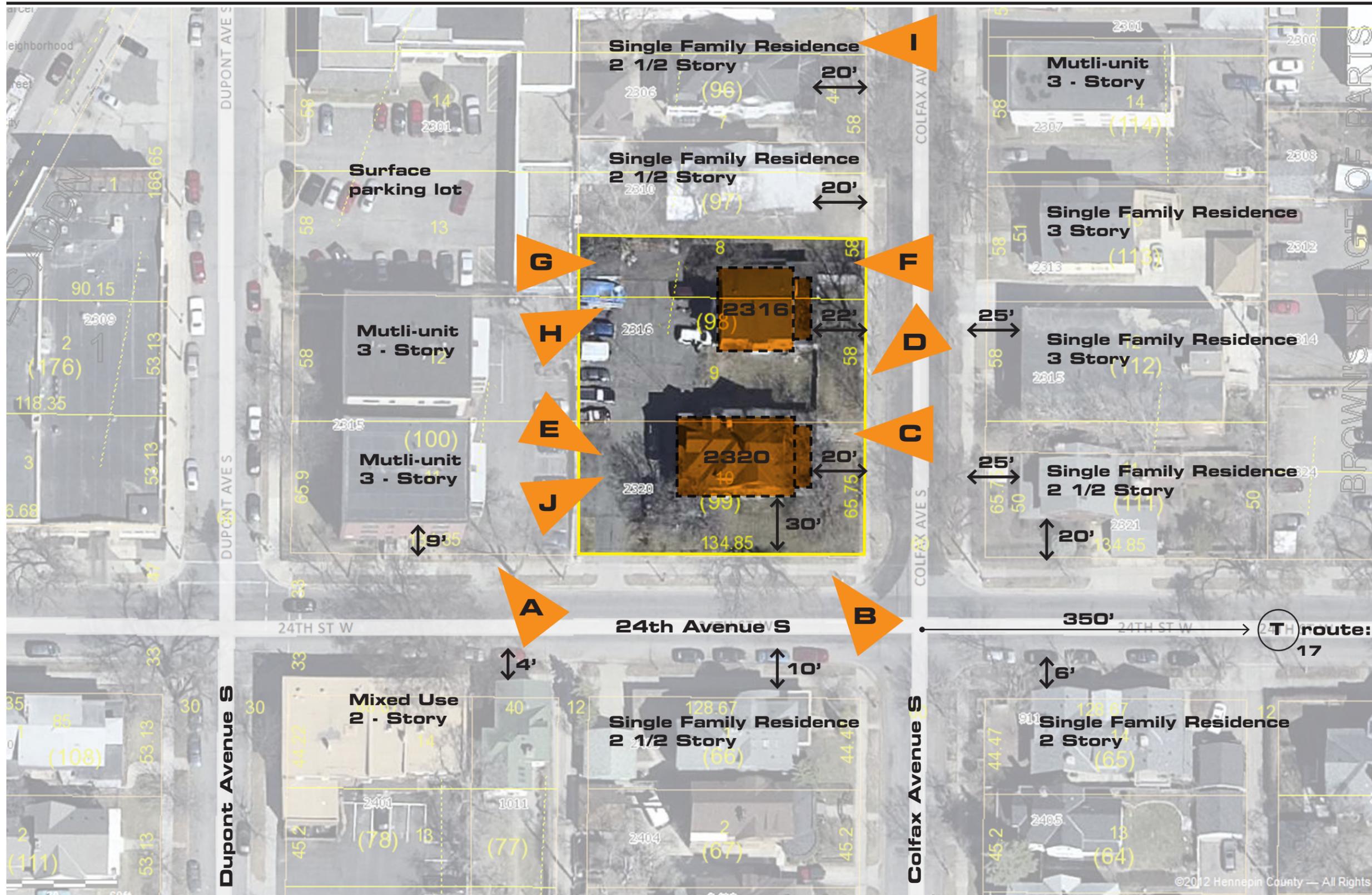
2321
COLFAX



Collage | architects



COLFAX STREET ELEVATIONS: NTS



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2320 2316 COLFAX
 Minneapolis, MN
 MAY.29.2014

