

LAND USE APPLICATION SUMMARY

Property Location: 721 North 1st Street
Project Name: 721 North 1st Street Apartments
Prepared By: Hilary Dvorak, Principal Planner, (612) 673-2639
Applicant: Curt Gunsbury
Project Contact: Curt Gunsbury
Request: To construct a new residential building
Required Applications:

Conditional Use Permit	To increase the height of the building from 6 stories/84 feet to 7 stories/90 feet.
Conditional Use Permit	To allow a surface parking lot located in the DP Downtown Parking Overlay District.
Variance	To reduce the west interior side yard setback from the required 15 feet to 10 feet for the building.
Variance	To increase the maximum amount of parking on the site from 1.7 to 1.77 spaces per unit.
Site Plan Review	For a new 124-unit residential building.

SITE DATA

Existing Zoning	C3A Commercial Activity Center District DP Downtown Parking Overlay District DH Downtown Height Overlay District
Lot Area	35,917 square feet / .82 acres
Ward	3
Neighborhood	North Loop
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Washington Avenue one block south) Growth Center (Downtown)
Small Area Plan	<u>North Loop Small Area Plan (2010)</u>

Date Application Deemed Complete	April 28, 2016	Date Extension Letter Sent	May 16, 2016
End of 60-Day Decision Period	June 27, 2016	End of 120-Day Decision Period	August 26, 2016

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site is located on the southwest corner of North 1st Street and 8th Avenue North. The site is currently occupied by a surface parking lot.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The site is surrounded by residential developments of varying densities, commercial establishments, the Star Tribune printing plant and a surface parking lot. The site is located in the North Loop neighborhood.

PROJECT DESCRIPTION. The applicant is proposing to construct a new 124-unit residential building on the site. The building would be six stories of residential with one additional story of mechanical equipment and elevator overrun for a total of seven stories (approximately 90 feet) per the zoning code definition of height. The building would have a principal entrance facing North 1st Street and individual unit entrances along both North 1st Street and 8th Avenue North. There would be a total of 222 parking spaces provided on the site; 202 will be enclosed and 20 will be provided in a surface parking lot. Access to the on-site parking would be located on 8th Avenue North.

Bassett Creek runs under the southeasterly portion of the site. The applicant is proposing to design the footprint of the building around the easement area for the tunnel. The applicant is proposing to construct a 20-space surface parking lot on that portion of the site that is above the creek. The parking lot would be screened from North 1st Street and 8th Avenue North by the building and it would be screened from the adjacent parking lot and North 2nd Street with a fence and landscaping.

RELATED APPROVALS. The site is located in the St. Anthony Falls Historic District. On May 3, 2016, the Heritage Preservation Commission (HPC) approved a Certificate of Appropriateness application to allow for the construction of the proposed new residential building. On May 13, 2016, the HPC actions were appealed. At the June 9, 2016, Zoning & Planning Committee meeting the committee members denied the appeal. The Zoning & Planning Committee modified the original HPC actions by adding a condition of approval requiring that the exterior materials used on 8th Avenue North and North 2nd Street be brick. The City Council adopted the Zoning & Planning Committee actions on June 17, 2016.

PUBLIC COMMENTS. Public comments have been submitted regarding the project and are attached to this report. Any additional correspondence received prior to the public meeting will be forwarded on to the City Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the height of the building from 6 stories/84 feet to 7 stories/90 feet 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 height limitation in the C3A zoning district is four stories or 56 feet. However, the site is located in the DH Downtown Height Overlay District which allows buildings up to six stories or 84 feet in this location. The applicant is proposing to construct a building that is seven stories or 90 feet. The proposal to increase the height of the building from six stories or 84 feet to seven stories

or 90 feet will not be detrimental to or endanger the public health, safety, comfort or general welfare. The proposed height of the building is compatible with other buildings in the area.

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 increase the height of the building from six stories or 84 feet to seven stories or 90 feet 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 proposed height of the building exceeds the height limitation in the DH Downtown Height Overlay District by six feet.

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

Increasing the height of the building will have no impact on utilities, access roads or drainage.

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

Increasing the height of the building will have no impact on traffic congestion in the public streets. The proposed building is technically seven stories in height with six stories of residential and one story of mechanical equipment. The additional story does not add dwelling units to the development.

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

The proposed development will be consistent with the following policies of *The Minneapolis Plan for Sustainable Growth*:

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 1.2: Ensure appropriate transitions between uses with different size, scale, and intensity.

- 1.2.1 Promote quality design in new development, as well as building orientation, scale, massing, buffering, and setbacks that are appropriate with the context of the surrounding area.

Urban Design Policy 10.1: Promote building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character.

- 10.1.2 Building placement should preserve and enhance public view corridors that focus attention on natural or built features, such as landmark buildings, significant open spaces or water bodies.

10.1.3 Building placement should allow light and air into the site and surrounding properties.

Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.

10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

The *North Loop Small Area Plan* was adopted by the City Council in April of 2010. The plan divides the neighborhood into different land use districts. The site is located in the residential enclave district. The plan says that there are limited opportunities for new large-scale development in this district but if there is development it should maintain the residential character of the area. The plan also says that new projects should maintain and enhance the district's historic character.

The site is located in the St. Anthony Falls Historic District. The *St. Anthony Falls Historic District Design Guidelines* were adopted in 2012. The intent of the design guidelines is to protect the integrity and character of the district and to ensure that new development occurs in a manner that is sensitive to the historic character of this unique place. Within the historic district, ten character areas have been identified. The site is located in the Warehouse District character area. The guideline for new infill development says that buildings should be within the range of heights seen historically in the area with a maximum height of six stories. It further states that mid-rise (7-9 stories) and low-rise (4-6 stories) are most appropriate for this area.

The proposed development will comply with the policies of *The Minneapolis Plan for Sustainable Growth*, the *North Loop Small Area Plan* and the *St. Anthony Falls Historic District Design Guidelines*. Per the zoning code definition, the proposed building is technically seven stories in height with six stories of residential and one story of mechanical equipment. The seventh story occupies a very small percentage of the overall building footprint. The seventh story is classified as a story because the elevator overrun exceeds 14 feet in height; if the elevator overrun was less than 14 feet in height the building would be six stories in height. The mechanical story of the building is set back 34 feet from the primary façade facing North 1st Street and 32 feet from the primary façade facing 8th Avenue North.

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 C3A Commercial Activity Center District, the DP Downtown Parking Overlay District and the DH Downtown Height Overlay District.

Additional Standards to Increase Maximum Height

In addition to the conditional use permit standards, the Planning Commission shall consider, but not be limited to, the following factors when determining the maximum height of principal structures in commercial districts:

1. *Access to light and air of surrounding properties.*

The height of the proposed building will not impede access to light and air for surrounding properties. The closest buildings are separated from the site by public streets or a series of surface parking lots that are approximately 200 feet in width.

2. *Shadowing of residential properties, significant public spaces, or existing solar energy systems.*

The applicant submitted a shadow study depicting shadowing impacts one-and-a-half hours after sunrise, at noon and one-and-a-half hours before sunset on the Spring and Fall equinox and on the

Summer and Winter solstice. The shadow studies indicate that the proposed building will cast shadows on the residential properties to the east and west; however, the shadowing impacts do not appear to be significant given the context of the area. The shadow study indicates that due to the fact that the neighborhood is densely built-out, that during the periods of peak shadowing, much of the surrounding vicinity is currently shadowed by other existing buildings. In addition, staff is not aware of any existing solar energy systems that would be affected by the proposed building.

3. *The scale and character of surrounding uses.*

There is a mixture of older warehouse buildings and newer buildings designed to look like warehouse buildings in the area. The majority of the warehouse-style buildings occupy their entire site and are multiple stories tall. There is also a series of multiple-family buildings that were built as a Planned Unit Development located south along North 1st Street from the site that has a larger setback from the street than the older warehouse buildings in the area. The height of the buildings in the area range between two and eight stories. The proposed development will be compatible with the surrounding development.

4. *Preservation of views of landmark buildings, significant open spaces or water bodies.*

The development site is located in the St. Anthony Falls Historic District and is also located within relatively close proximity to the Mississippi River and the Grand Rounds Scenic Byway. The proposed building will change the way one views the surrounding historic resources but since the building is separated from surrounding properties by public streets they will not be completely blocked by the building. While the Mississippi River and the Grand Rounds Scenic Byway are located a block of the proposed building, there are existing buildings that block views of this water body and significant open space from this location. It should be noted that the intent of the finding is to preserve public view corridors, not to preserve individual views from private developments.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a surface parking lot located in the DP Downtown 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 establishment of a surface parking lot will not be detrimental to or endanger the public health, safety, comfort or general welfare. The site is currently utilized as a surface parking lot. In total there are 125 spaces on the property. All of the existing spaces are visible from the public streets. The proposed parking lot will be located towards the interior of the site and will be almost completely concealed by the proposed building.

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 establishment of a surface parking lot will not be injurious to the use and enjoyment of other property in the vicinity or impede the normal or orderly development and improvement of surrounding property. The surface parking lot will be located towards the interior of the site. The parking lot would be screened from North 1st Street and 8th Avenue North by the building and it would be screened from the adjacent parking lot and North 2nd Street with a fence and landscaping.

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 plans and will review the final plans 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 to ensure that all procedures are followed and that the development complies with all city and other applicable requirements. The applicant is aware that the final plans are expected to incorporate any applicable comments or modifications as required by the Public Works Department.

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

The minimum parking requirement for the development is 126 spaces (124 for the residential and two for guests) and the maximum parking requirement is 213 spaces (211 for the residential and two for the guests). The applicant would be providing a total of 222 parking spaces on the site; 202 will be enclosed and 20 will be provided in the surface parking lot. Access to the on-site parking would be located on 8th Avenue North.

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

The proposed development will be consistent with the following policies of *The Minneapolis Plan for Sustainable Growth*:

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.

2.8.5 Continue to prohibit new commercial surface parking lots and to restrict the size of accessory surface parking lots in Downtown.

The surface parking lot will be located towards the interior of the site. The parking lot would be screened from North 1st Street and 8th Avenue North by the building and it would be screened from the adjacent parking lot and North 2nd Street with a fence and landscaping.

The site is located within walking distance of several bus routes and the Target Field Station stop. This stop is serviced by both the METRO Blue Line light rail line and the METRO Green Line light rail line. The applicant will be providing 200 bicycle parking spaces as part of the development. There are designated on-street bike lanes on 2nd Avenue North which tie into the larger bike trail system in the Twin Cities. In addition, there are several Nice Ride Minnesota bike stations located within walking distance of the site.

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 C3A Commercial Activity Center District and the DP Downtown Parking Overlay District.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the west interior side yard setback from the required 15 feet to 10 feet for the building based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

The interior side yard setback in the C3A zoning district, for residential uses with windows facing the interior property line, is five feet plus two for every story above the first floor. However, the setback requirement shall not exceed 15 feet. For a seven story building the setback is 15 feet. The second through sixth floors of the building will be constructed ten feet from the west interior property line. The west interior property line abuts a property that is utilized for surface parking. Due to the location of the Bassett Creek tunnel underneath the adjacent property the adjacent property will most likely never be developed. It is characteristic to construct buildings close to the property lines in this area, so the reduced setback will be more in keeping with the area. The character of the area and the location of the Bassett Creek tunnel are unique circumstances that were not created by the applicant.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The variance request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of having yard controls is to provide for adequate light, air, open space and separation of uses. The comprehensive plan, the *North Loop Small Area Plan* and the *St. Anthony Falls Historic District Design Guidelines* support a building that would be constructed up to the interior property lines. The *North Loop Small Area Plan* says that new development should maintain the residential character of the area and the *St. Anthony Falls Historic District Design Guidelines* say that building widths should maintain the scale of traditional building widths in the context.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

Granting the variance would not adversely alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity, nor would it be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. It is characteristic to construct buildings close to the property lines in this area.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the maximum amount of parking on the site from 1.7 to 1.77 spaces per unit based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

The maximum parking requirement for a residential development in the DP Downtown Parking Overlay District is 1.7 spaces per dwelling unit. Since there are 124 dwelling units proposed in the

development, there is a maximum parking requirement of 211 spaces. In addition, residential developments in the DP Downtown Parking Overlay District that provide parking are required to provide one guest parking space for every 50 dwelling units within the building. The guest parking requirement for the development is two spaces. Overall, the maximum parking requirement for the development is 213 spaces. The applicant would be providing a total of 222 parking spaces (220 for the residential and two for the guests) on the site; or 1.77 spaces per dwelling unit. However, the applicant has indicated that as part of the sale of the property, a parking lease for 70 vehicles needs to be maintained for office tenants in a nearby building.

When these 70 parking spaces are subtracted from the total amount being provided on the site there would be 152 spaces for the 124 dwelling units or 1.26 spaces per dwelling unit. While this does not exceed the parking maximum, if the lease for the office tenants were to go away the maximum parking requirement would be exceeded by a total of 12 spaces. CPED finds that needing to provide a parking lease for 70 vehicles for office tenants in a nearby building as part of the sale of the property is a practical difficulty.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The applicant is proposing to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. Parking regulations are established to recognize the parking needs of uses and structures, to enhance the compatibility between parking areas and their surroundings, and to regulate the number, design, maintenance, use and location of off-street parking spaces and the driveways and aisles that provide access and maneuvering space. The regulations promote flexibility and recognize that excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design, and sustainability. Providing the additional parking spaces within the building for office tenants in a nearby building will help alleviate parking pressure on the public streets.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

Granting the variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. All but 20 of the proposed parking spaces will be located within the building. The 20 parking spaces that will be located in a surface parking lot will be located towards the interior of the site and will be concealed by the proposed building from North 1st Street and 8th Avenue North. The surface parking lot will be screened from the adjacent properties by a proposed fence and landscaping.

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

Building placement – Meets requirements

- The building will be located up to the front property line along North 1st Street and set back between one foot, four inches and five-and-a-half feet from the corner side property line along 8th Avenue North.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation. The building will be set close to the front and corner side property lines, the building will have a principal entrance facing North 1st Street and individual unit entrances along both North 1st Street and 8th Avenue North and there would be large windows on all sides of the development that maximize the opportunities for people to observe adjacent spaces.
- The area between the building and the corner side property line will include amenities such decorative pavement and landscaping.
- All on-site parking is located towards the interior of the site and within the building.

Principal entrances – Meets requirements

- The building is oriented so that the principal entrance faces the front property line along North 1st Street. There will also be individual unit entrances along both North 1st Street and 8th Avenue North.
- The primary entrance will be articulated with two-story windows, a projecting metal canopy and signage.

Visual interest – Meets requirements with Conditions of Approval

- The building walls provide architectural detail and contain windows in order to create visual interest.
- The proposed building is approximately 284 feet long. Although the proposed building does not occupy the entire block between North 1st Street and North 2nd Street, it does occupy the majority of it. To break up the façade along 8th Avenue North the building has been designed with two stair towers that extend past the roof of the building which provide vertical expression along this façade. In addition, two different colors of brick will be used to help break up the 8th Avenue North façade. The stair towers and the arrangement of the building materials help to break up the building into different modules.
- There are no blank, uninterrupted walls exceeding 25 feet in length. Although the ground floor of the building on the secondary façades is solid, it has been designed to look like the rest of the building with columns and recessed areas. On the west façade the columns and recessed areas are both brick and on the south façade the columns are brick and the recessed areas are rockface concrete block. The recessed areas are recessed three inches or the depth of one brick from the façades. On both the west and south facades the recessed areas do not align with the window bays above. CPED is recommending that the recessed areas on the ground floor of the building on the west façade align with the window bays above.

Exterior materials – Meets requirements

- The building's exterior would be constructed out of brick and metal panel. On the south façade, rockface concrete block is also being proposed as an exterior material on the first floor of the building. Each elevation would comply with the City's durability standards for exterior materials. Please note that exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.
- In addition, the application is consistent with the City's policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials.

- Plain face concrete block is not proposed along any public streets, sidewalks, or adjacent to a residence or office residence district.
- The exterior materials and appearance of the rear and side walls of the building are similar to and compatible with the front of the building.

Windows – Requires alternative compliance

- For residential uses, the zoning code requires that no less than 20 percent of the walls on the first floor, and no less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. The project is in compliance with the minimum window requirement except on the first floor of the building facing the on-site surface parking lot (see Table I). Alternative compliance is required.
- All windows are vertical in proportion and are evenly distributed along the building walls.

Table I. Percentage of Windows per Applicable Elevation

	Code Requirement		Proposed	
Residential Uses				
1st floor facing North 1 st Street	20% minimum	189 sq. ft.	37%	348 sq. ft.
2nd floor and above facing North 1 st Street	10% minimum	118 sq. ft.	More than 10%	
1st floor facing 8 th Avenue North	20% minimum	454 sq. ft.	26%	591 sq. ft.
2nd floor and above facing 8 th Avenue North	10% minimum	284 sq. ft.	More than 10%	
1st floor facing on-site parking lot (both south and west façades)	20% minimum	296 sq. ft.	0%	0 sq. ft.
2nd floor and above facing on-site parking lot (both south and west façades)	10% minimum	148 sq. ft.	More than 10%	

Ground floor active functions – Meets requirements

- The ground floor facing North 1st Street contains 100 percent active functions and the ground floor facing 8th Avenue North contains 87 percent active functions.

Roof line – Meets requirements

- The principal roof line of the building will be flat, which is similar to that of surrounding buildings.

Parking garages – Meets requirements

- All of the structured parking is located below ground or enclosed within the building.

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

- There are clear and well-lit walkways at least four feet in width connecting building entrances to the adjacent public sidewalk and on-site parking facilities.

Transit access – Not applicable

- No transit shelters are proposed as part of this development.

Vehicular access – Meets requirements

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses.
- Access to the on-site parking would be from one curb cut located on 8th Avenue North.
- There are no public alleys adjacent to the site.
- Service vehicle access does not conflict with pedestrian traffic. The on-site loading space will be located in the surface parking lot.
- There is no maximum impervious surface requirement in the C3A Commercial Activity Center District. According to the materials submitted by the applicant, 90 percent of the site will be impervious, while 94 percent of the existing site is impervious.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The overall composition and location of landscaped areas complement the scale of development and its surroundings.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 3,425 square feet of landscaping on site, or approximately 30 percent of the site not occupied by buildings (see Table 2).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is five and the applicant is proposing a total of 21 trees.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 23 and the applicant is proposing 49 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

Table 2. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	35,917 sq. ft.
Building Footprint	--	24,551 sq. ft.
Remaining Lot Area	--	11,366 sq. ft.
Landscaping Required	2,273 sq. ft.	3,425 sq. ft.
Canopy Trees (1:500 sq. ft.)	5 trees	21 trees
Shrubs (1:100 sq. ft.)	23 shrubs	49 shrubs

Parking and loading landscaping and screening – Meets requirements with Conditions of Approval

- While there is a surface parking lot on the site it is not fronting along a public street, public sidewalk or public pathway or abutting or across an alley from a residence or office residence district, or any permitted or conditional residential use, so the site is not subject to the screening and landscaping requirements for parking areas per section 530.170. However, the area between the proposed surface parking lot and the adjacent property has been landscaped per the requirements of section 530.170.
- The applicant is proposing to install a black vinyl coated chain link fence around the perimeter of the surface parking lot. CPED is recommending that since the fence will be visible from North 2nd Street that a decorative metal fence be installed in lieu of the black vinyl coated chain link fence.

- All of the parking spaces are located within 50 feet of the center of an on-site deciduous tree.
- There are no tree islands located in the surface parking lot.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – Meets requirements

- The parking lot is defined by a six-inch by six-inch continuous concrete curb. However, the concrete curb will be depressed in the southwest corner of the parking lot to allow stormwater runoff to drain to an infiltration basin.

Site context – Meets requirements

- The development site is located in the St. Anthony Falls Historic District and is also located within relatively close proximity to the Mississippi River and the Grand Rounds Scenic Byway. The proposed building will change the way one views the surrounding historic resources but since the building is separated from surrounding properties by public streets they will not be completely blocked by the building. While the Mississippi River and the Grand Rounds Scenic Byway are located a block of the proposed building, there are existing buildings that block views of this water body and significant open space from this location. It should be noted that the intent of the finding is to preserve public view corridors, not to preserve individual views from private developments.
- The applicant submitted a shadow study depicting shadowing impacts one-and-a-half hours after sunrise, at noon and one-and-a-half hours before sunset on the Spring and Fall equinox and on the Summer and Winter solstice. The shadow studies indicate that the proposed building will cast shadows on the residential properties to the east and west; however, the shadowing impacts do not appear to be significant given the context of the area. The shadow study indicates that due to the fact that the neighborhood is densely built-out, that during the periods of peak shadowing, much of the surrounding vicinity is currently shadowed by existing buildings. In addition, staff is not aware of any existing solar energy systems that would be affected by the proposed building.
- The building has been designed with recesses and projections and a canopy over the entryway which should help minimize wind effects on the surrounding area.

Crime prevention through environmental design – Meets requirements

- The site plan complies with crime prevention design elements as the principal entrance and individual ground floor unit entrances will be oriented towards the public sidewalks, walkways direct people to and from the building entrances, there will be large windows on all sides of the building that maximize the opportunities for people to observe adjacent spaces and the public sidewalks and there will be lights located near all of the building entrances.

