



## Request for City Council Committee Action from the Department of Community Planning and Economic Development

Date: May 7, 2015

To: Council Member Lisa Bender, Chair, Zoning & Planning Committee and Members of the Committee

Referral to: Zoning and Planning Committee

Subject: Appeal of the decision of the City Planning Commission on April 13, 2015, to approve the following land use application with five associated conditions of approval to allow for the construction of a single-story addition (6<sup>th</sup> floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark to allow for an infill addition which results in 110 additional guest rooms, a fitness center, a concierge lounge and pool on the property located at 300 Washington Avenue South (225 3<sup>rd</sup> Avenue South). The applicant's appeal is specific to condition #3.

**Recommendation:** The following actions were taken by the Planning Commission on April 13, 2015 (BZZ-7082):

### **Depot Renaissance Expansion, 300 Washington Ave S (225 3<sup>rd</sup> Ave S), Ward 3 Staff report by Becca Farrar, BZZ-7082**

The City Planning Commission adopted staff findings for the application by CSM Corporation.

#### **A. Site Plan Review to construct building additions.**

Action: **Approved** the application for a single-story addition (6<sup>th</sup> floor) on top of the existing Depot Renaissance Hotel as well as to allow for an infill addition which results in additional guest rooms, a fitness center, a concierge lounge and pool, subject to the following conditions:

1. All site improvements shall be completed by April 13, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.
2. Approval of the final site, elevation, and landscaping plans by CPED.
3. The site plan shall be modified to reflect the following modifications along 5<sup>th</sup> Ave S: reduce the northerly curb cut width from 19 feet to 16 feet; reduce the southerly curb cut width from 45 feet to 20 feet all while elevating the public sidewalk in this location so that it ties into and flows at one continuous grade along the street.

4. The proposal shall meet all applicable requirements and conditions as approved by the Heritage Preservation Commission per BZH-28550.
5. No alterations or modifications are approved to the Milwaukee Road Depot building or Freight House.

**Aye:** Bender, Gisselman, Luepke-Pier, Slack and Tucker

**Absent:** Forney, Gagnon and Kronzer

**Ward:** 3

Prepared by: Becca Farrar-Hughes, Senior City Planner Approved by: Jason Wittenberg, Planning Manager, Land Use, Design & Preservation Steve Poor, Interim Director, Development Services Presenters in Committee: Becca Farrar-Hughes, Senior City Planner, 612-673-3594
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**Community Impact:**

Neighborhood Notification: Notice of the Planning Commission hearing was mailed on March 23, 2015, and notice of the appeal was mailed on April 27, 2015.

- City Goals: See staff report
- Comprehensive Plan: See staff report
- Zoning Code: See staff report
- End of 120-day decision period: July 10, 2015
- Other: Not applicable

**Background/Supporting Information:**

CSM Corporation has filed an appeal of the City Planning Commission's decision on April 13, 2015, to approve the site plan review application with five associated conditions of approval for the property located at 300 Washington Avenue South (225 3<sup>rd</sup> Avenue South). The proposal is to allow for the construction of a single-story addition (6<sup>th</sup> floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark to allow for an infill addition which results in 110 additional guest rooms, a fitness center, a concierge lounge and pool. No work was proposed or approved for the Milwaukee Road Depot building or Freight House, which is a locally (1979) and nationally (1978) designated Individual Landmark.

The applicant's appeal is specific to condition #3:

3. The site plan shall be modified to reflect the following modifications along 5<sup>th</sup> Avenue South: reduce the northerly curb cut width from 19 feet to 16 feet; reduce the southerly curb cut width from 45 feet to 20 feet all while elevating the public sidewalk in this location so that it ties into and flows at one continuous grade along the street.

The minutes from the April 13, 2015, City Planning Commission meeting are attached. The Planning Commission voted 5-0 for item A, to approve the site plan review application and associated conditions of approval.

As previously noted, the appellant is appealing condition #3. The appellant's statement outlines reasons why the condition should be modified. The appellant's complete statement is attached.

## **EXPLANATION OF APPEAL – 300 Washington Avenue S. (225 3<sup>rd</sup> Ave. S.)**

John Ferrier, on behalf of CSM Corporation (“CSM”), submits this appeal pursuant to Section 525.180 of the Minneapolis Code of Ordinances.