SITE INDEX

- Existing**
(To Be Removed)
-
- Property Line**

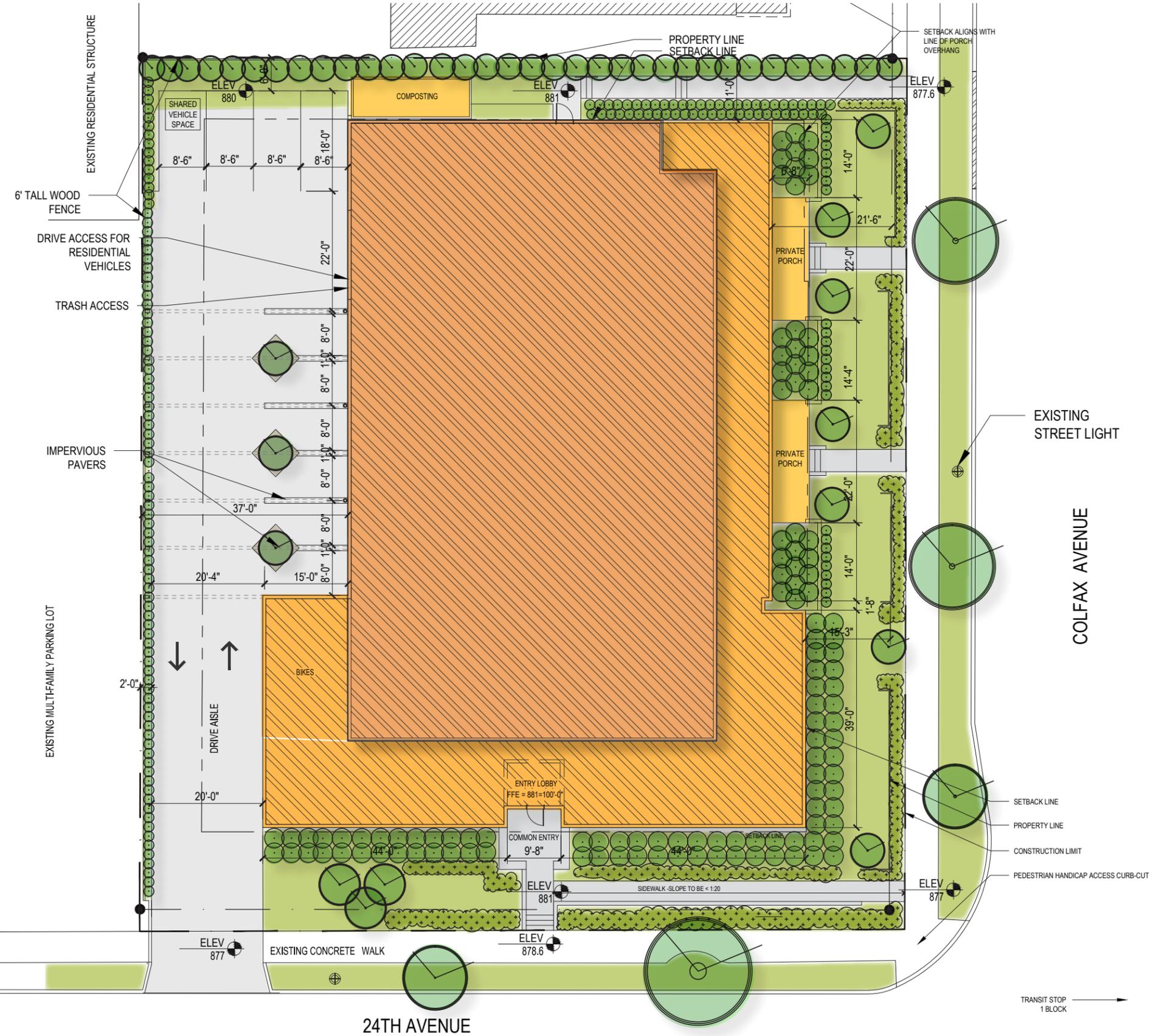




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2320 2316 COLFAX
 Minneapolis, MN
 MAY.29.2014