Historic preservation – Choose an item.

- The site is located in the St. Anthony Falls Historic District. On May 3, 2016, the Heritage Preservation Commission (HPC) approved a Certificate of Appropriateness application to allow for the construction of the proposed new residential building. On May 13, 2016, the HPC actions were appealed. At the June 9, 2016, Zoning & Planning Committee meeting the committee members denied the appeal. The Zoning & Planning Committee modified the original HPC actions by adding a condition of approval requiring that the exterior materials used on 8th Avenue North and North 2nd Street be brick. The City Council adopted the Zoning & Planning Committee actions on June 17, 2016.

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

The proposed use is permitted in the C3A Commercial Activity Center District.

Off-street Parking and Loading – Requires variance(s)

- The applicant has applied for a variance to increase the maximum amount of parking on the site from 1.7 to 1.77 spaces per unit.

Table 3. Vehicle Parking Requirements Per Use (Chapter 54I)

Use	Minimum	Reductions	Total with Reductions	Maximum Allowed	Proposed
Residential Dwellings	124 residential 2 guests	Transit Incentives (62)	68 residential 2 guests	211 residential 2 guests	222
	126	(62)	70	213	222

Table 4. Bicycle Parking Requirements (Chapter 54I)

Use	Minimum	Short-Term	Long-Term	Proposed
Residential Dwellings	62	--	Not less than 90%	200
	62	--	56	200

Table 5. Loading Requirements (Chapter 54I)

Use	Loading Requirement	Minimum Requirement	Proposed
Residential Dwellings	1 small space	1 small space	1 small space

Building Bulk and Height – Requires conditional use permit

- The applicant has applied for a conditional use permit to increase the height of the building from the six stories or 84 feet to seven stories or 90 feet.

Table 6. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	35,917 sq. ft. / .82 acres
Gross Floor Area	--	119,919 sq. ft.
Floor Area Ratio (Minimum)	--	3.34
Floor Area Ratio (Maximum)	4.0	
Building Height (Maximum)	6 stories or 84 ft., whichever is less	7 stories or 90 ft.

Lot Requirements – Meets requirements

Table 7. Lot Requirements Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	124 DUs
Density (DU/acre)	--	151 DU/acre
Lot Area (Minimum)	5,000 sq. ft.	35,917 sq. ft.
Impervious Surface Area (Maximum)	Not applicable	90%
Lot Coverage (Maximum)	Not applicable	68%
Lot Width (Maximum)	40 ft.	124 ft.

Yard Requirements – Requires variance(s)

- The applicant has applied for a variance to reduce the west interior side yard setback from the required 15 feet to 10 feet for the building.

Table 8. Minimum Yard Requirements

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (North 1 st Street)	0 ft.	--	0 ft.	Between 1 ft. 4 in and 5 ft. 5 in.
Corner Side (8 th Avenue North)	0 ft.	--	0 ft.	0 ft.
Interior Side (South)	15 ft.	--	15 ft.	15 ft.
Interior Side (West)	15 ft.	--	15 ft.	10 ft.

Signs – Meets requirements

- Signs are subject to the requirements of Chapter 543, On-Premise Signs. In the C3A zoning district there can be one-and-a-half square feet of signage for every one linear foot of primary building wall. Wall signs are limited to 180 square feet in size. Projecting signs are limited to 48 square feet in size. There is no height limitation for either wall signs or projecting signs. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. However, a freestanding monument sign shall not be allowed if the amount of signage exceeds one square foot of signage for every one foot of primary building wall. The zoning code limits the number of freestanding signs on a zoning lot to one.
- The applicant is proposing to have one awning sign over the primary entrance to the building facing North 1st Street and three projecting signs; one on North 1st Street and two on 8th Avenue North. The sign over the primary entrance will be made up of individual metal numbers and letters and will sit on top of the canopy. The sign will measure 30 square feet and will have an overall height of 12.5 feet. The blade signs will be rectangular in shape and also made out of metal. They will each be 18 square feet in size and will have an overall height of 14 feet.

Screening of Mechanical Equipment – Meets requirements

- There will be HVAC vents incorporated into the windows in the two central bays on the North 1st Street facade. The vents will be concealed by grilles that serve as spandrels below the windows. On

the 8th Avenue North façade, grilles concealing the HVAC vents will be vertical, adjacent to the windows, and matching the height of the windows. On the opposite side of the building, which overlooks a remaining surface parking lot, the HVAC vents will be visible. This is a secondary facade and is set back from the property line approximately 43 feet. The vent grilles will match the color of the metal panels. There will be no vents on the west facade.

- There will be mechanical equipment located on the roof of the building. The mechanical equipment will be located within the building.
- There will also be mechanical equipment located on the ground in the southwest corner of the surface parking lot. The applicant is proposing to screen the mechanical equipment with landscaping and a fence.

Refuse Screening – *Meets requirements*

- All refuse and recycling storage containers will be located within the building.

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 the final lighting plan conform to the standards of Chapter 535, Regulations of General Applicability.

Fences – *Meets requirements with Conditions of Approval*

- The applicant is proposing to install a black vinyl coated chain link fence around the perimeter of the surface parking lot. CPED is recommending that since the fence will be visible from North 2nd Street that a decorative metal fence be installed in lieu of the black vinyl coated chain link fence.

Specific Development Standards – *Not applicable*

DH Downtown Height Overlay District Standards – *Requires conditional use permit*

- The applicant has applied for a conditional use permit to increase the height of the building from the six stories or 84 feet to seven stories or 90 feet.

DP Downtown Parking Overlay District Standards – *Requires conditional use permit*

- The applicant has applied for a conditional use permit to allow a surface parking lot located in the DP Downtown 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 Mixed Use on the future land use map. The proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

Urban Design Policy 10.1: Promote building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character.

10.1.2 Building placement should preserve and enhance public view corridors that focus attention on natural or built features, such as landmark buildings, significant open spaces or water bodies.

10.1.3 Building placement should allow light and air into the site and surrounding properties.

Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.

- 10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

Urban Design Policy 10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development.

- 10.4.1 Maintain and strengthen the architectural character of the city's various residential neighborhoods.
- 10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock.

Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.

- 10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.
- 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.
- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

CPED finds that the proposed development is in conformance with the above policies of *The Minneapolis Plan for Sustainable Growth*.

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

The *North Loop Small Area Plan* was adopted by the City Council in April of 2010. The plan divides the neighborhood into different land use districts. The site is located in the residential enclave district. The plan says that there are limited opportunities for new large-scale development in this district but if there is development it should maintain the residential character of the area. The plan also says that new projects should maintain and enhance the district's historic character. The proposed development is in conformance with these recommendations.

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:

- **Minimum windows.** The project is in compliance with the minimum window requirement except on the first floor of the building facing the on-site surface parking lot. There are no windows on the ground floor of the building facing the on-site surface parking lot. The applicant has indicated that due to the location of the enclosed parking these walls have been designed without windows. Since the building has a window requirement on all four sides, CPED is recommending that alternative compliance be granted to allow no windows on the first floor of the building facing the on-site surface parking lot.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Curt Gunsbury for the property located at 721 North 1st Street:

A. Conditional Use Permit to increase the height of the building.

Recommended motion: **Approve** the application to increase the height of the building from 6 stories/84 feet to 7 stories/90 feet, 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.

B. Conditional Use Permit to allow a surface parking lot in the DP Downtown Parking Overlay District.

Recommended motion: **Approve** the application for a surface parking lot located in the DP Downtown Parking Overlay District, 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.
2. There shall be no more than 20 parking spaces located in the surface parking lot.

C. Variance of the interior side yard setback.

Recommended motion: **Approve** the application to reduce the west interior side yard setback from the required 15 feet to 10 feet for the building.

D. Variance of the maximum parking requirement.

Recommended motion: **Approve** the application to increase the maximum amount of parking on the site from 1.7 to 1.77 spaces per unit.

E. Site Plan Review for a new commercial building.

Recommended motion: **Approve** the application for a new 124-unit residential building, subject to the following conditions:

1. All site improvements shall be completed by May 23, 2018, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
1. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
2. The recessed areas on the ground floor of the building on the west façade shall align with the window bays above.
3. A decorative metal fence shall be installed around the perimeter of the surface parking lot in lieu of the black vinyl coated chain link fence.
4. The final lighting plan shall conform to the standards of Chapter 535, Regulations of General Applicability.

ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. Travel Demand Management Plan
4. Zoning map
5. Site survey
6. Civil plans
7. Landscaping plan
8. Architectural floor plans and elevations
9. Renderings
10. Section details
11. Photos
12. Shadow study
13. Context study
14. Correspondence



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

Preliminary Development Review Report

Development Coordinator Assigned: DONALD ZART
(612) 673-5645
don.zart@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001410
Applicant:	SOLHEM COMPANIES 3021 HOLMES AVE, SUITE 101 MINNEAPOLIS, MN 55408
Site Address:	721 1ST ST N
Date Submitted:	17-FEB-2016
Date Reviewed:	26-FEB-2016

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 construction of a 6 story, 124 unit apartment building with 228 parking stalls.

Review Findings (by Discipline)

Zoning - Planning

- Break our landscaping schedule for on-site and ROW.
- Dimension parking spaces.
- Provide parking counts on each plan sheet where they are located.
- Provide fence details.

Business Licensing

- The proposed building will not require a Business License.

*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.

□ Addressing

- The proposed addresses for the project will be as follows:
- Apartment lobby entrance - 721 1st St N
- The two loft studio apartments along First Street -- 715 and 717 1st St N
- The five apartments on 8th Ave N, starting from the one closest to the corner of 1st Street & 8th Ave will be 107, 109, 115, 117 & 119 8th Ave N.
- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Contact Development Coordinator for new address assignment. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- When assigning suite sequences the following guidelines are as follows:
 - The first one to two digits of the suite sequence number will designate the floor number of the site.
 - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
 - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
 - Please provide each condo, suite, unit or apartment number.
- This building is also considered to have a parking ramp per MCO Chapter 108. As such, within 5 years of the date of the certificate of occupancy being issued, the parking ramp will be required to have annual inspections and apply for a Ramp Operating Certificate.

□ Parks - Forestry

- Contact Craig Pinkalla (cpinkalla@minneapolisparcs.org), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- 4' boulevard on 8th Av. Only approved for small selections with mature ht. <25'.
- Require diversity component on 8th ave. minimum (2) genera
- 3'6" boulevard on 1st St. not wide enough for tree planting. Min. Is 4' and then only for small selections with mature ht. <25'.
- Overrepresented Genera - North Loop*
 - Elm -29%
 - Maple - 14%
 - *do not include in revised tree planting plant
- 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 \$1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$202.80 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 at 721 1st St N, the calculated dedication fee is as follows:

• Residential - 124 x \$1521	=	\$181,604
• Administrative Fee - Capped at \$1,000	=	\$ 1,000
• Total	=	\$182,604
- 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 Don Zart at (612)673-2726

□ Right of Way

- The site plan does indicate the location of a proposed electric utility transformer; it is recommended that the Applicant continue discussions with Xcel Energy in order to confirm electric utility and transformer locations on the site plan. It should not be assumed that the City will approve any proposed transformer location in the Public right-of-way.
- 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.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- Note to the Applicant: The site plan proposes building in close proximity to the Bassett Creek Tunnel; it may be necessary for the Applicant to request a vacation of certain easement rights that exist for the Tunnel; please contact Bob Boblett at (612) 673-2428 for further information.

□ Construction Code Services

- Indoor parking is shown for 208 stalls and outside parking is shown for 20 stalls per the table provided on sheet A1.1c. I note that this does not match the counted spaces. The required accessible parking spaces are calculated per 2015 MN Accessibility Code, MN Rules 1341 section 1106.1. "Where parking is provided, accessible parking spaces shall be provided in compliance with Table 1106.1, except as required by Section 1106.2 through 1106.4. Where more than one parking facility is provided on a site, the number of parking spaces required to be accessible shall be calculated separately for each parking facility." 201 to 300 spaces requires 7 accessible spaces and 1 to 25 spaces requires 1 space. Section 1106.2 would allow group R-2 apartments to have 2% accessible spaces or 5 spaces in the garage and 1 outside space plus 1 covered parking space for a total of 7 spaces. Section 1106.5 would require interior and exterior van spaces for each type of parking. The indoor space would require 7 foot minimum headroom per 1106.5.
- Insure that recycling space per MN Rules 1303.1500 is identified on final submission plans with proper location per Subp. 2.
- Exterior openings near a side lot line must be within allowances of IBC table 705.8. A calculation shown on final submittal is helpful for speeding up plan review time.

□ Water

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing connections not in use shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department, call (612) 673-2451 for more information.
- Meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Domestic service lines larger than three inches require a Bypass Assembly (see attachment). Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

❑ Sidewalk

- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see <http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm> for further information. Specifically, the pedestrian zone is of concern, a minimum 6'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line (the clear pedestrian zone cannot "jog" around planters and tree grates). Locations for site furniture, tree grates, planters and other proposed design elements that fall within the Public right-of-way shall be modified to provide for the required pedestrian clear zone space.
- All proposed trees in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. Please contact Craig Pinkalla at (612) 499-9233 to discuss tree species selection, planting method, spacing and locations. Tree planting details shall be included in the plans. For all trees proposed in "hardscape environments" within the Public right-of-way, the Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy (http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf)
- The proposed sidewalks along 1st St. N. and 8th Ave. N. shall provide a minimum 6'-0" clear zone (un-obstructed) sidewalk. The available right-of-way along 1st St. N. is not wide enough to accommodate a full sidewalk and landscaped boulevard as shown (a minimum of 5.5' of boulevard is necessary for landscaping and trees). The available right-of-way along 8th Ave. N. may accommodate a full sidewalk and landscaped boulevard with the approval of the Minneapolis Park Board; please contact Craig Pinkalla at (612) 499-9233 to discuss further.
- Bicycle parking is depicted on NW elevation shows wave style bicycle racks along the 8th Ave N façade; planting spaces 8th Ave. N. would appear to be too narrow to park a bicycle perpendicular to the façade/curb line. Bicycle racks in this location should accommodate bicycles to be parked parallel to the curb line/façade to avoid encroachment upon the pedestrian through walk area. Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.
- Note to the Applicant: Any currently defective sidewalks or other concrete infrastructure within the public right of way, or any concrete infrastructure damaged during construction, must be removed and replaced.

❑ Fire Safety

- Provide required fire suppression system throughout building.
- Fire department connection must be located on the address side of building and within 150 feet of a fire hydrant.
- Provide required fire alarm system throughout building.
- Provide and maintain fire apparatus access at all times.

❑ Street Design

- All driveway aprons shall be designed and constructed to City standards. All driveway aprons shall be shown graphically correct on all related plan sheets. On Sheet C5.0, replace ROAD-2003 with revised standard plate ROAD-2003-R1. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road.

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- 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 parking entrance areas. Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point

(SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.

- All street lighting (existing and proposed) shall be shown clearly on the site plan. Prior to site plan approval, the Applicant shall contact Joseph Laurin at 612-673-5987 to determine street lighting requirements. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Per the City of Minneapolis Street Lighting Policy, street lighting will be strongly encouraged in areas immediately adjacent to existing lighting systems, in high density areas and along major pedestrian corridors and business nodes as identified in the Minneapolis Street Lighting Policy.
- Note to the Applicant: In addition to the various required construction permits, impacts to existing street lighting systems (including installation of new street lights) will require the Applicant and respective Contractors to enter into a separate Right-of-Way Excavation Permit (including Testing and Inspection requirements) with the Public Works Department, for further information regarding this permit please coordinate with Paul Miller at (612) 673-3603.
- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.
- Note to the Applicant: Please add the following notes to the site plan:
 - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
 - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to <http://minneapolis.mn.roway.net/> for a permit.
 - Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Min

❑ Historical Preservation Committee

- There is no preservation flag on this property. Preservation review not required.

❑ Environmental Health

- The location was the located in an area where Burlington Northern and Pacific Northern Railroads both had yard operations. It is likely during excavation that fil, debris and possible impacted soils from these historical operations may be encountered. It is recommended the project consider enter the Minnesota Pollution Control Agency Voluntary Investigation and Cleanup program. If impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (651) 649-5451.
- If dewatering is required during site construction see below for city permit requirements. The scope of work calls for underground parking. The highest groundwater level expected for this site should be determined and used in establishing the lowest level for underground parking. The underground parking and other 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.
- 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.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.

- 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

Groundwater:

- Please indicate if discharge of groundwater is proposed and provide a copy of any geotechnical reports for the site. If discharge of groundwater to the City storm or sanitary sewer system will be necessary in order to keep the below grade areas dry, this should be identified and proposed for review. Discharge of groundwater will not be allowed unless quantified, reviewed and approved by the City.

Stormwater Management:

- Further review of the location of the proposed infiltration basin will be necessary once the location of the Bassett's Creek Tunnel has been clarified.

Utility Connections:

- It is preferred that the sanitary sewer connection be made at the existing manhole upstream of the current proposed connection location. Please evaluate if this is feasible, if not please contact Jeremy Strehlo, 612-673-3973, for further requirements for the proposed connection directly to the main.
- It appears that a private storm sewer from the adjacent property is crossing over this site and a connection to it is proposed. Private easements and/or agreements will be necessary for this condition, and will need to be recorded with the County. Please provide copies of these easements/and or agreements.

Utility:

- The location of the Bassett's Creek Tunnel should be accurately shown on the plan sheets.
- It must be adequately demonstrated that structural loading on the tunnel will not occur due to the proposed improvements. Please provide a report from a structural engineer documenting this.
- The site plans do not adequately depict the relationship between the proposed building and the existing Bassett's Creek Tunnel; foundation details including cross-sections shall be provided in order to adequately evaluate the impact of the proposed building on the Tunnel structure.
- It must be demonstrated that the City will be able to maintain the Bassett's Creek Tunnel with the proposed improvements in place. This would include being able repair/replace a portion of the tunnel in the event of a significant failure. It is requested that it be demonstrated that an excavation 10' wider than the outside edge of the tunnel, at its invert, be able to be accommodated with the proposed improvements. This would include no footings or foundations in this zone or risk of de-stabilizing footings or foundations.
- Water from the Mississippi River backs up into Bassett's Creek Tunnel past this location when the elevation of the river rises. It should be adequately evaluated and demonstrated that water in the tunnel will not have negative impacts on the proposed improvements.
- Please identify the invert elevations of the City storm and sanitary sewers adjacent to the property.

Non Stormwater Discharges:

- Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.

-
- 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

END OF REPORT



April 22, 2016

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

Dear Ms. Dvorak:

Please find enclosed the summary for our proposed multifamily development at 721 1st Street North, and a description of requested variances and conditional use permit.

Project Description:

721 First Street North, Minneapolis, Minnesota

We are proposing a 124 unit multifamily building consisting of six stories and approximately 193,599 square feet. The new building will be constructed on the site of an existing parking lot. We are expecting to break ground in July of 2016 and complete construction in the summer of 2017.

The existing site:

The proposed project is located at 721 First Street North. This site is in the North Loop neighborhood, Council Ward 3, and part of the St. Anthony Historic District. The site is zoned C3A and made up of one lot. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties near this site including several new construction projects and several historic rehabilitation projects. The proposed project will replace an existing asphalt parking lot. The combined site is 35,917 square feet (.825 acres). The existing pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is a 6-story, 124 unit, market rate apartment building, with one and a half stories of above ground parking and two stories of underground parking. The total gross proposed building square footage is 193,599. There will be 222 parking stalls in the project, a portion of which will replace the lost parking for the office building across the street. The parking ratio for the building is 1.79. The FAR for the building is 3.3. The six-story building will be constructed of wood framing and concrete.

Proposed architectural details of the new building:

The building height and street front elevation will imitate and complement the scale and massing of the nearby late nineteenth and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height, and total building volume to the site, is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the St. Anthony Historic District. The active-use first floor and mezzanine will appear as a one-story base that creates a street front presence similar to that of the neighboring buildings. This area of the building will use a regularly-patterned window system surrounded by brick. The upper floors of the building will be clad in brick and metal panels within an articulated facade. The building structure follows

the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass – durable traditional materials found throughout the neighborhood. The rooftop holds mechanical systems and an elevator lobby area for the rooftop patio, which will step back significantly from the 1st Street facade.

Proposed site work:

The site is approximately 35,917 square feet. The first floor footprint of the proposed building is approximately 24,551 square feet. The building will have a public entrance off of First Street North. The building will have a parking entrance off of 8th Avenue North, and the existing curb cut will be eliminated on First Street North. Landscaping will be consistent with other buildings in the North Loop and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

Proposed variances and CUP's:

The project will require a variance for number of parking spaces since the parking ratio is 1.79 stalls per unit. The project will require a variance for sideyard setback, reducing the allowed setback from 15' to 10'. The project will require a conditional use permit for a height of 90' for elevator overrun. The site will require a conditional use permit for surface parking. The project will require site plan review.

We are seeking conditional use permits and variances in order to develop this site in a manner consistent with long-range planning and historic guidelines for the city and neighborhood. We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, visually appealing, and respectful of historic district guidelines.

The building will use high quality, long-lasting materials typically found in the neighborhood: brick, metal, glass, and concrete.

Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. 721 N 1st St will be built to a similarly high sustainability standard as our previous projects.