### **Background**

The subject property is located on 300 Washington Avenue South. CSM submitted an Application to the City of Minneapolis Planning and Zoning Committee (“CPC”) for a site plan review that would allow CSM to construct a single-story addition (6<sup>th</sup> floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark. The removal of the waterpark will allow an infill addition to the site that will result in additional hotel guest rooms, a fitness center, a concierge lounge and an indoor pool.

On April 13, 2015, the CPC held a public hearing to consider CSM’s Application. The CPC unanimously voted in favor of the City Staff’s recommended motion to approve, subject to the conditions listed in the Staff Report.

CSM is appealing Condition No. 3, which requires that “the site plan shall be modified to reflect the following modifications along 5<sup>th</sup> Avenue South: reduce the northerly curb cut width from 19 feet to 16 feet; reduce the southerly curb cut width from 45 feet to 20 feet all while elevating the public sidewalk in this location so that it ties into and flows at one continuous grade along the street.”

### **Impact of Condition**

Throughout the period leading up to the CPC’s public hearing, CSM has been working with City Planning and Public Works Staff to address the redesign of the driveway entry and concerns regarding the reduction of curb cut width as it relates to the full operation of the entire campus, which includes two hotels, a 652 stall above grade and underground parking ramp, a conference center, a large banquet center, a restaurant/lounge, ballrooms, and skating rink.

CSM submitted to City Staff an alternate request to Condition No. 3 as follows;

- Reduce the northerly curb cut width from 19 feet to 16 feet (same as Staff request)
- Reduce the southerly curb cut width from 45 feet to 35 feet (15 foot increase from Staff request but a 10 foot reduction from its current width)
- Elevate the public sidewalk in this location so that it ties into and flows at one continuous grade along 5<sup>th</sup> Avenue South (same as Staff request).

Despite CSM’s efforts to create a solution that works operationally for the development and improve pedestrian connectivity, the planning commission approved the project with the condition of decreasing the southern curb cut width to 20 feet and the northern curb cut to 16 feet.

The reduction of the southern curb cut to 20 feet is unacceptable to CSM as we believe this reduction would negatively affect circulation at the only vehicular access to the

development. CSM proposes the southern curb cut be reduced from 45 feet to between 33 and 35 feet. We believe this is reasonable considering the many functions this sole vehicular access supports:

- The Milwaukee Road Depot project includes (2) hotels, a 652 stall parking ramp, a conference center, a large banquet center, a restaurant/lounge, ballrooms, and skating rink.
- The driveway entry off of 5<sup>th</sup> street is the only access for hotel guests, contract parking, event parking, truck deliveries, garbage pick-up, emergency vehicles, and all other service functions at the development that spans two city blocks. No other vehicular access occurs at this large development. Below is an analysis of the frequency of these uses:
  - Daily
    - 497 contract parkers
    - 323 transient parkers
    - 88 employees
    - 138 hotel guests
    - The Depot Hotel development hosts daily events ranging from 10-1500 guests
    - The daily parking average not including event parking is about 958. This equates to about 1,443 ins and outs at the access drive on average as some parkers leave and return during the day.
  - Weekly
    - 8 trash/recycling pickups per week
  - Monthly
    - 4 days a month semi-trucks make deliveries
    - Because the facility has no loading dock, semi-trucks sometimes unload in the drive using a forklift.
  - Annually
    - The Depot held 685 events between April 2014 and March 2015. The events were spread out during the day to include breakfast, lunch and evening events. The attendance for these events was 101,634 people. This equated to 124,800 total ins/outs.
    - There are about 75 days a year when large trucks and semi-trailers are coming and going for event delivery.
    - City-wide events such as the Aquatennial, July 4<sup>th</sup>, Get Lucky Race, Hot Chocolate Race, Vikings Games, and other events cause heavy levels of parking and pedestrian traffic in the area.
    - We have tour buses using the facility for parking up to 20 times per year (1-8 buses per occurrence).
    - The ice rink is open seasonally (about 60 days/year) and patrons use the parking facility.
    - The Depot Shed space is used to host at least 10 large events each year, hosting approximately 15,000 guests.