Residential Units
 04 Ground Floor Units
 14 Second Floor Units
 14 Third Floor Units
 10 Fourth Floor Units
 42 TOTAL UNITS

Parking
 10 Surface Stalls
 22 Garage Stalls
 32 Total Stalls
 18 Standard Stalls
 14 Compact Stalls
 32 Stalls

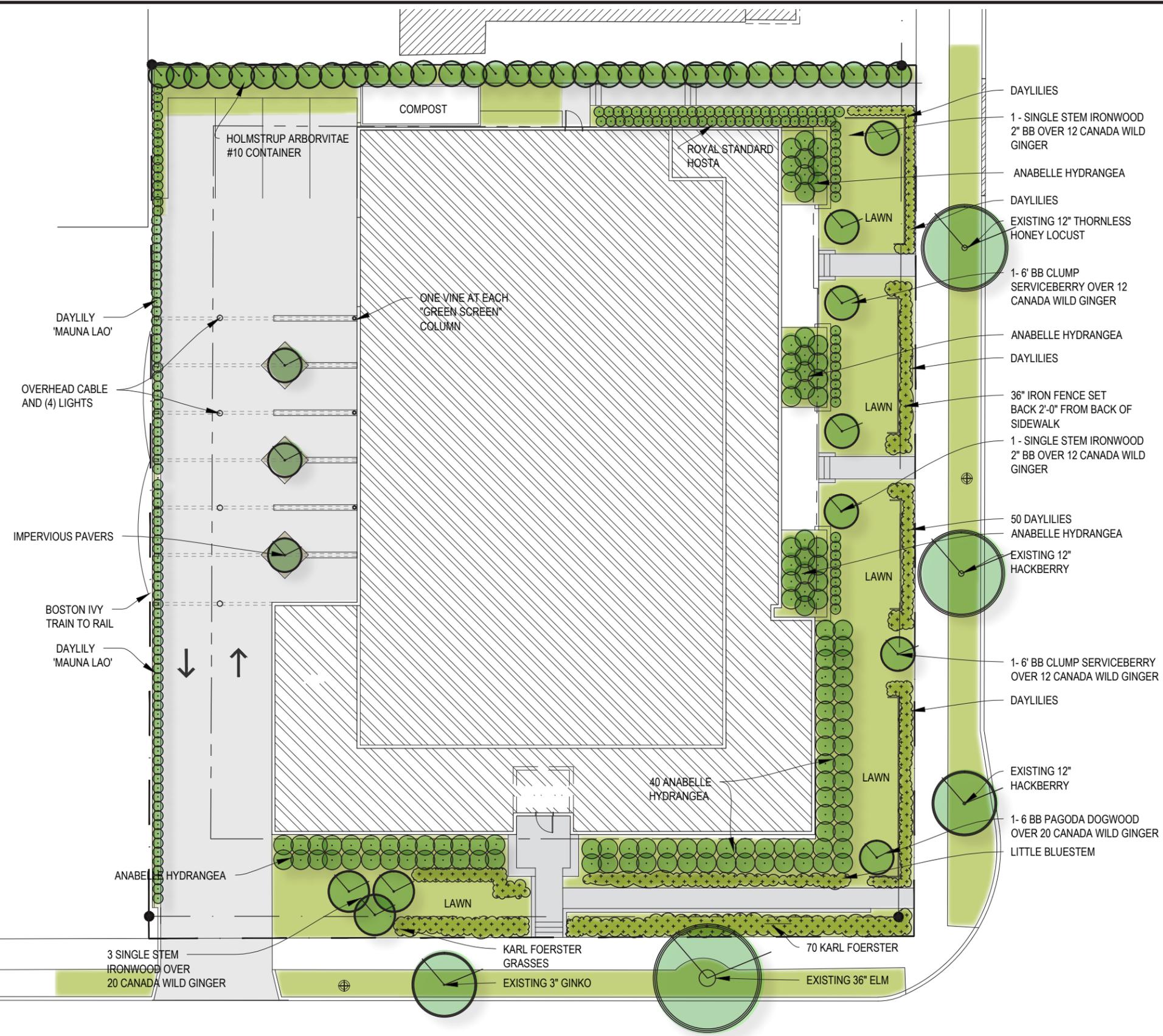


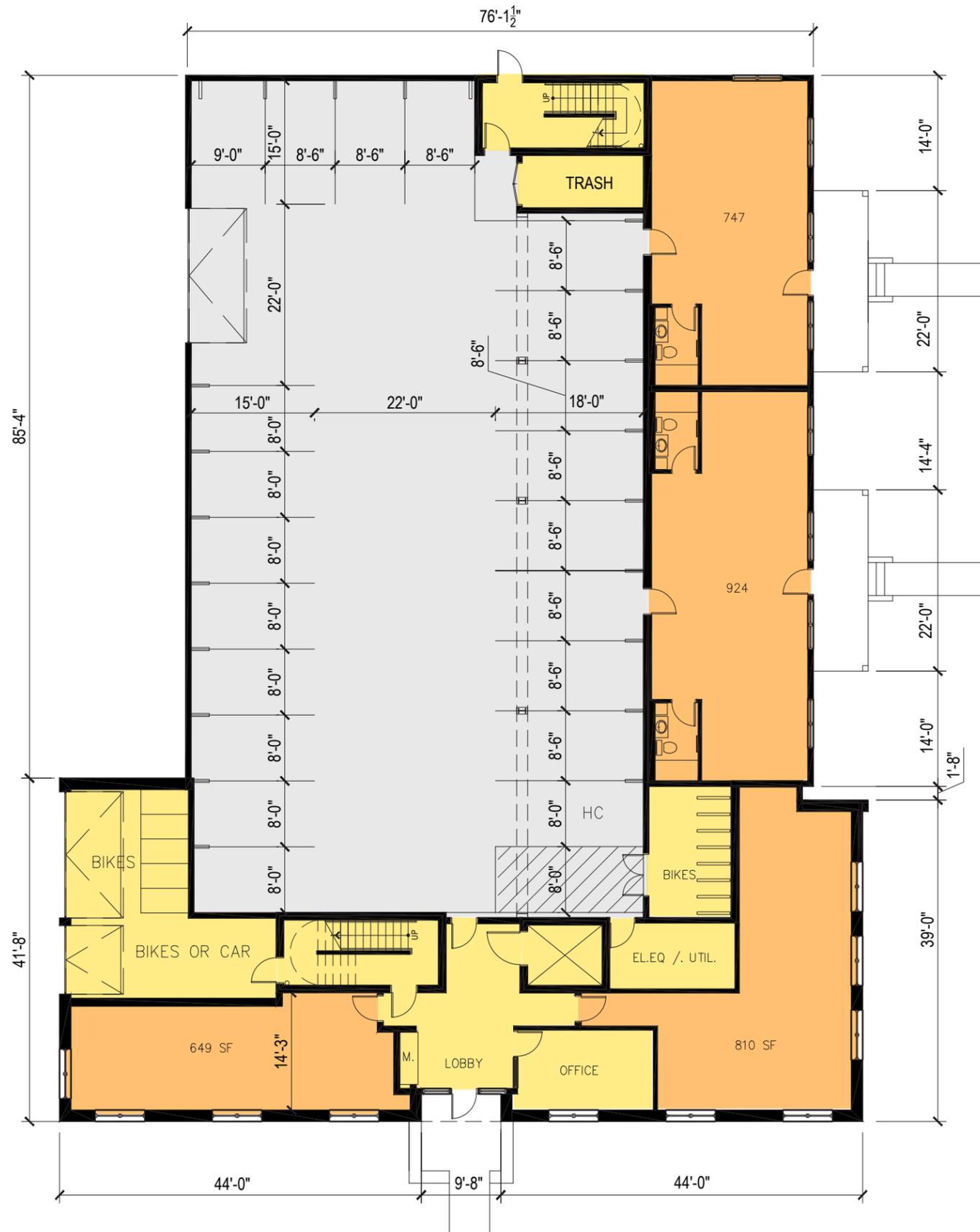


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Residential Units

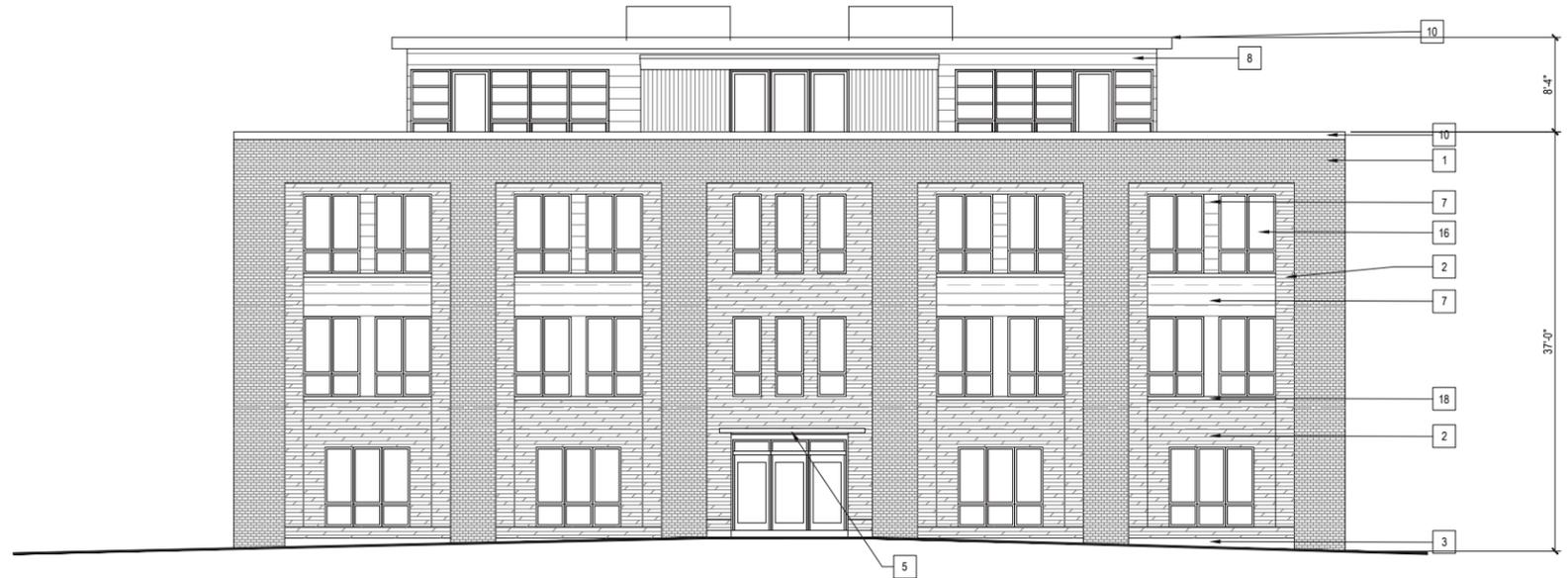
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- 42 TOTAL UNITS

Parking

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- 32 Total Stalls

- 18 Standard Stalls
- 14 Compact Stalls
- 32 Stalls





SOUTH ELEVATION 1/16" = 1'-0"



EAST ELEVATION 1/16" = 1'-0"