The streetscape landscaping, transparent first floor, and strong street presence will provide an inviting pedestrian experience and greatly enhance the public realm along 1st Street North and 8th Avenue North.

We look forward to a thoughtful discussion about this site and the potential benefits of its development. Thank you for your consideration.

Sincerely,



Curt Gunsbury

Request for Conditional Use Permits:

Requirement:

The Downtown Overlay District of C3A allows for 6 stories or 84 feet.
The Downtown Parking Overlay does not allow surface parking lots.

Requested Conditional Use Permit:

Conditional use permit for 6 stories or 90 feet.
Surface parking lot in the Downtown Parking Overlay.

Statement Addressing Required Findings for Conditional Use Permit for Height:

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 proposed building is a residential use. The safety and general welfare of both residents and passersby are of the highest priority. The building is designed to provide “eyes on the street,” with active spaces fronting First Street. The new building will provide a significant improvement to the public safety and general welfare along First Street North over the existing uses— a vacant parking lot. The new building will be 75 feet tall, with two stairwells reaching to 84 feet and an elevator overrun reaching 90 feet. The building is primarily well below the allowed 84 feet height limit. The additional height will not be detrimental to or endanger the public health, safety, comfort or general welfare. The additional height will be in a small area of the rooftop housing the elevator lobby and stairwells.

The new building will provide on-site, secured, enclosed parking, including approximately 70 stalls for the historic office building across the street. The curb cut along First Street will be eliminated, increasing pedestrian safety. The new parking configuration will be an improvement over the existing surface lot, and will protect both neighbors and residents from the noise and visual impact of the existing surface parking lot.

The building design incorporates boulevard plantings and green walls along the side yard, as well as swales to accommodate runoff water. These watershed best management environmental practices will reduce storm water runoff and heat island effects while providing a welcoming presence and increased comfort to the public realm.

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 building will not adversely affect neighbors’ ability to use and enjoy their property, nor will it prevent neighboring properties from being developed or improved in an orderly manner. This building will be of similar scale to other buildings in the North Loop and of somewhat smaller scale than many recently approved new construction projects in the North Loop. The street front height is similar to neighbors along First Street.

Development of the building will add to the vitality of the neighborhood. In addition, development of the building will add density and curb appeal to First Street, which may be a catalyst for development and improvement of the other vacant parking lots on the street.

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

The proposed project is being developed as a long-term investment in the neighborhood. It is in both the owner's and the public's best interest to provide utilities, access and facilities that will provide for a durable building well suited to long-term uses. Our civil engineers have made recommendations regarding how to best provide utilities. Plans have already been preliminarily reviewed by the city's plan development review (PDR) process and suggestions and alterations recommended by PDR have been incorporated in this design.

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

The project will not add to traffic congestion in the city's streets. An added residential use for 124 apartments will have minimal added impact on traffic and, given its proximity to commercial districts, local employers, and mass transit, will encourage alternate modes of transportation and increased pedestrian activity.

There will be over 200 bike parking spots to encourage bicycle use. Parking spaces are available on site for 222 cars allowing for adequate parking for residents and office tenants, and reducing pressure for on street parking, a key concern of the neighborhood. The increase in height will have no effect on traffic congestion or public streets.

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

The project is consistent with the applicable policies of the comprehensive plan. We have worked with the North Loop Neighborhood Association to address concerns about street parking, public access to the river, lighting, and boulevard plantings that serve the long-term plans of the neighborhood.

The base of the building has been designed to create a friendly, welcoming streetscape along First Street North, incorporating glass in the façade, an awning canopy at the building entry, and high-quality lighting and landscaping. Increased pedestrian activity and the addition of new residents matches the city's goal to increase pedestrian population and activity in and around commercial corridors.

Residential buildings are permitted uses in the C3A Zoning district. The project has been designed in order to fit into the neighborhood and adhere to the St. Anthony Falls Historic District Design Guidelines.

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

The proposed project conforms to all other regulations of C3A zoning except for parking and side yard setback, each of which will be addressed below.

Additional findings if applying for an increase in maximum height.

1) Access to light and air of surrounding properties or significant public spaces.

The first story of the building shares a base massing with the tall 1st floor commercial spaces of neighboring historic buildings. The first floor is being used for common areas and two-story walk up units along First Street and two-story walk ups along 8th Avenue.

The middle 4 stories of the proposed project match the scale of historic and new buildings along the street. The sixth story of the building is 1' taller than the lower stories of the building, creating a strong "top" for the building. The front building face along First Street creates a street mass in harmony with the historic buildings across the street. The building face along 8th Avenue has a more modern façade that juxtaposes with the more modern face of the neighboring Star Tribune printing plant. Along 2nd Street the façade is brick and re-creates a historic typology that bookends the building. The rooftop access is stepped back so as to not be visible from the street. It references many other penthouses on flat rooftops common throughout the district. The setbacks incorporated in the design at the interior side yards allow for pedestrian accessibility and the preservation of light and air around the building.

2) *Shadowing of residential properties or significant public spaces, or existing solar energy systems.*

The shadow study indicates no significant impact on residential spaces. There are not significant public spaces or existing solar energy systems nearby. Winter ground shadowing occurs to the North over First Street and 8th Avenue. The additional 6 feet of the rooftop access areas contribute minimally to the overall shadow profile.

3) *The scale and character of surrounding uses.*

The scale and character of neighboring buildings, both new and historic, are similar to the proposed building, ranging in height up to 10 stories. Nearby in the North Loop neighborhood there are many significant historic buildings that range in height from 80 – 115 feet. For example, 701 Washington is 82 feet and Tractor Works is 115 feet. Other nearby new construction ranges from 77 – 102 feet. Lindsay Lofts is 87 feet, Rock Island is 98 feet, and Heritage Landing is 99 feet. The neighboring Itasca Building is 79' tall with penthouses reaching 100'. Our building is proposed to be 90 feet at our set back elevator overrun. But the habitable area of our building is only 75 feet tall. This height fits comfortably within the scale and character of the surrounding neighborhood.

4) *Preservation of views of landmark buildings, significant open spaces or water bodies.*

Views of the proposed building are blocked by trees and other structures from landmark buildings, open spaces and water bodies. Per our historical consultant and documentation submitted in the HPC application, the project will protect the integrity of the historic district.

Statement Addressing Required Findings for Conditional Use Permit for Downtown Parking Overlay:

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 proposed surface parking area serves the proposed residential use and existing commercial use. The existing surface parking lot with 125 stalls is being removed and replaced with a residential building and a new surface parking lot with 20 stalls. The safety and general welfare of both residents and passersby are of the highest priority. The surface lot will be landscaped and screened from public view. The new building will provide a significant improvement to the public safety and general welfare along First Street North over the existing vacant parking lot. The surface lot will be in an area that lies on top of the

Basset Creek Tunnel and will allow for permanent access to the tunnel for city maintenance crews. The surface lot will not be detrimental to or endanger the public health, safety, comfort or general welfare and will lie in an area out of view of the public.

The surface lot incorporates plantings and swales to accommodate runoff water. These watershed best management environmental practices will reduce storm water runoff and heat island effects while providing a welcoming presence and increased comfort to the public realm.

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 surface lot will not adversely affect neighbors' ability to use and enjoy their property, nor will it prevent neighboring properties from being developed or improved in an orderly manner. The proposed surface lot will abut other existing surface lots and allow for greater air space for any future neighboring development.

Development of the building associated with the surface lot will add to the vitality of the neighborhood. In addition, development of the building will add density and curb appeal to First Street, which may be a catalyst for development and improvement of the other vacant parking lots on the street.

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

The proposed project is being developed as a long-term investment in the neighborhood. It is in both the owner's and the public's best interest to provide utilities, access and facilities that will provide for a durable building well suited to long-term uses. Our civil engineers have made recommendations regarding how to best provide utilities. Plans have already been preliminarily reviewed by the city's plan development review (PDR) process and suggestions and alterations recommended by PDR have been incorporated in this design.

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

The surface lot will not add to traffic congestion in the city's streets. An added residential use for 124 apartments will have minimal added impact on traffic and, given its proximity to commercial districts, local employers, and mass transit, will encourage alternate modes of transportation and increased pedestrian activity.

There will be over 200 bike parking spots in the enclosed parking ramp to encourage bicycle use. Parking spaces are available on site for 222 cars allowing for adequate parking for residents and office tenants, and reducing pressure for on street parking, a key concern of the neighborhood.

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

The project is consistent with the applicable policies of the comprehensive plan. We have worked with the North Loop Neighborhood Association to address concerns about street parking, public access to the river, lighting, and boulevard plantings that serve the long-term plans of the neighborhood. Increased pedestrian activity and the addition of new residents matches the city's goal to increase pedestrian population and activity in and around

commercial corridors. Residential buildings are permitted uses in the C3A Zoning district. The project has been designed in order to fit into the neighborhood and adhere to the St. Anthony Falls Historic District Design Guidelines.

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

The proposed surface lot conforms to all other regulations of C3A zoning except for parking count and side yard setback, each of which will be addressed below.

Request for Variances:

1) Variances to increase parking count

- a) from 1.7 stalls per unit to 1.79 stalls per unit, an increase of 12 parking stalls**

Requirement:

The current allowed parking count is 210. The current allowed compact count is 25%.

Relevant Findings:

The extra parking count of 12 stalls is required to accommodate an existing parking easement that benefits the office building across the street. Current parking load on the parking lot is 125 stalls. The combined proposed parking for the new building is 222 stalls. This will allow for approximately 152 stalls for 124 residential units and 70 stalls for the office building. It is reasonable to request 12 extra stalls in this project in order to accommodate the existing parking easement for the office building.

- (i) *Practical difficulties exist due to circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.***

The site has an existing easement for parking benefiting the neighboring office building. The site also abuts and includes the Bassett Creek tunnel, complicating all construction plans for the building. The prescribed parking would not allow for appropriate development of the property due to the existing easements.

- (ii) *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.***

Multi-family is a reasonable use of this property that is supported by the proposed zoning and the comprehensive plan.

- (iii) *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.***

Granting of the variance will support the intent of the St. Anthony Historic District Design Guidelines, while enhancing the Minneapolis comprehensive plan and North Loop Small Area Plan goals to redevelop sites like this into well-crafted additions to the urban fabric. The new building will enhance the public welfare by bringing life and activity to the street.

2) Variance to decrease side yard setback

- a) decrease from 15' to 10'**

Requirement:

The current allowed setback is 15’.

Relevant Findings:

The decreased setback of 10’ is required to allow for added fenestration along the southwest façade of the building. This fenestration will create a more complete bookend on the building as it faces 2nd Street North. Although this is a side yard area, the community views this façade of the building as a likely front yard view within the district, given the proximity to the buried Bassett Creek Tunnel and the inability to build on top of the tunnel. Decreasing the setback has a positive visual impact on the property since this wall will rise above a planned wall at grade level which is set back 5’ from the property line, and which is an allowed use.

- (ii) *Practical difficulties exist due to circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.***

The site abuts the Bassett Creek tunnel, complicating all construction plans for the building and creating barriers for development of the neighboring property. The prescribed set back would not allow for appropriate development of our property due to these pre-existing conditions.

- (ii) *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.***

Multi-family is a reasonable use of this property that is supported by the proposed zoning and the comprehensive plan.

- (iii) *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.***

Granting of the variance will support the intent of the St. Anthony Historic District Design Guidelines, while enhancing the Minneapolis comprehensive plan and North Loop Small Area Plan goals to redevelop sites like this into well-crafted additions to the urban fabric. The new building will enhance the public welfare by bringing life and activity to the street and ensuring long-term economic vitality.

721 1st Street North

Travel Demand Management Plan

Prepared for

Solhem Companies



June 13, 2016

SRF No. 0169251

Plan Approval

Solhem Companies

By: _____ Dated: _____

Curt Gunsbury

Owner

701 North 2nd Street, Suite 107

Minneapolis, MN 55401

Minneapolis Community Planning and Economic Development Department

By: _____ Dated: _____

Steve Poor

CPED Development Services Director

Minneapolis Public Works Department

By: _____ Dated: _____

Steve Mosing, PE, PTOE

Traffic Operations Engineer

Table of Contents

Introduction	1
Project Description.....	1
City of Minneapolis Transportation Goals	4
Travel Demand Management Plan Goals.....	5
Disclosure of Transportation Impacts.....	5
Traffic Operations.....	5
Existing Conditions	5
Year 2018 Conditions	8
Vehicle Parking.....	11
Off-Street Parking.....	11
On-Street Parking.....	13
Bicycle Parking.....	13
Alternative Transportation Modes Infrastructure.....	14
Site Plan Review	15
Other Consideration.....	15
Travel Demand Management Measures	15
Commitments	15
General.....	15
Transit, Shared Car and Bicycles.....	16
Deliveries	16
Parking	16
Budget and Schedule.....	16

List of Figures

Figure 1: Project Location	2
Figure 2: Site Plan	3
Figure 3: Existing Conditions	7
Figure 4: Year 2018 Conditions	10

List of Tables

Table 1: Project Elements Summary.....	4
Table 2: Target Transportation Goals	5
Table 3: Level of Service Criteria for Signalized and Unsignalized Intersections	6
Table 4: Existing Intersection Capacity Analysis	8
Table 5: Trip Generation Estimates.....	9
Table 6: Year 2018 Intersection Capacity Analysis.....	9
Table 7: Vehicle Parking Summary	11
Table 8: Vehicle Parking Demand Estimate.....	12
Table 9: Business Vehicle Parking Summary	12
Table 10: Bicycle Parking Summary	13
Table 11: Transit Service.....	14

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Introduction

This Travel Demand Management Plan (TDMP) was prepared for the proposed residential apartment development located at 721 1st Street North in the North Loop Neighborhood of Minneapolis (see Figure 1). This TDMP documents City of Minneapolis Travel Demand Management (TDM) policies and goals for sustainable growth, potential impacts to area traffic and parking, and the recommended TDM strategies to address area transportation impacts associated with the proposed development.

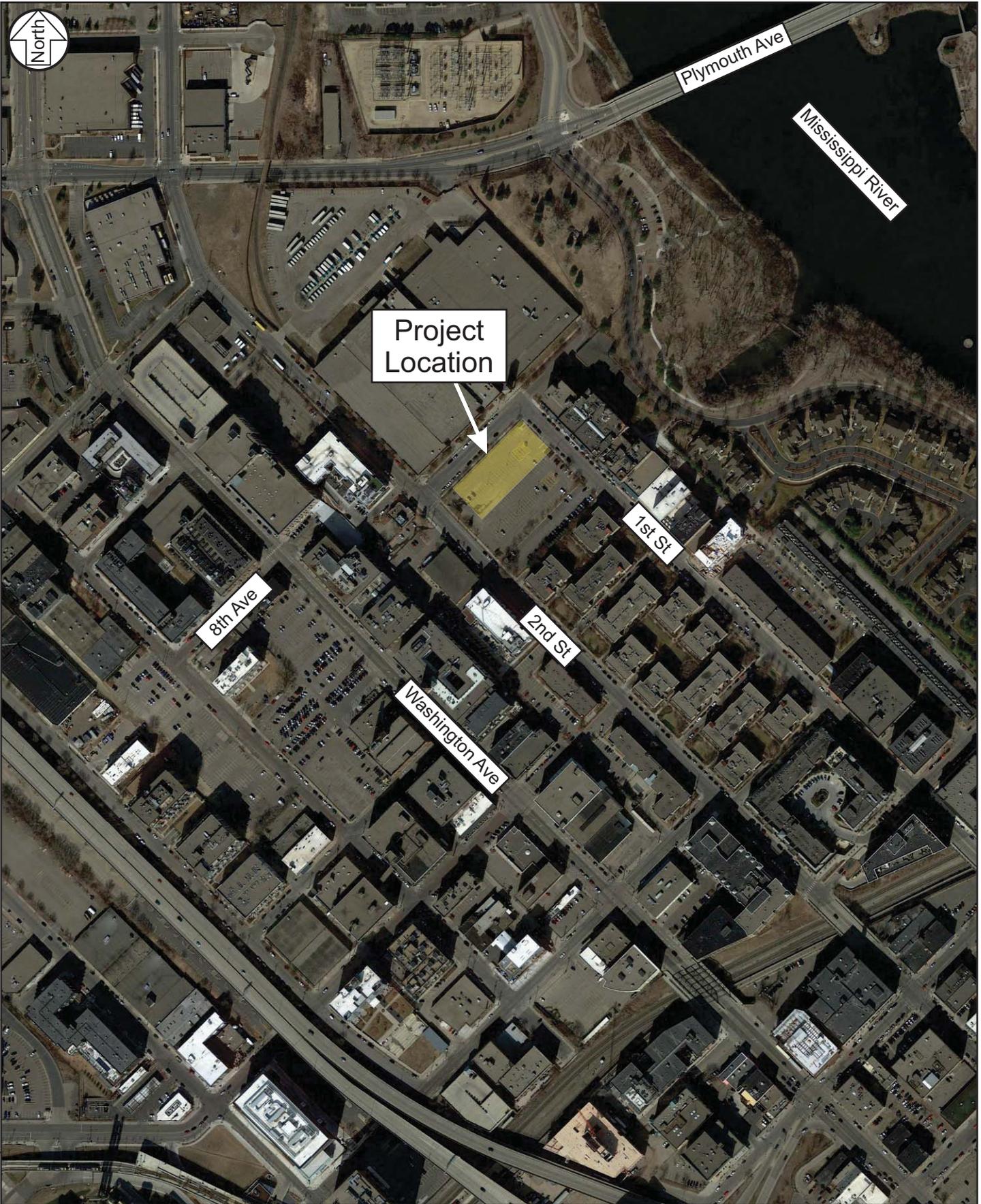
Project Description

The proposed development site, located at 721 1st Street North in Minneapolis, is bounded by 1st and 2nd Streets North as well as 8th Avenue North. The site is currently occupied by a surface parking lot, which will be replaced by the proposed development. Access to the surface parking lot, which offers both contract and hourly parking, is located on 1st Street North approximately 125 feet southeast of 8th Avenue North. An adjoining surface parking lot immediately southeast of the proposed development site is expected to continue utilizing an access along 1st Street North located approximately 250 feet southeast of 8th Avenue North. The two adjoining surface parking lots combine to provide approximately 274 parking spaces, 121 of which would be lost to the proposed development.

Based on the City of Minneapolis zoning districts, the proposed development site is primarily zoned commercial C3A (Community Activity Center District) and is located within the Downtown Height, Downtown Parking, and Mississippi River Critical Area Overlay Districts. It should be noted that overlay districts are established by zoning regulations that may be more or less restrictive than the primary zoning district. The zoning regulations for the proposed site are discussed later in this document.

The proposed development consists of a multi-level residential apartment building and internal parking garage which is expected to be complete in the summer of 2017. The development plan includes a total of 124 dwelling units, 222 off-street parking spaces, and approximately 300 bicycle parking spaces. Nearly 200 of the off-street parking spaces will be located in a secured internal parking garage, while the remainder will be located in an external lot. The majority of the bicycle parking spaces will be bicycle hooks located within the internal parking garage (two per residential vehicle parking space), while a total of six short-term (exterior) bicycle parking spaces will be provided.

Vehicular access to the site, as shown in Figure 2, is proposed along 8th Avenue North approximately 100 feet northeast of 2nd Street North. This entrance will provide access to the surface parking lot, internal parking garage, service/loading, and trash/recycling. The primary street-level building entrance will be located on 1st Street North. A summary of project elements is shown in Table 1.