- CSM currently experiences substantial traffic back-ups throughout the day when events let out and in the evening when contract parkers are leaving the ramp. CSM has been dedicated to alleviating backups by having people pre-pay for event parking and providing hotel staff to direct traffic. Reducing the width of the southern curb cut to 20 feet would only make this problem worse and would negatively impact CSM event and conference business.
- The proposed reduction of our sole vehicular access to our development is not consistent with what is provided at other parking ramps and event spaces downtown. Of all downtown event and parking facilities, CSM's Milwaukee Road Development is the lone property with only one vehicular access for hotel guests, contract parking, event parking, truck deliveries, garbage pick-up and emergency vehicles. The other properties all have dedicated access for these other functions. CSM has provided a spreadsheet and pictures of all these other ramps. Furthermore, CSM analyzed the exit width provided per parking stall. CSM's current exit width/parking stall ratio is already lower than most of the parking/event structures in our analysis, and reducing the width of our southern access to 20 feet would only make this worse. Below is a summary of the parking garages analyzed and their provided exit width per parking stall.

<b>Property</b>	<b>Curb Cut Width</b>	<b>Parking Stalls</b>	<b>Ratio</b>
1. Gateway Ramp	94'	1,397	.07'/stall
2. Government Center	222'	1,230	.18'/stall
3. Haaf Ramp	46'	791	.06'/stall
4. Mill Quarter Ramp	42'	324	.13'/stall
5. Guthrie Ramp	162'	987	.16'/stall
6. Crown Plaza	38'	1000	.04'/stall
7. Radisson Blu	38'	300	.13'/stall
8. Hilton Minneapolis	72'	185	.39'/stall
9. Hyatt Regency	50'	700	.07'/stall
10. Existing Depot	60'	652	.09'/stall
11. Depot (20 foot curb cut)	36'	652	.05'/stall
12. Depot (35 foot curb cut)	51'	652	.08'/stall

- As seen above, the proposed reduction of the Depot's southern driveway width to 20 feet will yield the second lowest ratio of curb cut width per parking stall of all the downtown ramps. The proposed reduction of the southern driveway to 35' is more consistent with other downtown ramps. In addition, as stated previously, the Depot is the only ramp in the analysis with one point of vehicular access for hotel guests, contract parking, event parking, truck deliveries, garbage pick-up, emergency vehicles, and all other service functions at the development that spans two city blocks.

## **Conclusion**

The City of Minneapolis' request that we reduce the width of our southern vehicular access curb cut to 20 feet does not work for the property. The negative operational impact of reducing the curb cut width makes the proposed expansion to the Renaissance Hotel infeasible. We understand the City's wish to improve the pedestrian connectivity across our driveway and we believe our proposed design reducing the southern driveway width to between 33 and 35 feet does this without impeding access to the ramp for hotel guests, contract parking, event parking, truck deliveries, garbage pick-up and emergency vehicles. CSM has experienced a strong partnership with the City of Minneapolis and this relationship has yielded an extremely successful project. We hope we can utilize this partnership to achieve a solution that works for the Milwaukee Road Depot development and the City of Minneapolis.

**APPLICATION WORKSHEET**

<b>Appellant</b>	Name	CSM Corporation
	Mailing Address Including City, State and Zip Code	500 Washington Avenue South, Suite 3000 Minneapolis, MN 55415
	Phone Number	612-395-7000
	Fax	
	Email	jferrier@csmcorp.net

**NOTICE OF APPEAL**

Choose one:

\_\_\_\_\_ I, \_\_\_\_\_ (print name) do hereby file an exception to the Decision of the **Zoning Administrator** as provided for in Chapter 525.170;

\_\_\_\_\_ I, \_\_\_\_\_ (print name) do hereby file an exception to the Decision of the **Board of Adjustment** as provided for in Chapter 525.180;

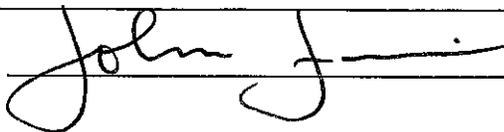
**X** \_\_\_\_\_ I, **John Ferrier** (print name) do hereby file an exception to the Decision of the **City Planning Commission** as provided for in Chapter 525.180;

Project Name	Depot Renaissance Expansion
Project Address	300 Washington Avenue South (225 3rd Ave. S.)
BZZ Number	BZZ-7082

Further, I do hereby request that I be given an opportunity to express my case before the Board of Adjustment or the proper committee of the City Council.