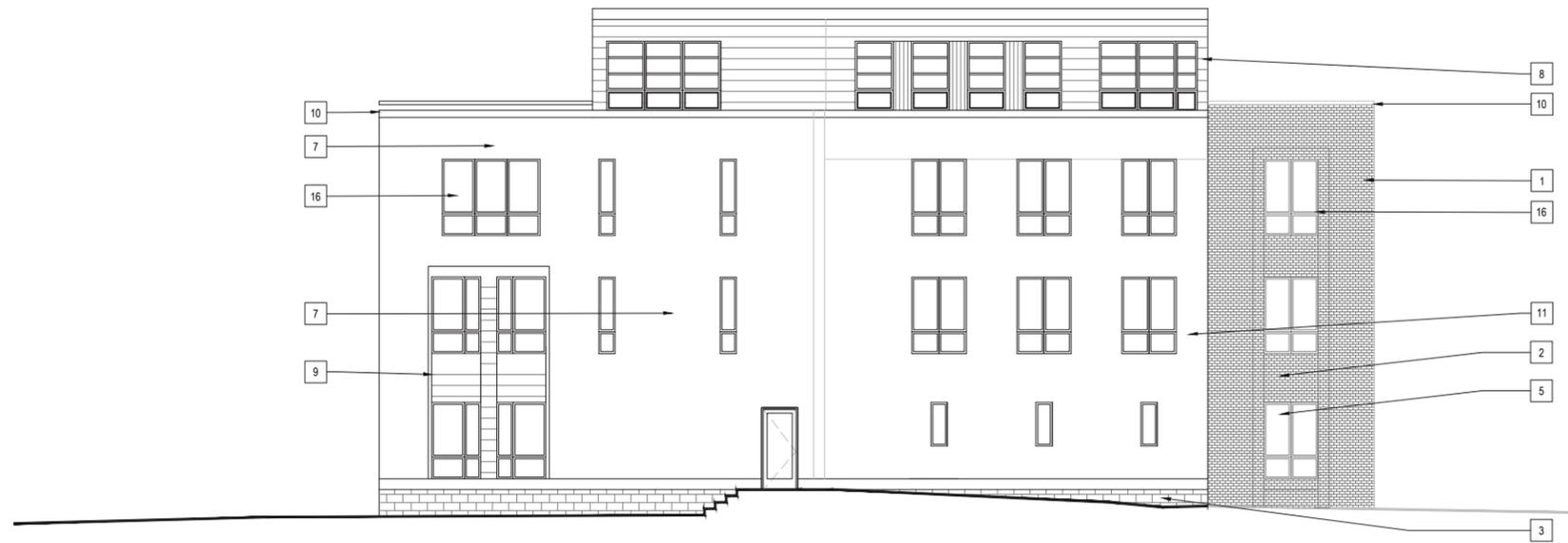


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MATERIAL INDEX

- 1 FACE BRICK #1
- 2 FACE BRICK #2
- 3 BURNISHED BLOCK
- 4 STONE BASE COURSE
- 5 METAL CANOPY
- 6 --NOT USED
- 7 STUCCO
- 8 PREFINISHED METAL PANEL
- 9 PREFINISHED METAL TRIM
- 10 PREFINISHED METAL PARAPET CAP
- 11 CEMENT BOARD PANEL
- 12 PREFINISHED CEMENT BOARD TRIM
- 13 METAL ROOF
- 14 PREFINISHED METAL FASCIA
- 15 STEEL CHANNEL COLUMNS
- 16 COMPOSITE WINDOWS
- 17 GARAGE DOOR, PAINTED
- 18 STONE SILL





NORTH ELEVATION 1/16" = 1'-0"