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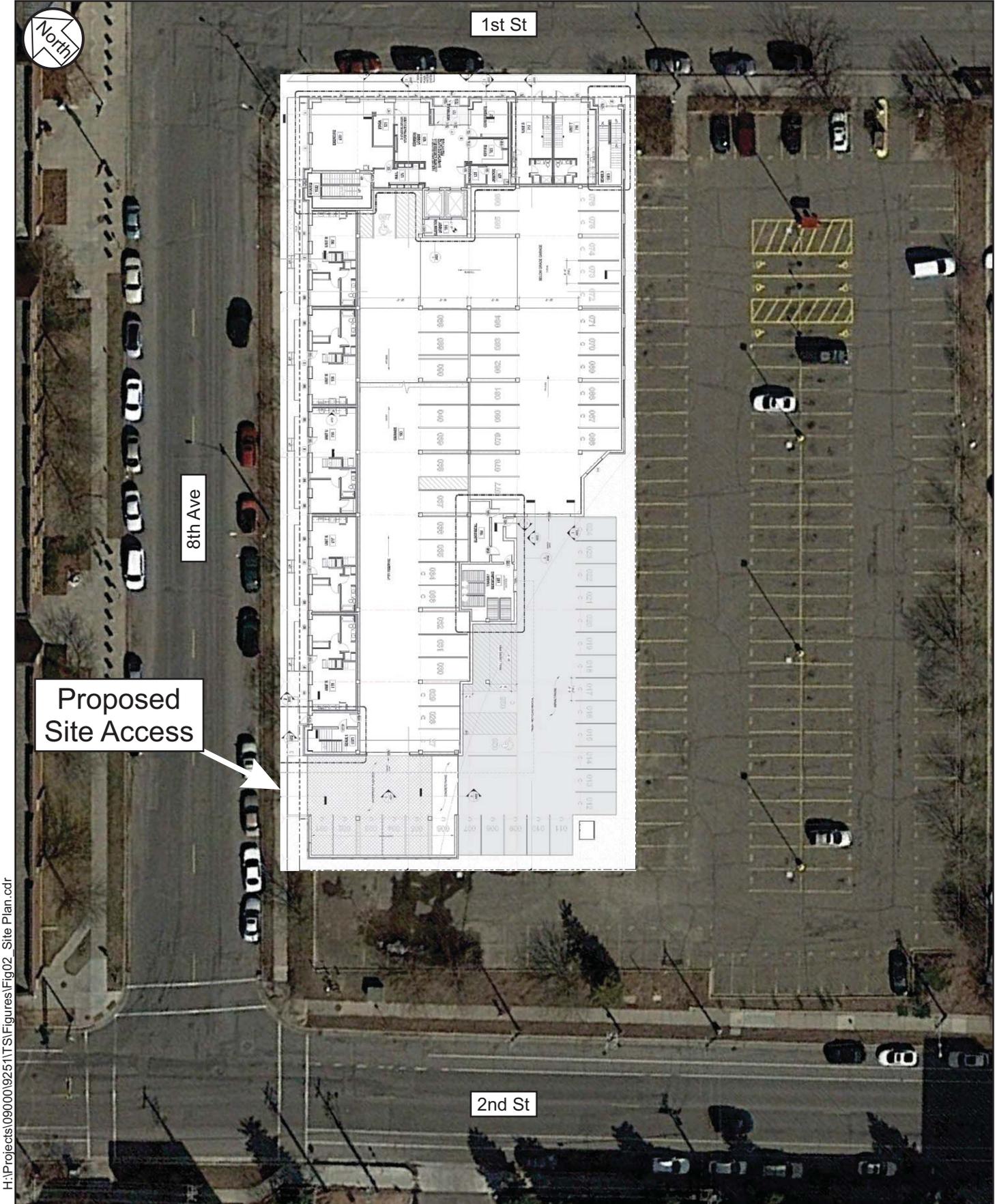


Project Location

721 1st Street North Travel Demand Management Plan
Minneapolis, MN

0169251
May 2016

Figure 1



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Site Plan
 721 1st Street North Travel Demand Management Plan
 Minneapolis, MN

Figure 2

0169251
 May 2016

Table 1: Project Elements Summary

Type of Use	Existing Conditions	Build Conditions
Apartments	–	124 Dwelling Units
Vehicle Parking	121 Spaces	222 Spaces (196 Secured Internal)
Bicycle Parking	–	300 Spaces (294 Secured Internal)

City of Minneapolis Transportation Goals

The following transportation goals are identified in the *Minneapolis Plan for Sustainable Growth*, adopted by the Minneapolis City Council on October 2, 2009:

- Policy 2.1 – Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- Policy 2.2 – Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- Policy 2.3 – Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- Policy 2.4 – Make transit a more attractive option for both the new and existing riders.
- Policy 2.5 – Ensure that bicycling throughout the city is safe, comfortable, and pleasant.
- Policy 2.6 – Manage the role and impact of automobiles in a multi-modal transportation system.
- Policy 2.7 – Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
- 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.
- Policy 2.9 – Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- Policy 2.10 – Support the development of a multi-modal downtown transportation system that encourages an increasingly dense and vibrant regional center.
- Policy 2.11 – Minneapolis recognizes the economic value of Minneapolis-Saint Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

Based on previous TDMPs in the North Loop Neighborhood, the developer has identified the Target Transportation Goals shown in Table 2.

Table 2: Target Transportation Goals

Mode Split	Target Transportation Goals
Auto	50%
Transit	20%
Bike/Walk	30%

Travel Demand Management Plan Goals

The purpose of this TDMP is to support the overall City of Minneapolis Transportation Goals previously noted, namely to encourage residents/visitors/employees of the proposed development to use alternative modes of transportation to and from the site. This TDMP identifies actions to manage and minimize vehicle trips and parking generation by the development. To ensure that key issues are identified and adequately addressed, this TDMP has been prepared in consultation with the City of Minneapolis Community Planning & Economic Development (CPED) and Public Works Departments.

The transportation goals set forth previously in Table 2 are attainable, due to a number of factors working in favor of the proposed development. With the close proximity of bus routes, shared bicycle and car stations, and various taxi services, residents/visitors/employees will have access to an abundance of transit and other alternative transportation modes.

Disclosure of Transportation Impacts

This section of the TDMP summarizes and describes the transportation impacts associated with the proposed development.

Traffic Operations

Existing Conditions

Data Collection

To determine the impact of the proposed development to the adjacent roadway network, existing operations were evaluated within the area. Vehicular and pedestrian/bicyclist a.m. and p.m. peak period counts were collected by SRF Consulting Group, Inc. the week of May 2, 2016 at the side-street stop controlled 2nd Street North/8th Avenue North intersection immediately adjacent to the proposed development site.

In addition to the intersection turning movement counts, observations were completed to identify roadway characteristics within the study area. The following information summarizes the observations:

- **1st Street North** is a two-lane, 48-foot wide urban local roadway. Metered parking is present on both sides of the roadway.
- **8th Avenue North** is a two-lane, 48-foot wide urban local roadway. Metered parking is present on both sides of the roadway.
- **2nd Street North** is a two-lane, 48-foot wide urban collector roadway. Unmetered parking and bike lanes are present on both sides of the roadway. A Nice Ride Minnesota bicycle station is located along 2nd Street North adjacent to the proposed development site. It should be noted that a pedestrian flasher system is in place to assist pedestrians crossing 2nd Street North on the northwest intersection approach at 8th Avenue North.

The posted speed limit on all roadways within the study area is 30 miles per hour (mph). Existing geometrics, traffic control, and volumes (including a comparison to the previously projected year 2012 conditions from the *815 2nd Street North TDMP*) within the study area are shown in Figure 3. It should be noted that several other area developments have occurred since the year 2012.

Existing Intersection Capacity Analysis

An existing intersection capacity analysis was completed to establish a baseline condition to which future traffic operations could be compared. The study intersections were analyzed using a combination of Synchro/SimTraffic software (V9.1) and the *Highway Capacity Manual* (HCM).

Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A to F. The LOS results are based on average delay per vehicle, which correspond to the threshold values shown in Table 3. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through LOS D is generally considered acceptable in the Twin Cities Metropolitan Area.

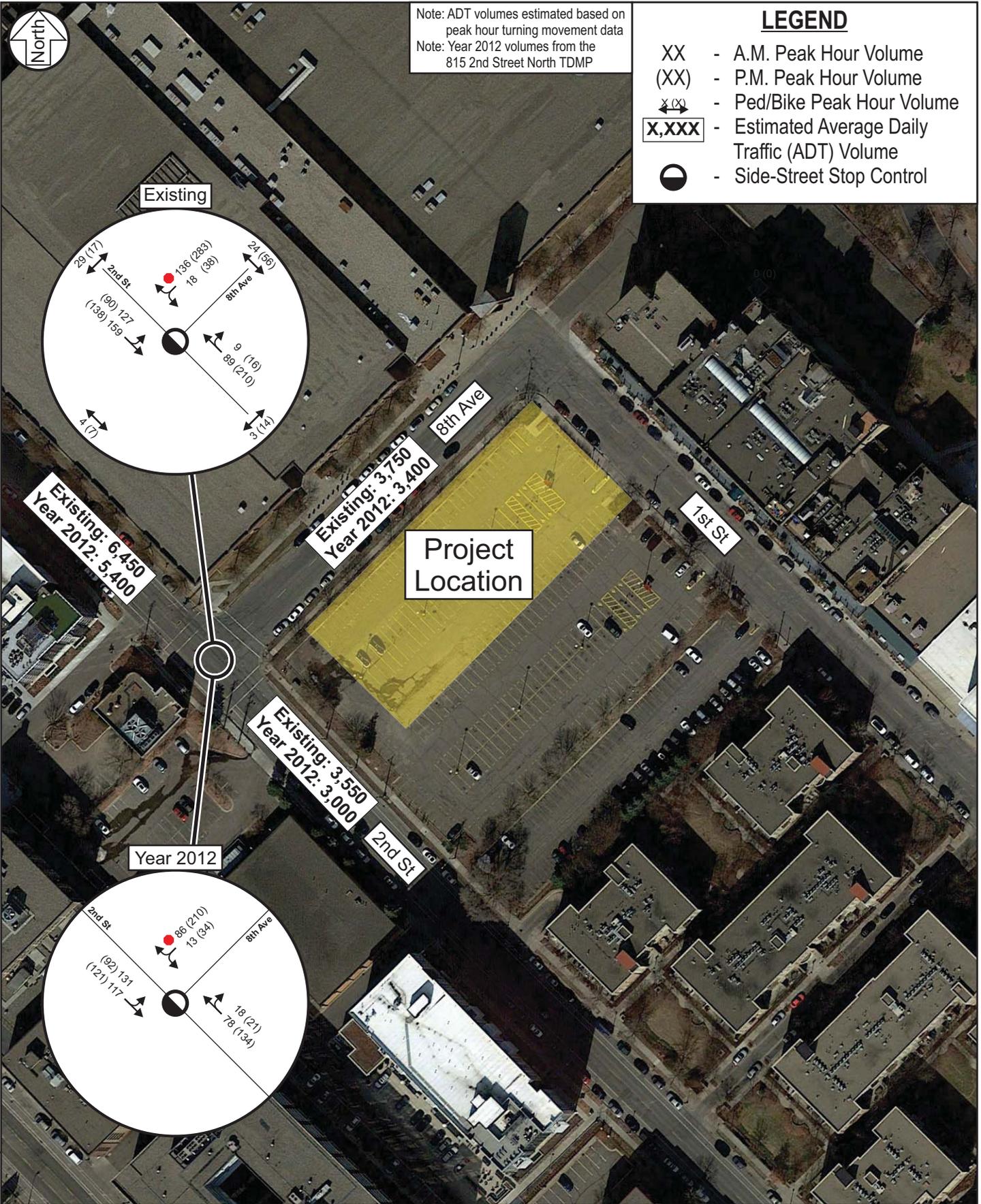
Table 3: Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Note: ADT volumes estimated based on peak hour turning movement data
 Note: Year 2012 volumes from the 815 2nd Street North TDMP

LEGEND

- XX - A.M. Peak Hour Volume
- (XX) - P.M. Peak Hour Volume
- ↔↔ - Ped/Bike Peak Hour Volume
- X,XXX - Estimated Average Daily Traffic (ADT) Volume
- - Side-Street Stop Control



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Existing Conditions
 721 1st Street North Travel Demand Management Plan
 Minneapolis, MN

Figure 3

For side-street stop controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (i.e. poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Results of the existing intersection capacity analysis shown in Table 4 indicate that the 2nd Street North/8th Avenue North intersection currently operates at an acceptable overall LOS A during the a.m. and p.m. peak hours. In addition, no significant side-street delay or queuing issues were observed in the field.

Table 4: Existing Intersection Capacity Analysis

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay	LOS	Delay
2nd Street North and 8th Avenue North ⁽¹⁾	A/A	9 sec.	A/B	12 sec.

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

Year 2018 Conditions

To help determine long-term impacts associated with the proposed development, traffic forecasts were developed for year 2018 conditions (i.e. one year after project completion). The year 2018 conditions take into account area general background growth and traffic generated by the proposed development. The evaluation of year 2018 conditions includes details on area general background growth, the proposed development trip generation, and an intersection capacity analysis.

Background Growth

Based on historical average daily traffic (ADT) volumes provided by the City of Minneapolis and the Minnesota Department of Transportation (MnDOT), and forecasted year 2030 traffic volumes, an annual growth rate of one-half percent was applied to the existing peak hour volumes to develop year 2018 background traffic forecasts.

Trip Generation

To account for traffic impacts associated with the proposed development, a trip generation estimate was developed for the a.m. and p.m. peak hours and a daily basis using the *ITE Trip Generation Manual, Ninth Edition*. A 20 percent modal reduction was applied to the trip generation estimate, given the amount of transit options within walking distance and that other alternative transit modes are well accommodated. This modal reduction is considered a conservative trip generation estimate, since the TDMP goal for modal reduction is 50 percent.

Results of the trip generation estimate, shown in Table 5, indicate that the proposed development is expected to generate approximately 51 a.m. peak hour, 62 p.m. peak hour, and 660 daily trips. These trips were distributed throughout the study area based on existing area travel patterns. The resultant year 2018 conditions, including area general background growth and traffic generated by the proposed development, are shown in Figure 4. It should be noted that no existing trips were assumed for the proposed development site considering vehicles currently utilizing the existing surface parking lot are generated by surrounding land uses.

Table 5: Trip Generation Estimates

Land Use Type (ITE Code)	Size	A.M. Trips		P.M. Trips		Daily Trips
		In	Out	In	Out	
Apartment (220)	124 Dwelling Units	13	51	50	27	825
	Modal Reduction (20%)	(-3)	(-10)	(-10)	(-5)	(-165)
	Total Site Trips	10	41	40	22	660

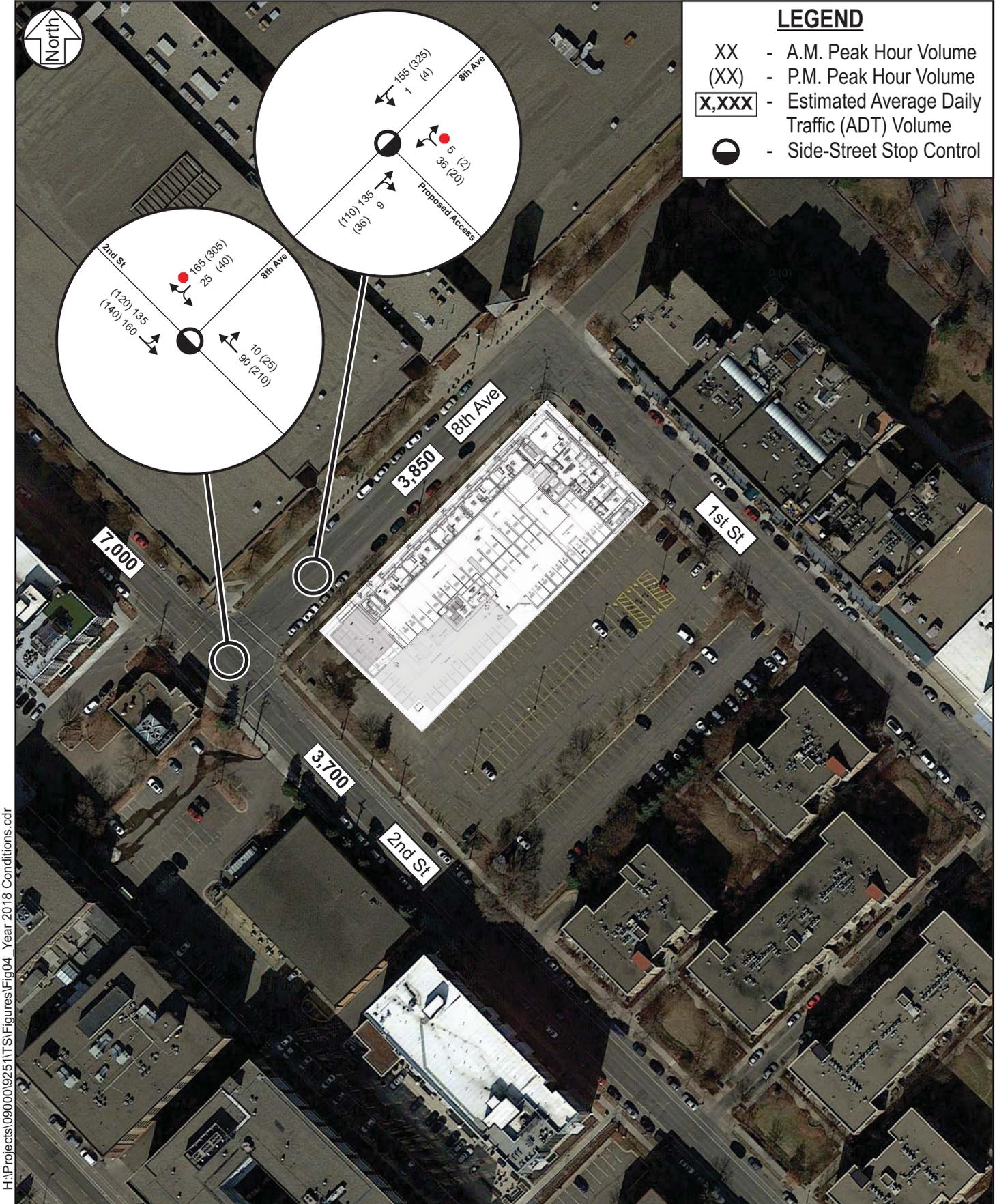
Year 2018 Intersection Capacity Analysis

To determine how the adjacent roadway network will accommodate the forecast year 2018 conditions, an intersection capacity analysis was completed using Synchro/SimTraffic software and the HCM. Results of the year 2018 intersection capacity analysis shown in Table 6 indicate that the 2nd Street North/8th Avenue North intersection is expected to continue operating at an acceptable overall LOS A during the a.m. and p.m. peak hours under the existing geometric layout and traffic control. In addition, no significant side-street delay or queuing issues were observed in the traffic simulation. Given the minimal anticipated impact caused by the proposed development on study area traffic operations, no roadway improvements are recommended from a traffic operations perspective.

Table 6: Year 2018 Intersection Capacity Analysis

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay	LOS	Delay
2nd Street North and 8th Avenue North ⁽¹⁾	A/B	10 sec.	A/B	13 sec.
8th Avenue North and Proposed Access ⁽¹⁾	A/B	11 sec.	A/B	12 sec.

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.



H:\Projects\09000\9251\T\S\Figures\Fig04_Year 2018 Conditions.cdr



Year 2018 Conditions
 721 1st Street North Travel Demand Management Plan
 Minneapolis, MN

Figure 4

0169251
 May 2016

Vehicle Parking

Off-Street Parking

As noted previously, the proposed apartment development is expected to have 222 off-street parking spaces. City of Minneapolis Code requires one parking space per dwelling unit (124 spaces). However, the site is located within 350 feet of a bus stop with midday service headways between 15 and 30 minutes (Metro Transit Route 7), as well as within a half-mile of the Target Field LRT Station. Therefore, the proposed development qualifies for a 50 percent parking reduction (62 spaces). The proposed development is also required to provide one visitor parking space per every 50 dwelling units (2 spaces). Finally, Americans with Disabilities Act (ADA) Accessibility guidelines recommend a minimum of seven (7) handicap accessible spaces for the proposed total parking supply.

While the proposed development parking supply is expected to meet the minimum requirements, the Downtown Parking Overlay District establishes the maximum number of parking spaces as 1.7 spaces per dwelling unit (211 spaces). Therefore, a variance will be required for the parking spaces in excess of the allowable maximum (11 spaces). It should be noted that an oversupply of parking can result in a lower alternative transportation mode split, while an undersupply of parking can result in an unmarketable property and on-street spillover. A summary of the proposed vehicle parking supply with respect to minimum and maximum requirements is shown in Table 7.

Table 7: Vehicle Parking Summary

Type of Parking	Proposed	Requirement Minimum / Maximum	Surplus / (Deficit)
Total Vehicle	222 Spaces ⁽¹⁾ (196 Secured Internal)	71 / 211	151
Handicap Vehicle ⁽²⁾	8 Spaces (7 Secured Internal)	7 / N/A	1

(1) A variance will be required for the proposed parking spaces in excess of the allowable maximum.

(2) Handicap Vehicle parking is a subset of the Total Vehicle parking.

It should be noted that approximately 50 of the proposed 222 total parking spaces are expected to be reserved for nearby business contract parking (replacing contract parking in the existing surface parking lot). Subtracting these spaces from the overall parking supply results in approximately 172 parking spaces reserved for residents/visitors/employees of the proposed development, or a ratio of 1.39 parking spaces per dwelling unit.

An estimate of the anticipated parking demand for the proposed development per dwelling unit was completed using the *ITE Parking Generation Manual, Fourth Edition* average and 85th percentile peak parking rates. Results of the parking demand estimate shown in Table 8 indicate that the proposed development is expected to need between 149 and 200 off-street parking spaces to accommodate residents/visitors/employees. Due to the TDMP goal for a 50 percent modal reduction, the anticipated 172 parking space capacity is expected to be adequate for residents/visitors/employees.

Table 8: Vehicle Parking Demand Estimate

Land Use Type (ITE Code)	Size	ITE Average Peak Parking Demand	ITE 85th Percentile Peak Parking Demand
Low/Mid-Rise Apartment ⁽¹⁾ (221)	124 Dwelling Units	149	200

(1) No ITE peak parking rates available for Apartment (220) land use. Low/Mid-Rise Apartment (221) rates substituted.

To determine if the anticipated supply of business contract parking is adequate to replace existing contract parking on the proposed development site, parking observations were completed on Saturday, April 30, 2016 and Thursday, May 5, 2016. Results of the parking observations, summarized in Table 9, indicate that the peak contract parking demand was 72 vehicles over the proposed development site and adjoining surface parking lots. When comparing the total existing parking demand to the future parking capacity (excluding proposed development resident/visitor/employee parking), a surplus of more than 50 parking spaces is anticipated. Therefore, the proposed business contract parking supply of approximately 50 spaces at the development site is expected to be adequate.

Table 9: Business Vehicle Parking Summary

Date	Time	Existing Parking Capacity ⁽¹⁾	Contract Parking Demand ⁽²⁾	Total Parking Demand	Future Parking Capacity ⁽³⁾	Future Surplus / (Deficit)
Saturday, April 30, 2016	8:15 p.m.	274	N/A	107	203	96
	7:15 a.m.		12	39		164
Thursday, May 5, 2016	9:00 a.m.		72	147		56
	4:30 p.m.		58	120		83
	6:00 p.m.		21	43		160

(1) Total parking capacity of the proposed development site and adjoining surface parking lots.

(2) Contract Parking Demand is a subset of the Total Parking Demand.

(3) 121 surface parking spaces are expected to be eliminated by construction of the proposed development. However, approximately 50 business contract parking spaces are expected to be available at the proposed development upon project completion.

In summary, the amount of vehicle parking proposed for the 721 1st Street North development appears reasonable based on a number of factors, including:

- The population density in the North Loop Neighborhood of Minneapolis continues to increase.
- A number of alternative modes of transportation are available.
- An array of specific TDM commitments, documented later in this TDMP, are planned to be implemented to further limit parking demand.

On-Street Parking

On-street parking spaces are available within a few blocks of the proposed site, the majority of which are two-hour metered spaces on weekdays from 9:00 a.m. to 6:00 p.m. A cursory review indicates available parking capacity on-street during metered hours. However, on-street parking capacity was observed to be limited during unmetered hours. It should be noted that a detailed parking inventory was not completed given the proposed development is planning to provide sufficient parking to meet the demand on site.

Bicycle Parking

Based on City of Minneapolis Code, multiple-family dwellings with five or more units shall provide one (1) space per two (2) dwelling units. Furthermore, not less than 90 percent of the required bicycle parking shall meet the standards for long-term (secured internal) bicycle parking. Long-term bicycle parking for residential uses is defined as, "...spaces located in enclosed and secured or supervised areas providing protection from theft, vandalism, and weather...not located within dwelling units, or within deck or patio areas accessory to dwelling units..."

Based on these requirements, a minimum of 62 bicycle spaces are required. A minimum of 56 bicycle spaces must meet the standards for long-term bicycle parking. As noted previously, approximately 300 bicycle parking spaces are proposed. All but six (6) of the proposed bicycle parking spaces meet the standards for long-term bicycle parking. A summary of the proposed bicycle parking supply with respect to minimum requirements is shown in Table 10.

Table 10: Bicycle Parking Summary

Type of Parking	Proposed	Requirement Minimum	Surplus / (Deficit)
Total Bicycle	300 Spaces	62	238
Long-Term Bicycle ⁽¹⁾	294 Spaces	56	238

(1) Long-Term Bicycle parking is a subset of the Total Bicycle parking.

As noted previously, a Nice Ride Minnesota bicycle station is located along 2nd Street North adjacent to the proposed development site. Nice Ride Minnesota is a seasonally-operated, subscription based, nonprofit bicycle sharing system in the heart of the Twin Cities Metropolitan Area. As of this TDMP, the maximum capacity of the adjacent Nice Ride Minnesota station is 19 bicycles.

Alternative Transportation Modes Infrastructure

As shown in Table 11, the proposed development site is served by two Metro Transit bus routes within one-quarter mile. The Target Field LRT Station is also located within a half mile of the proposed development. Pedestrian and bicycle travel is also very common in the vicinity of the proposed development site. An extensive sidewalk, path, and bike lane network exists in the North Loop Neighborhood and is well connected to popular destinations in the City of Minneapolis.

Table 11: Transit Service

Route	Service Area	Day	Time	Frequency
7	North Minneapolis, Downtown, Cedar/Riverside, South Minneapolis	Weekday	Peak	15-30 min
			Off Peak	30 min
		Saturday	--	30 min
		Sunday	--	30-60 min
14	Robbinsdale, Crystal, Golden Valley, North Minneapolis, Downtown, South Minneapolis, Richfield	Weekday	Peak	10-20 min
			Off Peak	15-30 min
		Saturday	--	20-30 min
		Sunday	--	20-30 min

The last alternative transportation mode to be highlighted is shared cars. HOURCAR and Zipcar are car sharing services in use across the heart of the Twin Cities Metropolitan Area. These services allow users to rent on an hourly basis (or daily depending on need) a community car without having the responsibility or significant costs of insurance, fuel, and maintenance. As of this TDMP, the nearest shared cars are based at the following locations:

- 525 Washington Avenue North (One vehicle – HOURCAR)
- 110 Washington Avenue North (One vehicle – Zipcar)

Finally, Car2Go is another available shared car service. While there are no fixed pick-up or drop-off locations, members are able to access cars easily throughout the heart of the Twin Cities Metropolitan Area. On-street, free parking to terminate Car2Go trips is available at any two-hour (or longer), non-restricted meter in Minneapolis or Saint Paul.

Site Plan Review

A review of the proposed site plan was completed to identify any issues and recommend potential improvements with regard to site circulation and access. The movement of general passenger vehicles within the proposed development is not expected to be an issue. Also, the site will be designed to accommodate garbage/recycling truck access. As noted previously, vehicular access to the site is proposed along 8th Avenue North approximately 100 feet northeast of 2nd Street North. This access is appropriately located given the local functional classification of 8th Avenue North and the minor delay/queuing anticipated at the 2nd Street North/8th Avenue North intersection. Special consideration should be made to limit any sight distance impacts from future structures, landscaping, and signing at the proposed access intersection.

Other Consideration

A curb extension is proposed in the south quadrant of the 1st Street North/8th Avenue North intersection to improve sightlines and minimize pedestrian crossing distances.

Travel Demand Management Measures

The purpose of this section is to outline measures to encourage residents/visitors/employees of the 721 1st Street North development to use alternative modes of transportation instead of driving alone. The implementation of the following commitments is the responsibility of the manager and/or building owner. Should the owner sell the property, the existing or subsequent building owner agrees to fund, construct, and maintain all of the actions identified.

Commitments

General

1. Designate a TDM liaison to coordinate the various TDM commitments that require ongoing attention.
2. Monitor the implementation of the proposed TDMP commitments and progress made toward achieving the TDMP mode split goals through the following monitoring program:
 - a. Conduct a statistically valid baseline resident and employee commuter survey within the first year of the opening of the proposed development.
 - b. Conduct a resident and employee commuter survey every two years for a total of six years after the original baseline survey, or until the TDMP mode split goals for alternative modes of transportation are achieved.
 - c. After each round of biennial commuter surveys, review the TDMP to determine its effectiveness. As part of the review, prepare a status report for the City of Minneapolis CPED and Public Works Departments to review and approve with recommendations. These recommendations may require an alternative compliance program if significant progress toward achieving the TDMP mode split goals are not demonstrated.

3. The apartment management shall develop and implement an incentive program in order to actively encourage residents and employees to use alternative modes of transportation. The incentive program encompasses a range of alternatives, including potential rent and parking adjustments, as well as other programs listed throughout this document.

Transit, Shared Car and Bicycles

4. Provide electronic welcome packets to residents and employees detailing ways to reduce vehicle travel, including the following:
 - a. Provide links to information on transit and bicycle/pedestrian facilities and amenities.
 - b. Provide links to information on shared car programs.
5. Provide residents the option of subscribing to high-speed internet access. Where relevant, provide information and promote telecommuting for residents and employees.
6. Promote biking as a mode of transportation to and from the development by providing bicycle amenities, including short-term bicycle parking for visitors; long-term covered, secured bicycle parking for residents and employees; and a bicycle air/repair station.
7. Provide a coupon good for one free bicycle use from Nice Ride Minnesota to introduce residents and employees to the shared bicycle program.
8. Provide a Metro Transit Day Pass to each resident as part of the move-in package.

Deliveries

9. Develop and maintain a policy that provides for truck and service deliveries outside of peak traffic periods. This does not include courier-type deliveries.
10. Provide a designated off-street loading space to accommodate delivery vehicles.
11. Encourage residents/visitors/employees to load/unload via the internal parking structure, while discouraging residents/visitors/employees from on-street operations.

Parking

12. Access to the internal parking structure shall be controlled through access cards or other similar technology and shall be for residents/visitors/employees, and contract parking only.
13. The developer, building owner, and/or tenants will not be allowed to create or join any existing or future Minneapolis Critical Parking Area. The developer, manager, or building owner must be aware that on-street parking meters and conditions may change at the discretion of the City of Minneapolis.

Budget and Schedule

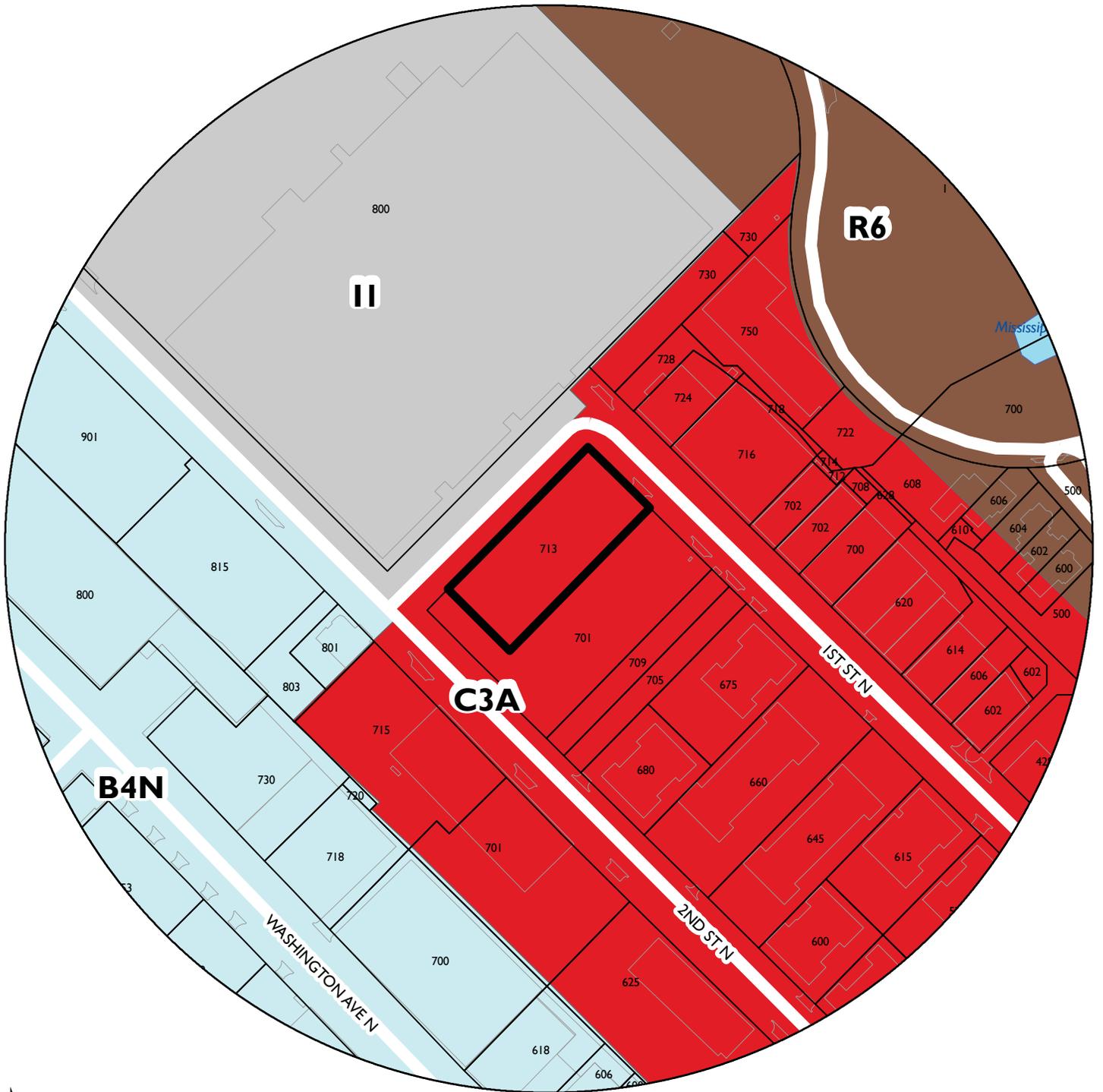
14. All costs associated with the implementation of these TDMP commitments will be borne by the project developers and apartment building owners/management.
15. All TDMP commitments will be implemented within one year after the certificate of occupancy is issued.

Curt Gunsbury

3rd

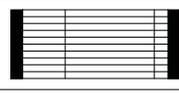
NAME OF APPLICANT

WARD

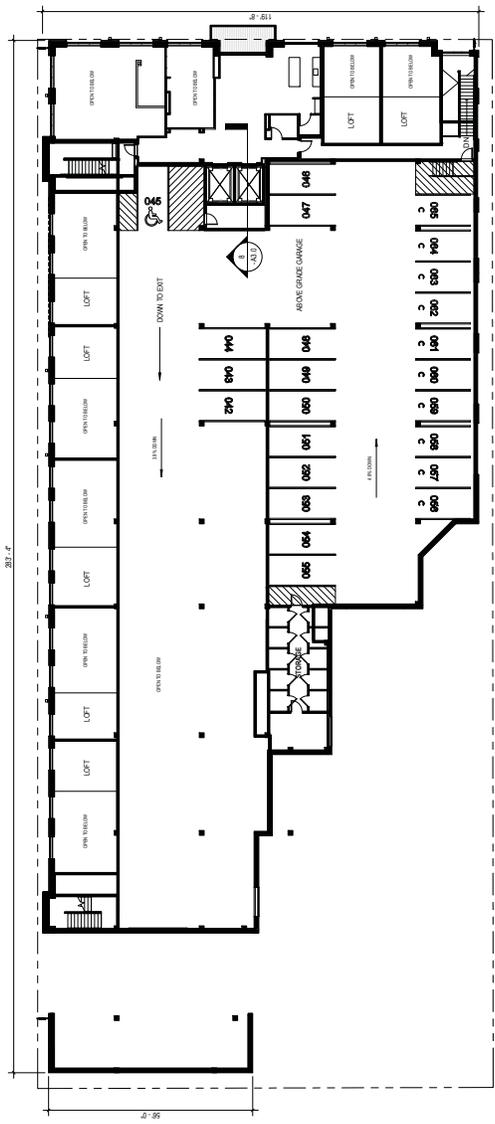


PROPERTY ADDRESS
721 North 1st Street

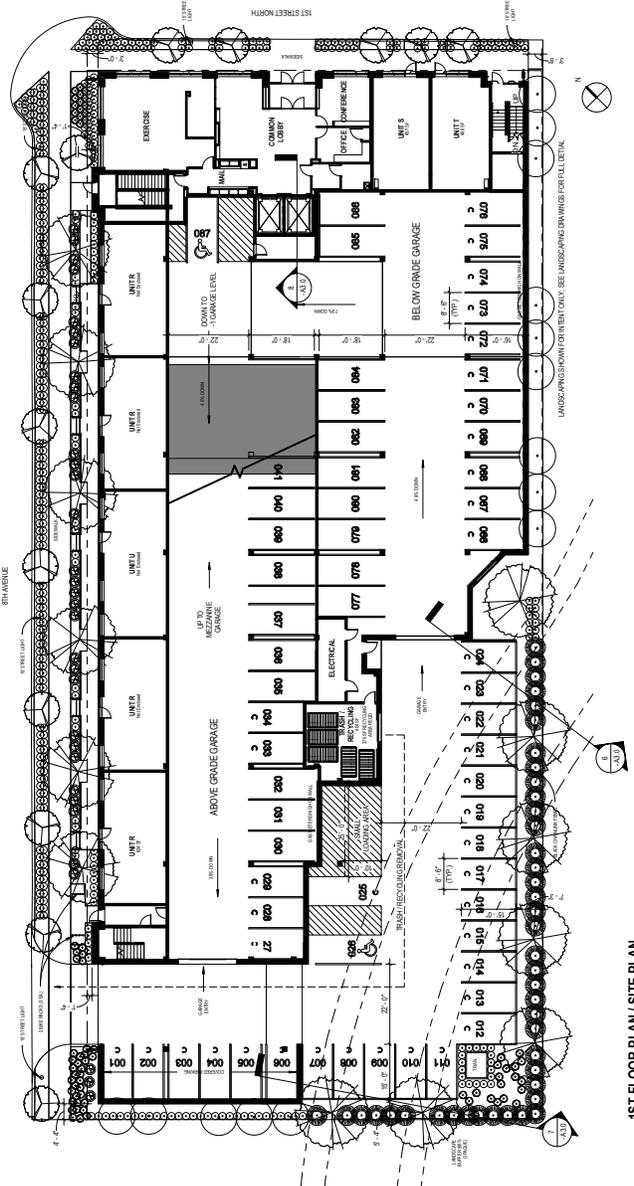
FILE NUMBER
BZZ-7636



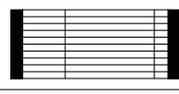
NOT FOR CONSTRUCTION



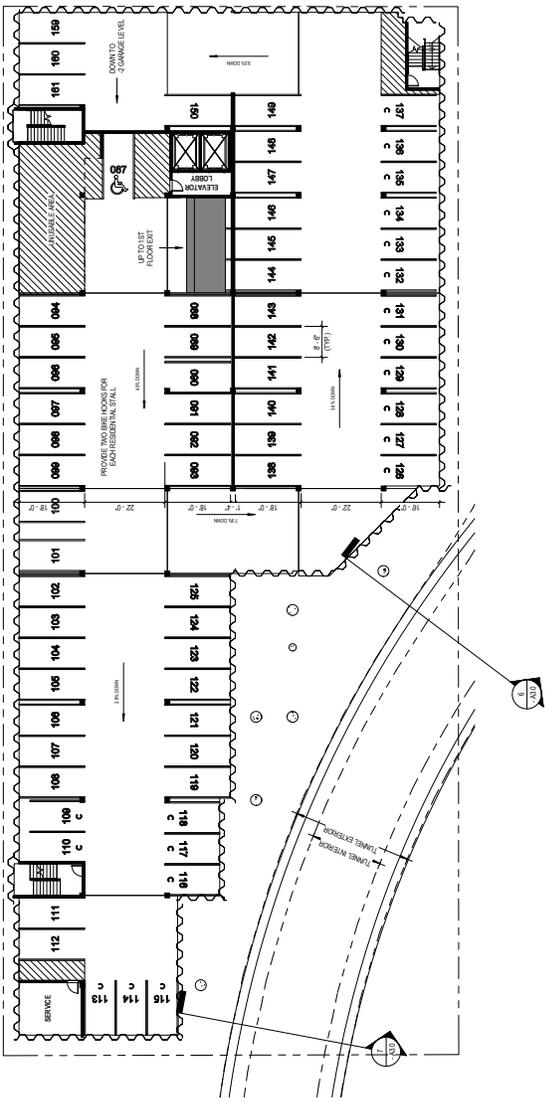
MEZZANINE & ABOVE GRADE GARAGE PLAN
 TYPICAL



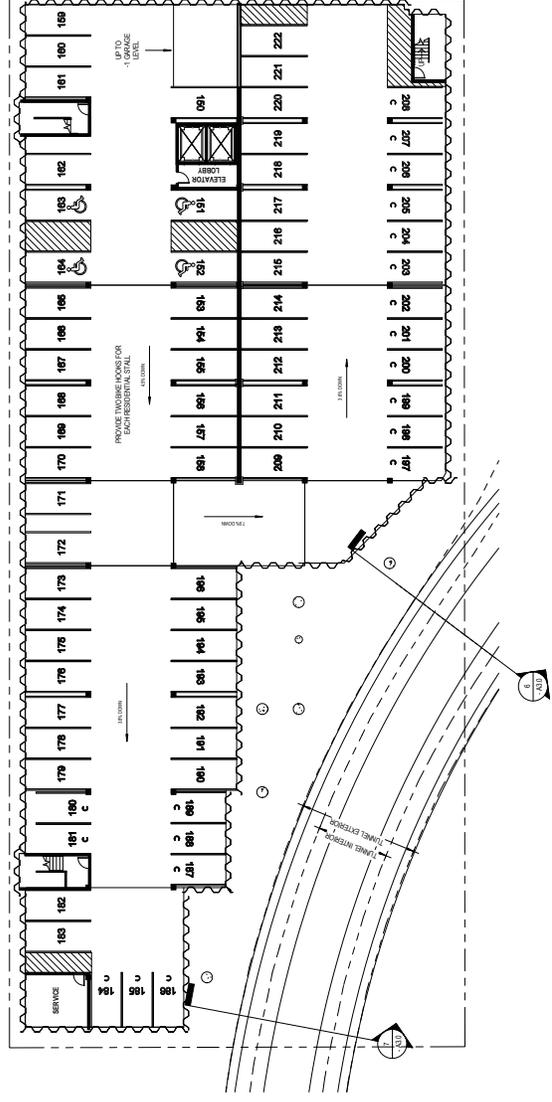
1ST FLOOR PLAN / SITE PLAN
 TYPICAL



NOT FOR CONSTRUCTION



-1 FLOOR PLAN (BELOW GRADE GARAGE)
 1/8" = 1'-0"



-2 FLOOR PLAN (BELOW GRADE GARAGE)
 1/8" = 1'-0"