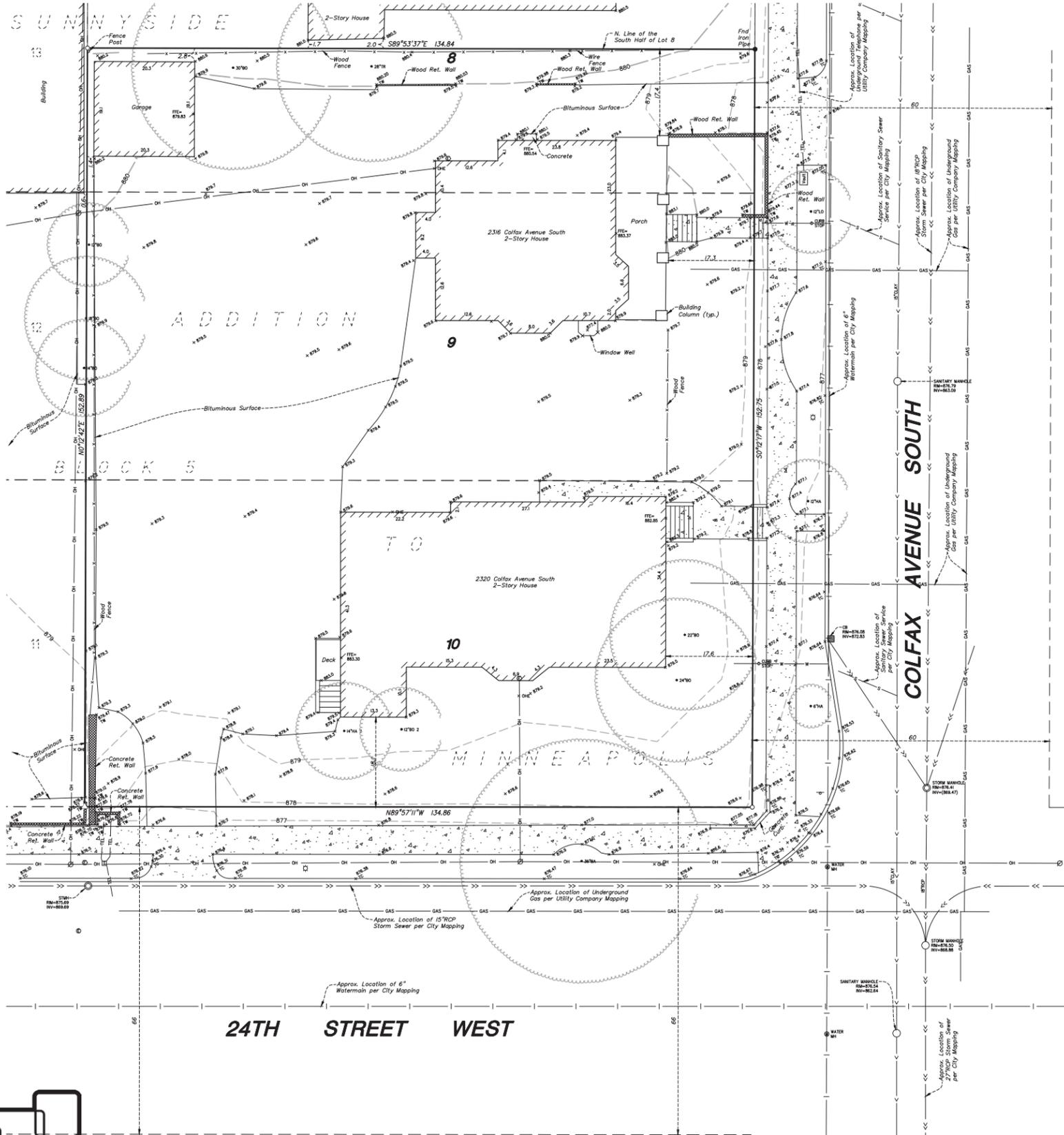
WEST ELEVATION 1/16" = 1'-0"



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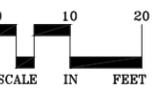
Legal Description

Lots 9, 10 and the South Half of Lot 8, Block 5, Sunnyside Addition to Minneapolis, According to the recorded plat thereof, Hennepin County, Minnesota.