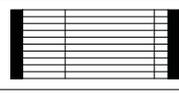
NOT FOR CONSTRUCTION

-A1.3

2ND - 5TH FLOOR PLANS

Date	
Project Architect	JRH
Permit Submit Date	NA
Project Number	15009

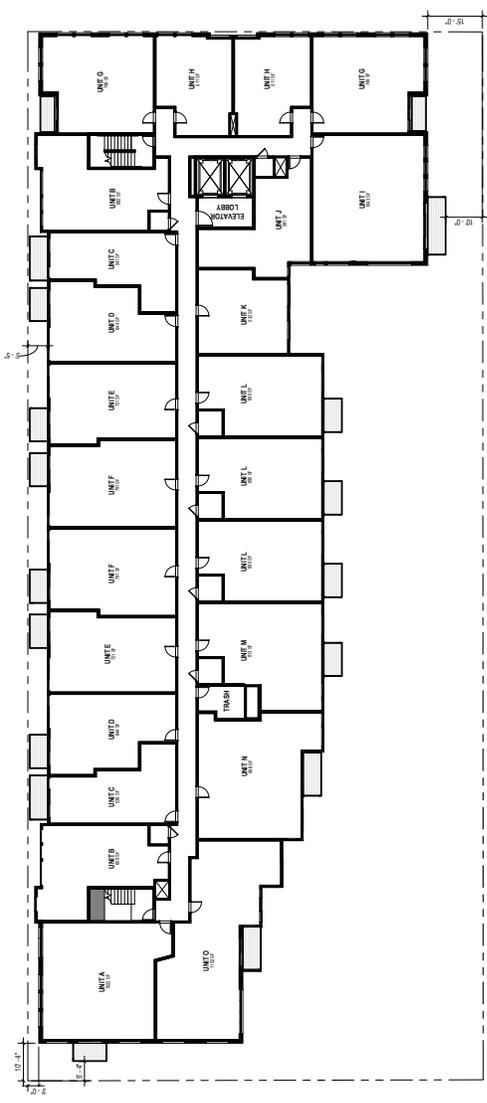
SUBMITTAL FOR CPED



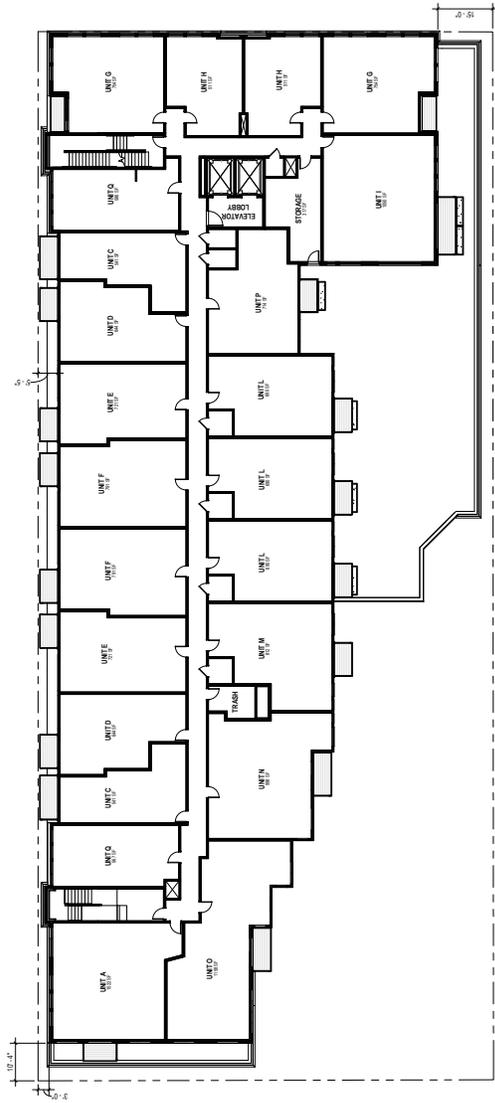
721 First Street North Apartments
Multi-Family Apartment Building
721 N 1st Street, Minneapolis, MN



CONSTRUCTION PERMITS
1000 UNIVERSITY AVENUE, SUITE 100
MINNEAPOLIS, MN 55407
612.338.8811



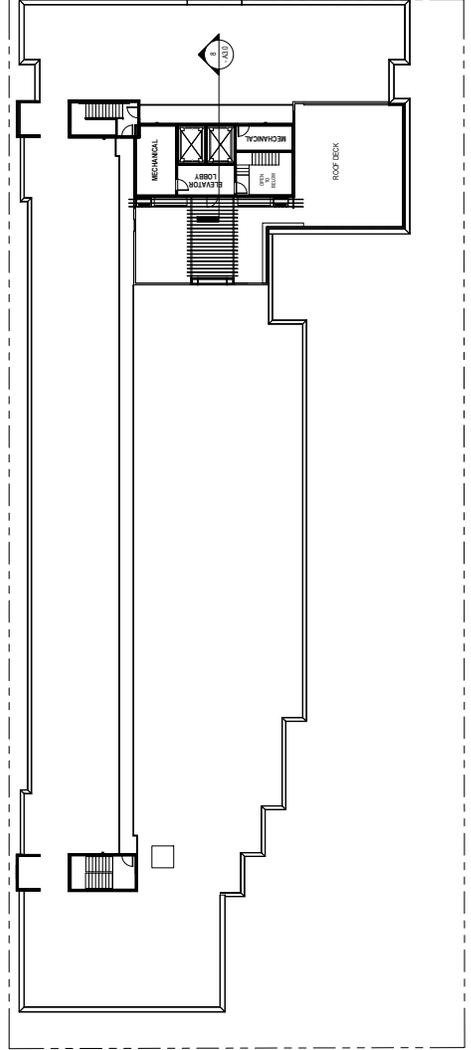
3RD, 4TH, & 5TH FLOOR PLAN (TYPICAL)
3RD - 5TH



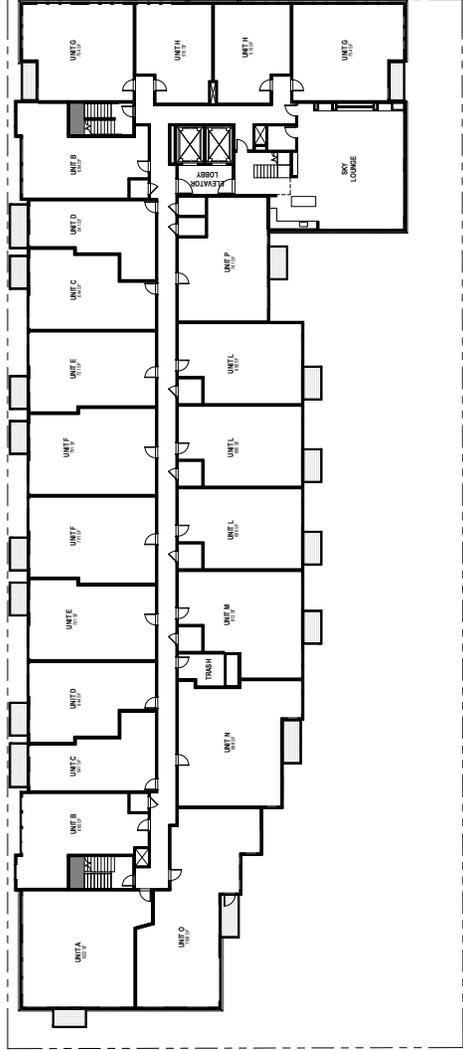
SECOND FLOOR PLAN
2ND - 5TH



NOT FOR CONSTRUCTION



ROOF / DECK PLAN
 1/8" = 1'-0"



SIXTH FLOOR PLAN
 1/8" = 1'-0"



1 NORTHEAST COLOR ELEVATION
SCALE: 1/16" = 1'-0"



2 NORTHWEST COLOR ELEVATION
SCALE: 1/16" = 1'-0"



3 SOUTHWEST COLOR ELEVATION
SCALE: 1/16" = 1'-0"



4 SOUTHEAST COLOR ELEVATION
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

SUBMITTAL FOR
CPED

Date	09/06/16
Project Architect	JRH
Permit Submittal Date	NA
Project Number	15009

EXTERIOR
COLOR
ELEVATIONS

- A2.1

721 First Street North Apartments
Multi-Family Apartment Building
721 N 1st Street, Minneapolis, MN



CONSTRUCTION PERMITS
1000 PARKING STREET
MINNEAPOLIS, MN 55403





2 RENDER @ EAST 1ST STREET
NOT TO SCALE



3 RENDER @ WEST ELEVATION
NOT TO SCALE



1 RENDER @ 8TH AVE.
NOT TO SCALE

NOT FOR CONSTRUCTION

SUBMITTAL FOR
CPED

Date	04/29/16
Project Architect	JRH
Permit Submit Date	NA
Project Number	15009

EXTERIOR
PERSPECTIVES

- A2.2

721 N 1st Street North Apartments
Multi-Family Apartment Building
721 N 1st Street, Minneapolis, MN



100 UNIVERSITY AVENUE, SUITE 200
MINNEAPOLIS, MN 55402
TEL: 612.338.1111



STAIR ROOF
85' - 0"

METAL PANEL, SMOOTH (UNA CLAD DELTA SERIES); COLOR 1

ROOF
75' - 0"

METAL PANEL (CORRUGATED); COLOR 1

6TH FLOOR
64' - 0"

GLASS & ALUM. RAILINGS (TYPICAL)

5TH FLOOR
53' - 0"

4TH FLOOR
42' - 0"

BRICK

3RD FLOOR
31' - 0"

2ND FLOOR
20' - 0"

MEZZANINE
10' - 0"

TRANSFORMER

1ST FLOOR
0"

ALLOWABLE UNPROTECTED OPENINGS
FULLY SPRINKLERED
>10' AND <15' FIRE SEPARATION
ALLOWABLE PER FLOOR: 45%
ACTUAL: 248 SF / 72 SF = 45%

33% METAL PANEL
52% BRICK
15% ROCKFACE CMU

ROCKFACE CMU

6'-0" x 3'-0"
BLADE SIGNS
(18 SF PER FACE)



6'-0" 6'-0"

8'-0" 8'-0"

SITE CONTEXT IMAGES

Date	04/29/16
Project Architect	JRH
Permit Submit Date	NA
Project Number	15009

SUBMITTAL FOR CPED

721 First Street North Apartments
Multi-Family Apartment Building
721 N 1st Street, Minneapolis, MN



1000 UNIVERSITY AVENUE, SUITE 100
MINNEAPOLIS, MN 55415
TEL: 612.338.1100



NOT FOR CONSTRUCTION

CONTEXT IMAGES



EXISTING SITE FROM WEST



EXISTING SITE FROM EAST

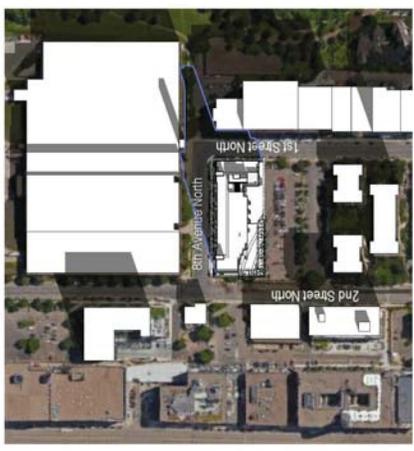
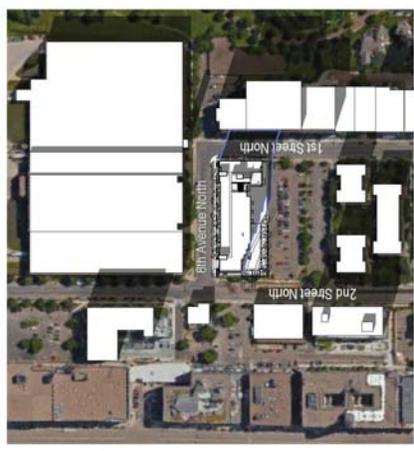


EXISTING SITE FROM NORTH



NOT FOR CONSTRUCTION

1.5 HOURS BEFORE SUNSET

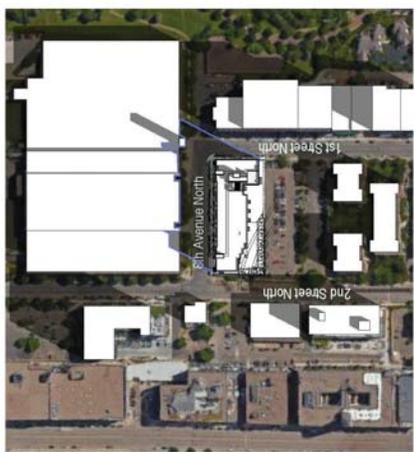


JUNE 21

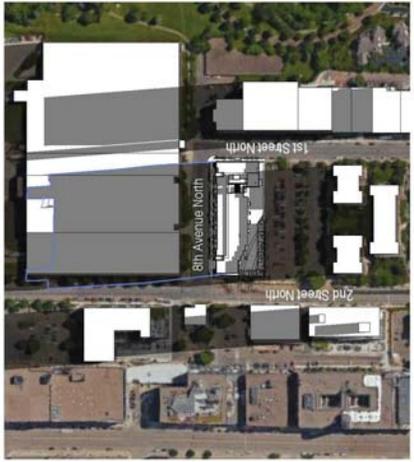
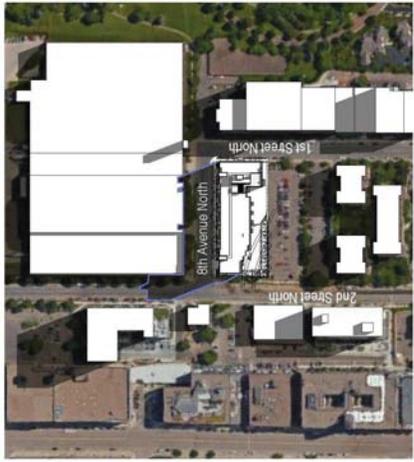
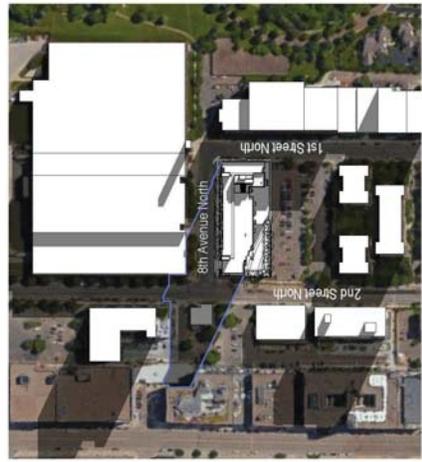
MARCH / SEPTEMBER 21

DECEMBER 21

NOON



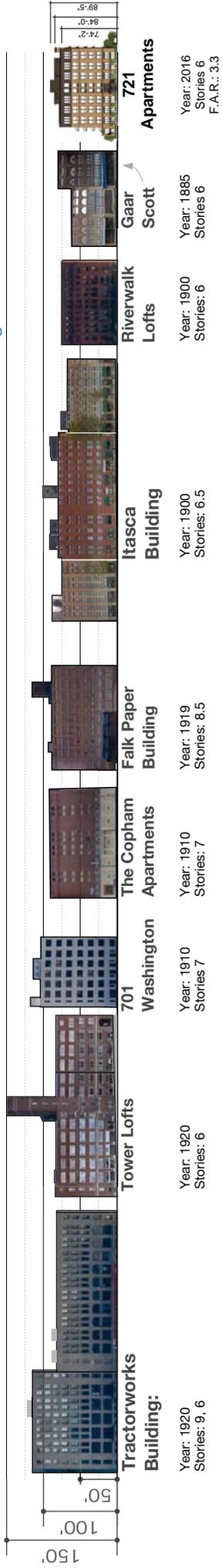
1.5 HOURS AFTER SUNRISE



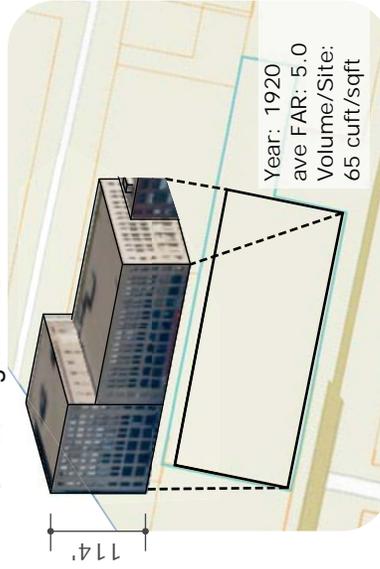
Height, Volume & FAR Comparison

North Loop Historic Buildings

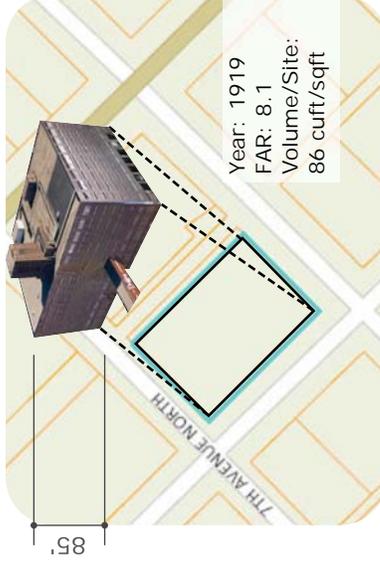
First Street North Historic Buildings:



Tractorworks Building:
710 Washington Ave N



Falk Paper Building
608 3rd Street N



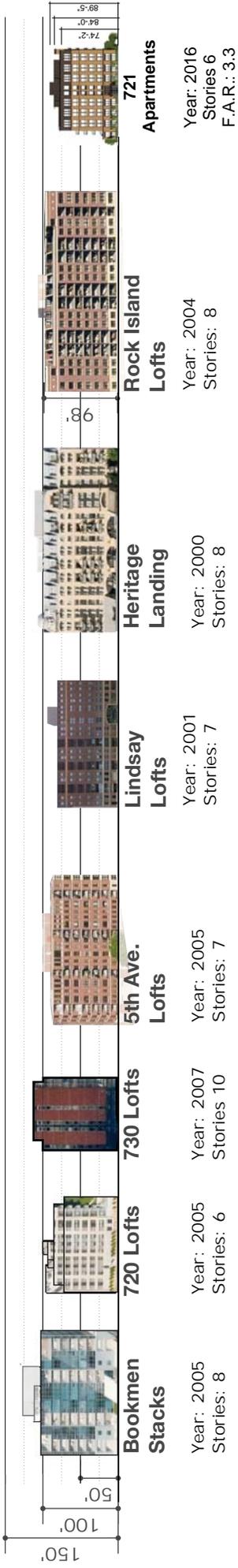
Itasca Building
716 N 1ST ST



Height, Volume & FAR Comparison

North Loop Newly Constructed Buildings

First Street North Newly Constructed Buildings:



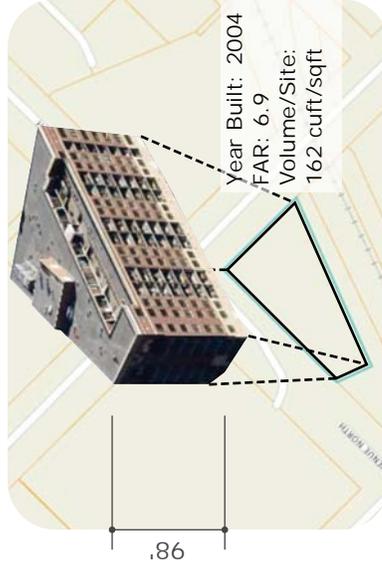
Bookmen Stacks
345 N 6th Ave



720 Lofts
720 4th St N



Rock Island Lofts
111 4TH AVE N



721 N 1st St Land Use and HPC Application

C Gunsbury <curt@solhem.com>

Wed, Mar 9, 2016 at 11:05 AM

To: Council Member Jacob Frey <jacob.frey@minneapolismn.gov>, "Dvorak, Hilary A." <Hilary.Dvorak@minneapolismn.gov>, Jesse Hamer <jesse@mdgarchitects.com>, Charlene Roise <roise@hessroise.com>, C Gunsbury <curt@solhem.com>
Bcc: Jason Lord <jason@solhem.com>

Dear Council Member Frey:

Please find below the summary for our proposed multifamily development at 721 1st Street North, and a description of requested variances and conditional use permit.

Project Description:

721 First Street North, Minneapolis, Minnesota



We are proposing a 124 unit multifamily building consisting of eight stories and approximately 198,199 square feet. The new building will be constructed on the site of an existing parking lot. We are expecting to break ground in July of 2016 and complete construction in the summer of 2017.

The existing site:

The proposed project is located at 721 First Street North. This site is in the North Loop neighborhood, Council Ward 3, and part of the St. Anthony Historic District. The site is zoned C3A and made up of one lot. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties near this site including several new construction projects and several historic rehabilitation projects. The proposed project will replace an existing asphalt parking lot. The combined site is 35,917 square feet (.825 acres). The existing pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is an 8-story, 124 unit, market rate apartment building, with one and a half stories of above ground parking and one story of underground parking. The total gross proposed building square footage is 198,199. There will be 230 parking stalls in the project, a portion of which will replace the lost parking for the office building across the street. The parking ratio for the building is 1.86. The FAR for the building is 3.3. The eight-story building will be constructed of wood framing and concrete.

Proposed architectural details of the new building:

The building height and street front elevation will imitate and complement the scale and massing of the nearby late nineteenth and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height, and total building volume to the site, is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the St Anthony Historic District. The active-use first floor and second floor will appear as a one-story base that creates a street front presence similar to that of the neighboring buildings. This area of the building will use a metal and glass window system surrounded by modular brick. The upper floors of the building will be clad in brick and metal panels. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story is a mechanical and lobby area for the rooftop patio which will step back significantly from the 1st Street facade.

Proposed site work:

The site is approximately 35,917 square feet. The first floor footprint of the proposed building is approximately 26,685 square feet. The building will have a public entrance off of First Street North. The building will have a parking entrance off of 8th Ave North, and the existing curb cut will be eliminated on 1st St N. Landscaping will be consistent with other buildings in the North Loop and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

Proposed variances and CUP's:

The project will require a variance for number of parking spaces and for compact spaces. The parking ratio is 1.86 stalls per unit. The compact ratio is 37%. The project will require a conditional use permit for a height of 90'. The project will require site plan review.

We are seeking a conditional use permit and variance in order to develop this site in a manner consistent with long-range planning and historic guidelines for the city and neighborhood. We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, visually appealing, and in line with historic district guidelines.

The building will use high quality, long-lasting materials typically found in the neighborhood.

Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. 721 N 1st St will be built to a similarly high sustainability standard as our previous projects.

The streetscape landscaping, transparent first floor, and strong street presence will provide an inviting pedestrian experience and greatly enhance the public realm along 1st Street North and 8th Avenue North.

We look forward to a thoughtful discussion about this site and the potential benefits of its development. Thank you for your consideration.

Please let me know if you have any questions or if you'd like to meet and discuss.

Sincerely,

Curt Gunsbury

--

Curt Gunsbury

Owner
Solhem Companies
701 N 2nd St Ste 107
Minneapolis MN 55401

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coming summer 2016! noloflats.com

721 N 1st St Land Use and HPC Application

C Gunsbury <curt@solhem.com>

Wed, Mar 9, 2016 at 11:06 AM

To: "Decker, David R (david_decker@uhg.com)" <david_decker@uhg.com>, "Dvorak, Hilary A." <Hilary.Dvorak@minneapolismn.gov>, Jesse Hamer <jesse@mdgarchitects.com>, Charlene Roise <roise@hessroise.com>, C Gunsbury <curt@solhem.com>
Bcc: Jason Lord <jason@solhem.com>

Dear Mr. Decker and North Loop Neighborhood Group:

Please find below the summary for our proposed multifamily development at 721 1st Street North, and a description of requested variances and conditional use permit. As you know, we've met with your group already and we are grateful for your letter of support.

Project Description:

721 First Street North, Minneapolis, Minnesota



We are proposing a 124 unit multifamily building consisting of eight stories and approximately 198,199 square feet. The new building will be constructed on the site of an existing parking lot. We are expecting to break ground in July of 2016 and complete construction in the summer of 2017.

The existing site:

The proposed project is located at 721 First Street North. This site is in the North Loop neighborhood, Council Ward 3, and part of the St. Anthony Historic District. The site is zoned C3A and made up of one lot. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties near this site including several new construction projects and several historic rehabilitation projects. The proposed project will replace an existing asphalt parking lot. The combined site is 35,917 square feet (.825 acres). The existing pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is an 8-story, 124 unit, market rate apartment building, with one and a half stories of above ground parking and one story of underground parking. The total gross proposed building square footage is 198,199. There will be 230 parking stalls in the project, a portion of which will replace the lost parking for the office building across the street. The parking ratio for the building is 1.86. The FAR for the building is 3.3. The eight-story building will be constructed of wood framing and concrete.

Proposed architectural details of the new building:

The building height and street front elevation will imitate and complement the scale and massing of the nearby late nineteenth and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height, and total building volume to the site, is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the St Anthony Historic District. The active-use first floor and second floor will appear as a one-story base that creates a street front presence similar to that of the neighboring buildings. This area of the building will use a metal and glass window system surrounded by modular brick. The upper floors of the building will be clad in brick and metal panels. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story is a mechanical and lobby area for the rooftop patio which will step back significantly from the 1st Street facade.

Proposed site work:

The site is approximately 35,917 square feet. The first floor footprint of the proposed building is approximately 26,685 square feet. The building will have a public entrance off of First Street North. The building will have a parking entrance off of 8th Ave North, and the existing curb cut will be eliminated on 1st St N. Landscaping will be consistent with other buildings in the North Loop and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

Proposed variances and CUP's:

The project will require a variance for number of parking spaces and for compact spaces. The parking ratio is 1.86 stalls per unit. The compact ratio is 37%. The project will require a conditional use permit for a height of 90'. The project will require site plan review.

We are seeking a conditional use permit and variance in order to develop this site in a manner consistent with long-range planning and historic guidelines for the city and neighborhood. We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, visually appealing, and in line with historic district guidelines.

The building will use high quality, long-lasting materials typically found in the neighborhood.

Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. 721 N 1st St will be built to a similarly high sustainability standard as our previous projects.

The streetscape landscaping, transparent first floor, and strong street presence will provide an inviting pedestrian experience and greatly enhance the public realm along 1st Street North and 8th Avenue North.

We look forward to a thoughtful discussion about this site and the potential benefits of its development. Thank you for your consideration.

Please let me know if you have any questions or if you'd like to meet again and further discuss.

Sincerely,

Curt Gunsbury

--

Curt Gunsbury
Owner
Solhem Companies



NORTH
LOOP
NEIGHBORHOOD

Curt Gunsbury & Rob Miller
Solhem Companies

January 27, 2016

RE: Letter of Support – Revised April 6, 2016
721 1st Street North – New Apartment Building

On January 20, 2016, Curt Gunsbury and Rob Miller presented plans for a new apartment development at 721 1st Street North to the North Loop Planning & Zoning committee.

The project as presented would be 124-units with a mix of micro, studio, 1-bedrooms and 2-bedroom apartments, along with 2 sublevels of parking for both residents and commercial suites for the adjacent Itasca building. The building is planned to be 6-floors, and 76 feet high at its usable rooftop (“Apartment Development”). In addition, the developers presented plans for an attached dog park (“Green Space”) which is intended to be a public space for the neighborhood.

A motion passed to examine the two spaces separately (Apartment Development and Green Space) as more analysis of the Green Space is needed at this time.

The North Loop Neighborhood Association (NLNA) voted to support the Apartment Development section of the project as presented. NLNA recommends that the Green Space portion of the project be presented to the North Loop Neighborhood Parks Committee for further review and comment.

Sincerely,
North Loop Neighborhood Association
Dave Decker
Co-Chair P&Z Committee

Dvorak, Hilary A.

From: Lisa <solworshiper@gmail.com>
Sent: Monday, March 07, 2016 5:39 PM
To: Dvorak, Hilary A.
Subject: Proposed Development and loss of my soulshine

Hilary,
I am concerned about the height of the proposed building across from where we live. We live in the Itasca building. A seven-to-eight-story structure negatively impacts the view of us southwest-facing owners and blocks natural light. The height also sets a bad precedent for future development of the remaining surface lots, which is almost certain to occur.

I live for the sunshine on the bricks of our home... This is my soulshine. Please don't take it away...

What else can I do??
Thank you

Lisa Carlson-Kulla

Dvorak, Hilary A.

From: Margo T. Mejia <margo.mejia@mhvi.com>
Sent: Monday, March 07, 2016 7:26 PM
To: Dvorak, Hilary A.
Subject: 721 1st N Development

We are owners at the Itasca and are writing regarding the proposed 7-8 story apartment building that is to be constructed on the corner of N 1st St and N 8th Ave (across from Bldg 5 and Star Tribune). We feel the height of the building is out of keeping with the neighborhood. We oppose the height of the building as proposed. A building of 4-6 stories would fit the neighborhood better and less negatively impact the Itasca.

Thank you for your consideration.

Sincerely,

Margo and John Mejia

Dvorak, Hilary A.

From: Shannon Reilly <shannon.reilly@frauenshuh.com>
Sent: Tuesday, March 08, 2016 9:28 AM
To: Dvorak, Hilary A.
Subject: New development across from Itasca Building

Please restrict the height of this new development to four stories. It is important to those of use residing in the Itasca.

Shannon M. Reilly
Senior Vice President

Direct: 612.373.3259
Cellular: 612.308.3003
80 S. Eighth Street
IDS Center Suite 4900
Minneapolis, MN 55402
Shannon.Reilly@Frauenshuh.com
FrauenshuhCommercial.com



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Dvorak, Hilary A.

From: Lawrence E. Schneider <lschneiderdlitt@me.com>
Sent: Friday, March 11, 2016 10:47 AM
To: Dvorak, Hilary A.
Subject: Concerns with Proposed Construction on N 1st St. 55401

Dear Ms Dvorak,

I am very concerned, now that I have been made aware, of the proposed site of an eight-story rental apartment building at the corner of N. 1st St & 8th Ave.

My wife and I are residents & owners of a condominium at 708 N. 1st St (Itasca Bldg), and the construction of this property, as rentals especially, will drag my property value down, furthermore, the charm and uniqueness of the neighborhood will be decreased with this modern-style development, let alone the height of it. There are two buildings are two buildings that reach 8 stories in the general area, one is on Washington Ave and the other the the Ford Bldg across from Target Field. These old buildings are not in direct conflict with our neighborhood, and have been in existence far longer than our neighborhood has existed.

I, along with fellow residence plan to voice our frustration and concerns for as long and necessary a time as possible. We are proud of our neighborhood and will stand together to defend our investment(s).

Sincerely,

Dr. Lawrence E. Schneider

708 N 1st St. #538
Minneapolis, MN 55401

"History is who we are and why we are the way we are." ~ David McCullough

Dvorak, Hilary A.

From: Katherine Gee <katherinea.gee@gmail.com>
Sent: Friday, March 11, 2016 9:37 AM
To: Dvorak, Hilary A.
Subject: Re: Opposition to height of proposed 721 N 1st St building

Hello Hillary,

I also wanted to express concern about the amount of parking that the new building includes. We have issues w/ parking availability in the neighborhood, and the parking they include needs to account for not only adequate parking for residents, but for the Itasca building 5 commercial tenants who currently park in this lot.(this building is also now owned by the 8th ave/1st st parcel in question).

Ideally the city could help encourage the lot next to this parcel, in addition, to convert into a ramp. There is a large parking issue in the neighborhood, which will only be exacerbated if any new buildings add to the problem.

Thank you,
Kathy Gee
Itasca building
708 North First Street

On Thu, Mar 10, 2016 at 9:18 AM, Dvorak, Hilary A. <Hilary.Dvorak@minneapolismn.gov> wrote:

Thank you for your email. I will share it with the Commission members. 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](tel:612-673-2639) | Fax: [612-673-2526](tel:612-673-2526) | hilary.dvorak@minneapolismn.gov

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

From: Katherine Gee [<mailto:katherinea.gee@gmail.com>]
Sent: Wednesday, March 09, 2016 10:49 AM
To: Dvorak, Hilary A.
Subject: Opposition to height of proposed 721 N 1st St building

Hello Hilary,

I am a resident / owner in the Itasca building at 708 North First Street. I am emailing to express opporition to the planned height of the proposed 721 N 1st St building. I understand it is desired to have a 7-8 story building.

My and other Itasca residents' concern is the height of the building. A seven-to-eight-story structure negatively impacts the view of southwest-facing owners and blocks natural light. The height also sets a bad precedent for future development of the remaining surface lots, which is almost certain to occur.

Several of us Itasca owners are organizing to voice our concerns to reduce the proposed height of the apartment building from 7-8 stories to 4 stories. A four-story apartment building will match the height of the existing "street wall" created by River Station.

Would you please consider only approving a four story building instead of the 7-8 story building in the plans?

Thank you,

Katherine Gee

708 North First St, #221

The Itasca
612 644 0160

Dvorak, Hilary A.

From: Lewis Baskerville <lsbville@aol.com>
Sent: Saturday, March 12, 2016 4:54 PM
To: Dvorak, Hilary A.
Cc: Matt Janzen
Subject: Solhem Proposal for N. 1st St. & N. 8th Ave.

Dear Ms. Dvorak,

The Solhem project has the opportunity to be a desirable addition to arguably one of the most important stretches on the east-side of N. 1st St. of buildings in the Warehouse District or be regarded as the start to its diminishing stature.

This project is leading the way for several to follow that will eventually fill the existing parking lot.

The height, in particular, is several stories too tall as proposed.

It will block the view of the Itasca both from the interior and on the outside from adjacent streets. Clearly, there will be a reduction in sunlight for that block.

River Station Condominiums, the neighboring complex, is as massive as what could become the fate of this parking lot; however, the saving grace with that complex is the 4-story height and park-like grounds.

Green space for this transformed parking lot will become vital in making it an inviting space to interact while providing views and sunlight.

Allowing the Solhem project to be over 5-stories (inclusive of rooftop public space) will impact that end of N. 1st Avenue by reducing visual appeal to the industrial warehouse massing of the Itasca.

In this instance, the saying "less is more" truly holds merit.

Hopefully the best solution will prevail,

Lewis Baskerville
Itasca resident

Sent from my iPad

Dvorak, Hilary A.

From: Matt Janzen <m.janzen5@gmail.com>
Sent: Monday, March 21, 2016 2:45 PM
To: Dvorak, Hilary A.; Frey, Jacob; Frank, David
Subject: Proposed Solhem Development - 721 N 1st St, Minneapolis
Attachments: Solhem Apartments Summary of Issues.docx

Dear Mr. Frank, Ms. Dvorak, and Mr. Frey -

I am a homeowner in the Itasca building and am writing to voice my opposition to the proposed height of the Solhem apartment development located at 721 N 1st St in Minneapolis. The proposed height of 84 feet negatively impacts the character area and surrounding properties in the following ways:

- Increases the already high demand for parking, burdening surrounding residents and limits the possibility of commercial development in the surrounding area.
- Blocks surrounding resident's access to sunlight and increases shading of streets and sidewalks.
- Obstructs key west/southwest views.
- Diminishes the quality of the neighborhood by increasing transiency (short-term rental property versus a long-term homebuyer property).
- Directly conflicts with the design context of the immediate character area by copying features (height) of the historic Itasca building among other design issues.

I have attached a summary of issues that illustrate how the proposed height and abundance of Solhem properties in the surrounding area diminishes the historical significance of the character area. (The proposed 721 site will be the 5th Solhem-owned property, and the 4th like-designed structure, in a one-block radius). The summary of issues directly references the *St Anthony Falls Historic District Design Guidelines*.

It is my hope that the design of the proposed Solhem development will better respect the surrounding residents' quality of life while preserving the historical significance of Itasca and the character area.

Matt Janzen
Itasca Homeowner
320-493-2012

TO: David Frank
Director of Economic Policy and Development

Hilary Dvorak
Principal Planner, Minneapolis

Jacob Frey,
Representative, Minneapolis Ward 3

FROM: Matt Janzen, Itasca homeowner

DATE: March 18, 2016

RE: 721 N 1st St Development: Solhem Apartments

This letter is to voice my opposition to the proposed eighty-four-foot-height of the Solhem Apartments development at 721 First Street North in Minneapolis. I am a homeowner in the neighboring Itasca building. There are several issues caused by the development of an eighty-four-foot building adjacent to the historically protected Itasca lofts: (1) the character area is losing its sense of historical significance as modern, homogenous development patterns become more prevalent; (2) the proposed height of Solhem Apartments is not compatible with the mass, scale, and height of the immediate surroundings within the character area; (3) Solhem Apartments is not designed in context with buildings in the immediate surroundings of 8th Avenue North and 1st Street North; (4) Solhem Apartments' proposed height negatively impacts key skyline views experienced by residents in the immediate surroundings; and (5) Solhem Apartments are not intended for long-term residency, which increases transiency and diminishes neighborhood culture.

St Anthony Falls Historic District Design Guidelines ("Guidelines") are in place to ensure the integrity and significance of Minneapolis's historic assets. Thus, development guidelines should be stringently enforced to limit the height of the Solhem Apartment development to four stories. Permitting Solhem Apartments to develop to the maximum height of the character area sets a precedent for future development in the immediate

surroundings that diminishes the historical significance of the character area. Restricting all future development that occurs on the the North First Street and North Eighth Avenue block to four stories accommodates modern development patterns while preserving historical assets in the character area. The historic significance of the St Anthony Falls District is stated in guidelines that were put in place to balance modern development among historical assets:

“The St. Anthony Falls Historic District is the heart of the city of Minneapolis and the center of its founding. It is nationally recognized as a place of cultural and historical importance and is officially designated as such. Its historic resources are enjoyed by residents, business owners and visitors alike and contribute to a “sense of place” that contributes to the distinct identity of the city. Preserving these assets is therefore essential to the city’s well being. The intent is to protect the integrity and character of the district and to ensure that new development occurs in a manner that is sensitive to the historic character of this unique place.” (St Anthony Falls Historic District Design Guidelines).

ISSUE: The character area is losing its sense of historical significance as modern, homogenous development patterns become more prevalent.

Individual character areas serve to identify distinct areas with different characteristics and are defined by the integration of modern development among historic development patterns:

“The combination and interaction of the development patterns identified within the district’s period of significance and the recent past development patterns form the basis of the definition of the individual character areas within the district. In some cases, the construction from the recent past makes it difficult to identify the historic development patterns or to experience any real connection of these areas to the history and story of St. Anthony Falls.” (Chapter 10: Character Areas, Guidelines).

Guidelines attempts to maintain a character area’s historical significance by “promote[ing] building designs and heights that...protect the scale and quality in areas of distinctive physical or historical character.” Allowing Solhem apartments to build to the maximum-allowed height pushes the character area away from historical significance and towards prioritization of modern, like-designed structures that come to define the character area.

“In order to assure that historic resources are appreciated as authentic contributors in the district, it is important that a new building be distinguishable from them while also remaining compatible with the context.” (*Guides*, Chapter 9). It is important for the City of Minneapolis to secure appreciation for Itasca’s contribution to the utility and history of the district while acknowledging Itasca’s precedent as the first residential conversion in Minneapolis. Itasca pioneered the movement that has led to revival and appreciation of some of Minneapolis’s oldest structures and is largely responsible for the development of the residential neighborhood and sub-area as it exists today.

New development impacts the character area by propagating modern design features across multiple structures and it is the prevalence of modern development that shapes and ultimately becomes the identity of the character area. Sol Tva and Sol Havn, existing Solhem apartment buildings, have been developed along North Second Street in the area immediately surrounding 721 North First Street. Solhem is currently finishing development of an apartment building adjacent to Gaar Scot historic lofts on North First Street. These properties, combined with Solhem Apartments at its proposed height of eighty-four feet, would continue the transition from a “historical character area” to a “Solhem character area.” Limiting Solhm Apartment’s height to four stories respects the prominence of Itasca and other historical structures that help define the character area.

ISSUE: The proposed height of Solhem Apartments is not compatible with the mass, scale, and height of the character area.

Guidelines states that “the overall height of a new building shall be compatible with the character area”; “a building height that exceeds the height range established in the context will be considered when: access to light and air of surrounding properties is respected [and] key views are maintained.” (Requirement 9.9, 9.9(a), *Guidelines*). *Guidelines* requires that structures “minimize looming effects and shading of lower scaled neighbors” and not “loom over adjacent buildings at any time.” (Requirement 9.10, *Guidelines*).

This is a quality of life issue for Itasca homeowners and residents of surrounding properties. A Solhem apartment building taller than neighboring four-story River Station and Star Tribune would significantly impact access to light, creating looming effects and shading of surrounding properties. Solhem Apartment's proposed height of eighty-four feet ignores the current precedent of four stories set by River Station and the Star Tribune. Of greater concern is that the proposed height sets an unfavorable precedent for future development of the existing North First Street surface lots. Approval of future developments on the block would likely follow Solhem Apartment's eighty-four-foot-tall model. Future structures of this height extremely limits and likely eliminates Itasca homeowners', commercial lessees', and residents of surrounding properties' access to sunlight while greatly increasing shading of North First Street.

Solhem Apartment's proposed eighty-four-foot-height increases the impact of blocked sunlight. *Guidelines* specifically requires that Solhem Apartments maintain a low height or a compact footprint to maintain existing key views of the southwest skyline and access to sunlight. Constructing a four story Solhem Apartment building minimizes the impact of obstructing key views, blocking sunlight, and shadowing affects. A four story construction is in accordance with Requirement 7.2, 9.9(a), and 9.10.

ISSUE: Solhem Apartments is not designed in context with buildings in the immediate surroundings of 8th Avenue North and 1st Street North.

"Designing in context" is defined as:

"Relating to the setting at a broad, 'experiential' level rather than literally copying the features of adjacent historic buildings is an essential part of designing in context.... Designing in context also means being respectful of the cultural resources in the vicinity... [and] [to] express the evolution and change while retaining one's ability to interpret the historic character where it still exists." (Chapter 3, Guidelines).

The adjacent Itasca buildings are distinguished, prominent historical structures in the character area. Itasca's prominence is evident by its height. Copying this feature disrespects Itasca as a cultural resource and blurs one's

ability to interpret the the history of the character area. *The Minneapolis Plan for Sustainable Growth* addresses the importance of preserving character area integrity by “Promot[ing] building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character.” (Appendix I, *Guidelines*). For these reasons, an eighty-four-foot Solhem apartment building directly conflicts with designing in context of the character area.