Notes

- This survey was performed without the benefit of a Title Commitment. There may or may not be easements of record encumbering this property.
- The legal description shown hereon was obtained from tax statements viewed on Hennepin County's Website on February 1, 2013.
- Benchmark: Minneapolis Vertical Control Monument No. 435. Elevation=876.90 feet (NGVD 1929 datum).
- We have shown buried structures and utilities on and/or serving the site to the best of our ability, subject to the following restrictions:
 - Utility operators do not consistently respond to locate requests through the Gopher State One Call service for boundary purposes such as this.
 - Those utility operators that do respond, often will not locate services from their main line to the customer's structure or facility - they consider those segments private installations that are outside their jurisdiction. If a private service to an adjoiner's site crosses this site or a service to this site crosses an adjoiner, it may not be located since most operators will not mark such "private" services.
 - Snow and ice conditions during winter months may obscure otherwise visible evidence of a buried structure or utility.
 - Maps provided by operators, either along with a field location or in lieu of such a location, are very often inaccurate or inconclusive.
 - EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 651/454-0002.**
 - Per Gopher State One-Call Ticket No.'s 130280241 and 130280242, the following utilities and municipalities were notified:

City of Minneapolis:	(612) 673-5600
Comcast:	(612) 522-8141
Center Point Energy:	(612) 342-5200
Qwest:	(800) 283-4237
US Internet Corp.:	(952) 253-3238
Xcel Energy:	(612) 630-4366



- DENOTES 1/2 INCH X 1/4 INCH IRON MONUMENT SET, MARKED "RLS 26724"
- △ DENOTES PK NAIL SET
- DENOTES IRON MONUMENT FOUND

AREA= 20,608± Sq. Ft. or 0.47± Acres

SURVEY LEGEND

- | | |
|------------------------------|-------------------------------|
| ● CATCH BASIN | — S— STORM SEWER |
| ○ STORM MANHOLE | — S— SANITARY SEWER |
| ○ SANITARY MANHOLE | — I— WATERMAIN |
| ● WATER MANHOLE | — S— SANITARY SEWER SERVICE |
| ◇ HYDRANT | — W— WATER SERVICE |
| ⊗ GATE VALVE | — CTV— UNDERGROUND CABLE TV |
| ⊗ POWER POLE | — ELE— UNDERGROUND ELECTRIC |
| ⊗ LIGHT POLE | — FO— UNDERGROUND FIBER OPTIC |
| — GUY WIRE | — GAS— UNDERGROUND GAS |
| — SIGN | — TEL— UNDERGROUND TELEPHONE |
| ⊗ SPOT ELEVATION | — OH— OVERHEAD UTILITY |
| ⊗ A/C UNIT | — X— FENCE |
| ⊗ TELEPHONE PEDESTAL | — CON— CONCRETE CURB |
| ⊗ TELEPHONE MANHOLE | — CON— CONCRETE |
| ⊗ ELECTRIC METER | — 872— CONTOUR |
| ⊗ GAS METER | ○ DECIDUOUS TREE |
| TC TOP OF CURB | BA BASSWOOD |
| TW TOP OF WALL | BO BOXELDER |
| FFE FINISHED FLOOR ELEVATION | HA HACKBERRY |
| (830.55) INVERT PER PLAN | LO LOCUST |
| | TR TREE (GEN) |

Project Name:
2316 & 2320 COLFAX AVENUE SOUTH
 Minneapolis, Minnesota
 Owner/Developer:
 Collage Architecture
 705 Raymond Avenue
 Suite 200
 St. Paul, MN 55114

Professional Services:
LOCKES ASSOCIATES
 Planning • Civil Engineering • Land Surveying
 Landscape Architecture • Environmental
 7200 Hemlock Lane - Suite 300
 Maple Grove, MN 55369
 Telephone: (763) 424-5505
 www.LockesAssociates.com

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 512172-MASTER.DWG/Layout1

Revisions:
 2-6-13 Drawing Issued

Professional Signature:
 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.
Richard L. Lieb
 Richard L. Lieb - PLS
 26724 January 30, 2013
 License No. _____ Date _____

Quality Control:
 RLL (Drawn By) JT (Checked By) Review Date _____

Vicinity Map:
 Boundary and Topographic Survey
 Sheet Title:
 12-372
 Sheet No.:
 Sheet 1 of 1



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 Minneapolis, MN
 MAY.29.2014



LANDERGROUP
 urban development

02/06/2013 6:42 AM W:\031012372\CADD DATA\SURVEY