Designing within the context of the character area could be met by mirroring the adjacent, modern-developed, four-story Star Tribune and River Station buildings. Building within a four-story context observes consideration for mass, scale, and height of existing buildings immediately surrounding Solhem apartments:

“As viewed along a block, in perspective with others in the immediate area. The degree of similarity of building heights along a block, and the repetition of similar features, including openings, materials and horizontal expression lines, combine to establish an overall sense of scale at this level of experiencing context.” (Chapter 9: Mass, Scale, and Height at Different Levels, *Guidelines*).

Visual continuity with immediate surroundings must be considered in the design of Solhem Apartments. The proposed height directly conflicts with the existing visual continuity of the Star Tribune and River Station buildings and sets an unfavorable height precedence for future infill development.

ISSUE: Solhem Apartments’ proposed height negatively impacts key skyline views experienced by residents in the immediate surroundings.

View requirements are intended to retain “key elements of a view from public way” and new development should “minimize the impacts to key views” by “keeping a portion of a new structure low or using a compact footprint to maintain views through the site.” (Requirement 7.2, *Guidelines*). An eighty-four-foot-tall Solhem apartment building obstructs existing views of the south/southwest skyline. Alternatively, a four story building significantly minimizes obstruction of key views of the south/southwest skyline.

ISSUE: Solhem Apartments are not intended for long-term residency, which increases transiency and diminishes neighborhood culture.

Reducing the height of Solhem Apartments to four stories decreases apartment units, reducing transiency of the neighborhood. Renters generally do not participate in their neighborhoods in the same way that homeowners do. Because renters are more transient, they are less likely to participate in neighborhood associations. Homeowners, on the other hand, are more committed to the interests of their neighborhood and character area through their stake of ownership in their property and through higher tenure of residency.

Itasca and surrounding property stakeholder's home values are impacted by neighborhood and character area development. The "increased development equals increased home value" relationship has limits, however. Increased development of rental property restricts development of homeownership properties, creating a disproportionate population of renters over homeowners. This results in a neighborhood with a higher composition of short-term residents—renters—and a lower composition of homeowners, who are likely to make greater, long-term contributions to the character of a neighborhood.

In conclusion, developing Solhem Apartments to four stories maintains the context of the character area, preserves the historical character and significance of the character area, preserves Itasca and surrounding property residents quality of life by maintaining access to sunlight and key views, and balances the neighborhood's proportion of short-term transient renters and homeowners. For these reasons, the quality, integrity, and significance of the historic neighborhood is preserved and benefits Minneapolis by maintaining its historical and cultural identity despite modern infill development.

CONCLUSION

If there were a time or circumstance where historical preservation guidelines should be stringently enforced, it is now. The approved height of Solhem Apartments will reveal Minneapolis's priorities: (1) to

preserve the integrity of its historical and cultural assets; or (2) to ensure that property developers realize maximum profits at the expense of preserving the integrity and significance of historical character areas. The cultural identity of Minneapolis exists because of historical assets like Itasca and neighboring historical structures. Itasca has stood for roughly 125 years and is build to continue to stand for another century. Solhem properties will likely be demolished and replaced over the course of the same century. This raises the question of *"What defines a character area?"* One could perceive a "Solhem character area" by proceeding with a fourth Solhem development within a one-block radius of Solhem Apartments. The City of Minneapolis has the opportunity to prioritize the preservation of historical integrity above the interests of property developers.

I hope that in the present circumstance, Minneapolis's priorities exist for the long-term preservation of Itasca's prominence and historical significance in the character area.

Regards,

Matt Janzen
Itasca Homeowner
320-493-2012

Dvorak, Hilary A.

From: Richard Rubenstein <dick@jargonsoft.com>
Sent: Wednesday, March 23, 2016 1:58 PM
To: Dvorak, Hilary A.; Frey, Jacob; Frank, David
Cc: 'Lawrence E. Schneider '; 'Matt Janzen '; 'Lewis Baskerville '; 'Margo T. Mejia '
Subject: Solhem Proposal - 721 N 1st St. (1st St. & 8th Av. N.)

Dear Ms. Dvorak, Mr. Frey, and Mr. Frank -

I am an owner in the Itasca Condominium (708 N. 1st St.) and want to express my concern over long term parking pressure with regard to the proposed development.

The current surface parking lot is filled during the days and there are entertainment and long term parkers at night.

Should the entire lot eventually be developed, with the Solhem proposal being the first phase, then the neighborhood is adversely affected. There are many Itasca owners/renters that do not have space in the Itasca parking facility (which was under built). This is one reason why so large a development, in this location, hurts property values.

The resulting could resemble many fine Chicago neighborhoods, where street parking is the only alternative and many blocks away. Is that the city wants?

Thanks for your due consideration...

Dick

Richard Rubenstein | Founder, VP Operations | **JARGON SOFTWARE**
708 N. 1st St. #432 | Minneapolis, MN 55401
voice and fax (+01) 952.426.0858 (+01) 844 442-3548 | cell (+01) 612.964.4265
dick@jargonsoft.com www.jargonsoft.com

Dvorak, Hilary A.

From: Sharon Johnson <sjtolly@aol.com>
Sent: Thursday, March 24, 2016 6:44 PM
To: Dvorak, Hilary A.; Frey, Jacob; Frank, David
Subject: 721 North 1st Street Solhem development

I have been an Itasca resident and homeowner for twenty plus years and am sending this email to each of you to express my concerns about the above referenced apartment building that is apparently already under construction. I am concerned about how this building will impact the the residents/neighborhood both during construction and upon completion. Does the proposed building meet the guide lines of the Historical Preservation Society? Has this been determined? Will the outer face of the building compliment the aesthetics of neighboring buildings? The Solhem building on North 2nd street certainly does not. Why is a height variance being considered? The proposed height of the building is aesthetically incongruent with its neighbor the Itasca. Will there be sufficient green space? How will construction and the completed project impact safety, traffic and parking in the neighborhood? I would appreciate any response to my concerns and look forward to the May 3 hearing.

Sharon Toll Johnson
708 North 1st Street #324
Mpls, MN 55401

March 24, 2016

Hilary Dvorak, Hilary.Dvorak@ci.minneapolismn.us
Principal Planner

David Frank, David.Frank@Minneapolismn.gov
Director of Development Policy and Development

Jacob Frey, Jacob.Frey@Minneapolismn.gov
Representative, Minneapolis Ward 3

RE: 713 N. 1st Street Development- 721 Associates

Dear Hilary Dvorak, David Frank and Jacob Frey,

We are writing as concerned citizens, neighbors and stewards of the North Loop, Minneapolis. We heard very recently of the proposed development at 713 1st St N, Minneapolis 55401, PID # 22-029-24-12-0125.

We understand the project 721 Associates has put forth for variance consideration in three areas: parking requirements, height, and reduction of side yard setbacks. We believe approval of this development should not be granted and carries significant detrimental consequence to the adjacent blocks, North Loop neighborhood and the City as a whole.

First, let us say that we are not in opposition to having the surface lot on this plot of land developed. In fact, we are quite open to a transformation from uninhabited space, to be used for a higher purpose. It is, however, quite necessary that it should be done with serious consideration, regard for the location, and in a respectful manner, consistent with the history of the St. Anthony Falls Historic District Development Guidelines.

The first, and most negatively impactful part of the project is the height of the proposed apartment building at eight (8) stories. If you look at the neighboring properties, the adjacent Star Tribune building has four stories, the adjacent River Station Condos are four stories, SolTva and SolHavn buildings are six stories, and Itasca's five combined buildings are five and six levels. No other buildings in the immediate neighborhood are higher than six stories. Approving an eight story high property is not in line with the integrity of the North Loop, its neighbors, or makes for smart long term planning of this district.

We believe your job is to make well educated, smart decisions for the City and the communities of people that live within those spaces. We, as homeowners, feel it's necessary to make every effort to keep the integrity of this area, considering that a property like the Itasca Building, has fostered and is one of the major forces of the North Loop (previously Warehouse District's) re-birth and current successful locales in Minneapolis.

The City made many mistakes in the 1960s time period, destroying some of the most iconic buildings in Minneapolis to leave vacant city blocks for car parks. The City did not learn from their past erroneous decisions, especially when it comes to trends. In mid-20th century, when having a car was the key trend, the City decided to destroy some of our most beautiful landmarks, leaving many city blocks empty; destroyed many neighborhoods to put in highways. Those beautiful buildings are truly missed today and there is not one person in Minneapolis who does not regret that decision. It goes without mentioning, the City also demolished one of the largest street car systems in the country and today, spends millions of dollars to

Hilary Dvorak,
March 20, 2016
Page 2

rebuild a public transportation system. Now we have a very unique opportunity to rebuild something amazing, which fits and embraces what is left of Minneapolis' history.

Secondly, and perhaps close to as unfavorable, is the consequence of removing parking in an already saturated and highly desired parking lot for Itasca's 5th building commercial tenants, the businesses surrounding this property, the residents, and visitors to the North Loop (Opera Center, The Lab Theater, Acme Comedy Club, Star Tribune, Twin's fans, and many other restaurants and bars in walking distance). While we realize 721 Associates is proposing parking within the new structure, primarily or solely for its new apartment residents, we feel quite confident it will not come even close to dealing with the gap that it's creating by losing that lot's parking stalls. Are they in any fashion accommodating the demand that exists for these users in that lot?

We have this special timing now to rebuild something fantastic for the next generation and still succeed with the City's 2025 goal for downtown Minneapolis's residential population. This should not be at the expense of doing so with care, and with forethought of what's the best plan, beyond the next eight to ten years.

We feel it's in very bad ruling to sign on for the project as 721 Associates has proposed. Not only is it not in the property's best and highest use, it will set a precedent to have eight stories at the end of the North Loop and will invite the adjacent lots to build at the same, or worse yet, a higher height.

The apartment trend is not to be taken lightly and must respect the City's neighborhood landscape. We understand the trends were created by living in the North Loop when it was mostly an abandoned, non-residential area and how fun we've made it. We also understand the financial opportunity we are creating for the investment companies coming left and right from different states. That said, the residents living here do not understand the need to have an eight story building at the end of the North Loop hiding one of the oldest warehouses in the City; the Itasca Building. While the adjacent buildings to 713 on this same strip along 1st and 2nd Streets are all four, to a max of six stories high, there is not one single eight story high building in an eight block radius of this location.

We hope you see and agree, there is truly no need to destroy the built environment of the North Loop with the project as planned. We ask the Historic Preservation Committee to honor their mission of protecting and preserving history in our beautiful Saint Anthony historical neighborhood.

We implore you, HPC and City of Minneapolis, to make a decision that will protect the integrity of our history and our future.

If you have any questions, please contact me at 612-245-7867 (Manuel) or 612-703-4006 (Elin).

Sincerely,

Elin Michel-Midelfort, ElinMichelMidelfort@Gmail.com
Manuel Gallur, ManuelPotiron@Gmail.com
Itasca Homeowners
708 N 1st Street, # 523
Minneapolis, MN 55401

Dvorak, Hilary A.

From: Ruthmary Gens <rmgens@gmail.com>
Sent: Friday, April 22, 2016 2:52 PM
To: Dvorak, Hilary A.
Subject: 721 north 1st street

I live at 660 n 2nd st. #106. We now have Southwest bus company using our street as a bus route with 8 buses coming down in the morning and 8 going the other way. We also have MPLs buses, post office trucks, construction trucks and even horse and buggy. Adding even more congestion will cheapen our land worth. There will no longer be a pay parking lot as well. I have spoken to Frey about this but have gotten no return info.

--
rm gens

Dvorak, Hilary A.

From: Scott F. Clugston <scottfc@aol.com>
Sent: Tuesday, April 26, 2016 9:19 PM
To: Dvorak, Hilary A.
Cc: scottfc@aol.com
Subject: 721 N. First Street development

Hilary,

As a follow-up to my voicemail I'm writing to you per your request. I will be out of town on May 3.

I reside at River Station, 680 N. Second St., #100. I've lived here for 16 years.

I am glad to see a handsome building go up in that location but I am concerned about two things related to the proposed development:

1. The proposed height of the building compared to other buildings in the neighborhood--none of which are more than six stories. It will stick out like a sore thumb and isn't in keeping with the historic district feel of this area of housing.
2. The reduction in off-street public parking this will cause. Where will all the cars now using the current Impark lot during weekdays and weekends going to park? Things are already very tight especially when there is a Twins game, an Acme Comedy Company or Lab Theater show, as well as just the uptick in people enjoying the North Washington Ave. restaurants.

If you have questions feel free to contact me by email or telephone: scottfc@aol.com or [612-333-8963](tel:612-333-8963).

Best regards,

Scott F. Clugston

Sent from AOL Mobile Mail

Dvorak, Hilary A.

From: akincaid@mac.com
Sent: Wednesday, April 27, 2016 9:50 AM
To: Dvorak, Hilary A.
Cc: Andy Gittleman; Matt Janzen
Subject: 721 North 1st Street

I live at the Itasca and wanted to let you know of concerns I have regarding the proposed residential building to be located across the street. My main concern is about potential structural problems for the Itasca buildings that could result from construction of that new building.

The Itasca already has had structural problems with the foundation of building 1 in our complex. These were recently repaired at substantial cost. I am worried about the impact of the driving of pilings and other construction activities on our building.

I also am concerned about any impact on Bassett Creek which runs behind the proposed building but directly under the Itasca. Any change to that creek could impact the structure of our building.

I would like to see a study done by experts not only regarding construction near historic buildings but also reviewing the specific geology of our area here by the river. Hopefully this review could prevent problems now unforeseen.

Thank you for your consideration of this request and for all your work on this project.

-- Ann Kincaid
708 North 1st Street #643

Dvorak, Hilary A.

From: Porter, Fatimat Q.
Sent: Wednesday, April 27, 2016 11:05 AM
To: Chris D
Cc: Dvorak, Hilary A.
Subject: RE: 721 North 1st Street, Ward 3

Thank you for your letter. I am passing it on to the planner, Hilary Dvorak, assigned to this project.

Have a great day,
Fatimat

Fatimat Porter

*Land Use, Design and Preservation Committee Clerk
Development Services Division*

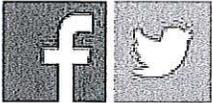
City of Minneapolis – Community Planning and Economic Development
250 S. Fourth Street – Room 300
Minneapolis, MN 55415

Office: 612-673-3153

Fax: 612-673-2526

Fatimat.Porter@minneapolismn.gov

www.minneapolismn.gov/cped



From: Chris D [mailto:christopher.l.deck@gmail.com]
Sent: Wednesday, April 27, 2016 10:59 AM
To: Porter, Fatimat Q.
Subject: 721 North 1st Street, Ward 3

Hi Fatimat,

I am a very concerned citizen who is a resident in the Itasca Building writing about the recommendation to approve the new development at 721 North 1st Street. I'm writing not only because it is in close proximity to my residence, but more because I care deeply about the Itasca building and the overall character of the neighborhood in general.

The Itasca Building was the first development in the North Loop neighborhood and is a unique crown jewel. The neighborhood owes many thanks to the original developer who saved the building, as well as to the original residents who endured less than ideal neighborhood conditions for years because they believed in it. I want to emphasize that I realize the Itasca itself was a development that made an impact on the neighborhood, and I'm not against development. However, I would like to emphasize the fundamental difference in which the Itasca truly respected the historic nature of the neighborhood whereas this new development does not.

The architect who rehabbed the Itasca Building recently spoke to our residents. He has projects worldwide and is a very well respected and regarded architect. He said he still reflects on the Itasca as one of his favorite buildings he's ever worked on. He is proud of what he created, had a vision that involved the whole neighborhood, and tremendously respected everything and everyone involved.

Unfortunately I can't say the same for the development led by Curt Gunsbury. Others will contact you about height of the building, which I also don't agree with because it's too high, but my main concern that makes me feel incredibly sad is the nature in which they are fitting guidelines in the cheapest way possible. It's no secret this is a money making venture, and that's OK, but I am deeply concerned about the lack of aesthetic continuity of the building.

Curt cited in a recent presentation that they are fitting architectural styles by having a base, middle and cap. However, that is not true of most of the building. It is only on the 1st and 2nd St. sides of the building where there is a brick middle. The part in between 1st and 2nd, which is the majority of the building, uses cheap metal siding for both the middle and cap. Thus, the majority of the building does not use the architectural style of the neighborhood, or materials congruent with neighboring buildings. Also, because they are neglecting to put a cap on the main portion, they must make the cap on the 1st and 2nd street sides the metal sheeting. I don't feel this constitutes an appropriate cap, as caps in the neighborhood tend to be architectural focal points that are larger and more ornate than the middle. Having the metal cap creates a feeling that each layer is smaller and of lesser quality as the building goes up, rather than having an impressive base, repetitive middle, and impressive cap as the historic buildings around do.

The architect who saved Itasca told me that he would have liked to put balconies on the front of our building, but he valued the relationship he had with the HPC so much that he didn't even want to ask; he thought it would be "pushing it." In my mind, the rest of the developments, and especially one across from the Itasca, should be held to the same level of respect for the HPC and surrounding residents. I'm not asking you to deny this building, but PLEASE, PLEASE do not approve it's current design with the metal sheeting. If this project moves forward, our neighborhood will be blighted with another eyesore apartment building as these all become dated at the same time. PLEASE require them to make the design of the building timeless.

As a footnote, I would also like to point out that although this building was approved by the North Loop Neighborhood Association, the president of their board, David Frank, is the Director of Economic Policy and Development for the City of Minneapolis. I feel this is a conflict of interest worth noting.

Thank you so much for your time and consideration,
Chris Deck
708 N 1st St.
#446
Minneapolis, MN 55401

Deborah A. Thorp
Kathleen M. Murphy
708 N. First St., #321
Minneapolis MN 55401
May 2, 2016

Hilary Dvorak
Principal City Planner
City of Minneapolis
250 S. Fourth St., #300
Minneapolis MN 55415

Dear Ms. Dvorak:

We are writing in reference to the proposed project at 721 North First Street by Curt Gunsbury of Solhem. We are unable to attend the hearing which is scheduled for tomorrow.

We believe that the current guidelines which allow a 6 story building are not in keeping with the heart and soul of this neighborhood in the North Loop. It is too tall. The buildings that Solhem have already built in the neighborhood are taller than what appears to fit in. Secondly, the outside very contemporary looking finishing of mostly metal definitely is not in keeping with the historic brick facades of the rest of the buildings. We understand that Solhem intends to put more brick on this building, and we are grateful for that. However, it should look like it fits in with the rest of the neighborhood – it should look more like the Itasca Building, which anchors the neighborhood.

We also believe that Mr. Gunsbury is seeking to have 2 floors of parking, and that the City is not in favor of this. There is already a very crowded parking situation in this neighborhood. To not allow him to put in as much parking as is feasible is simply unacceptable. It is not reasonable to expect the residents to not have the ability to park their cars in the neighborhood without having to park blocks away where the cars are potentially subject to vandalism. The City is not addressing this issue in an appropriate fashion; making certain that there are sufficient parking facilities is part of the responsibility of a City Planning Division.

In summary, we object to this project's proposed height, the lack of sufficient brick work to have the building blend in to the neighborhood, and the lack of sufficient parking in the neighborhood. We look forward to hearing your response.

Sincerely,

Deborah A. Thorp and Kathleen M. Murphy

Dvorak, Hilary A.

From: Mollie Scozzari <mollie.mitchler@gmail.com>
Sent: Wednesday, May 18, 2016 6:45 PM
To: Dvorak, Hilary A.
Subject: Comments for 721 N 1st St. Development - Planning Commission review

Hi Hilary,

I am a condo unit owner in the nearby River Station Condo Association and would like to share my strong opposition to two variance requests proposed by the developer on 721 N 1st St. in Minneapolis.

Regarding:

A. Conditional Use Permit. Recommended motion: Continue the application to increase the height of the building from 6 stories/84 feet to 7 stories/90 feet to the June 27, 2016, City Planning Commission meeting.

I feel that a variance should not be granted for the additional height. This neighborhood is not supposed to be full of overly tall buildings and the developer seems to keep pushing the limits on each property he develops in the neighborhood. The cumulative effect of his impact is negatively impacting the character of the neighborhood.

Regarding:

C. Variance. Department of Community Planning and Economic Development BZZ-7636 3 Recommended motion: Continue the application to reduce the west interior side yard setback from the required 15 feet to 10 feet for the building.

This is a major request for a variance and will have an extremely negative impact on visibility around that corner. There are already concerns with vehicles moving too fast along N 1st St., N 2nd St., and N 8th Ave. This will create a safety hazard due to limited visibility around that corner where there is now clear sightlines. Building a large building there will cause some issues, but minimizing the setback requirements by a third will surely cause harmful effects.

Regarding:

E. Site Plan Review. Recommended motion: Continue the application for a new 124-unit residential building to the June 27, 2016, City Planning Commission meeting

I couldn't find where to see the site plan being reviewed. If you could send that to me I would appreciate it.

Thank you,
Mollie Scozzari
545 N. 1st St. #400
Minneapolis, MN 55401

612-695-2559