The action being appealed and the reasons for appealing the decision are attached and made a part of this notice of appeal.

Appellant's Name: **John Ferrier**

Appellant's Signature: 

Date: **4/23/15**



# CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #8  
 April 13, 2015  
 BZZ-7082

## LAND USE APPLICATION SUMMARY

**Property Location:** 300 Washington Avenue South (225 3<sup>rd</sup> Avenue South)  
**Project Name:** Depot Renaissance Expansion  
**Prepared By:** [Becca Farrar-Hughes](#), Senior City Planner, (612) 673-3594  
**Applicant:** CSM Corporation  
**Project Contact:** CSM Corporation, Attn: John Ferrier  
**Request:** To allow additions to the existing Depot Renaissance Hotel  
**Required Applications:**

<b>Site Plan Review</b>	To construct a single-story addition (6th floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark to allow for an infill addition which results in additional guest rooms, a fitness center, a concierge lounge and pool. No work is planned for the Milwaukee Road Depot building or Freight House, which is a locally (1979) and nationally (1978) designated Individual Landmark. The site is zoned C3A (Community Activity Center) District and is located in the DP (Downtown Parking) Overlay District and the DH (Downtown Height Overlay District).
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## SITE DATA

<b>Existing Zoning</b>	C3A District DH Overlay District DP Overlay District
<b>Lot Area</b>	247,657 square feet / 5.69 acres
<b>Ward(s)</b>	3
<b>Neighborhood(s)</b>	Downtown Minneapolis Neighborhood Association (DMNA)
<b>Designated Future Land Use</b>	Mixed Use
<b>Land Use Features</b>	The subject property is located in Downtown Minneapolis which is a designated Growth Center. It is also located within the boundaries of the Mill District Activity Center and along Washington Avenue South which is a designated Commercial Corridor.
<b>Small Area Plan(s)</b>	<a href="#">Update to the Historic Mills District Master Plan</a>

<b>Date Application Deemed Complete</b>	March 12, 2015	<b>Date Extension Letter Sent</b>	N/A
<b>End of 60-Day Decision Period</b>	May 11, 2015	<b>End of 120-Day Decision Period</b>	N/A

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** The property, a nearly full two block site bounded by Washington Avenue South, 3<sup>rd</sup> Avenue South, 5<sup>th</sup> Avenue South and South 2<sup>nd</sup> Street, is currently occupied by the Milwaukee Road Depot development which consists of the Milwaukee Road Depot and Freight House, along with the Renaissance and Residence Inn Hotels. A total of 351 hotel rooms and 646 off-street parking stalls (underground/surface parking areas) are located on the premises.

The Milwaukee Road Depot and Freight House, designed by prominent Chicago architect Charles Frost, were constructed between 1897 and 1899. The Depot is constructed from stone and yellow brick and the Freight House was built with rare Fink trusses. The Depot was the last remaining major railroad passenger depot in Minneapolis and was designated as a national landmark in 1978 and a local landmark in 1979. The designation includes both the exterior of the structure and the interior of the structure. The property is not located within the boundaries of a historic district; however, the property is located across the street from the boundaries of the St. Anthony Falls Historic District which terminates at South 2<sup>nd</sup> Street.

In 1999, the City's Heritage Preservation Commission approved CSM's plans to redevelop the nearly entire two-block Depot site. The proposal included plans to rehabilitate the Depot and Freight House, to construct two new hotels on the north half of the block and to build a parking structure (two levels of underground parking and one level of at-grade parking) between the Train Shed and the hotels.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** The properties surrounding the site are a mix of different uses consistent with those found in this area of Downtown predominantly including commercial, residential and office uses. The Mill City Quarter project was recently approved across South 2<sup>nd</sup> Street. The zoning classifications are also mixed and include C3A and various downtown zoning designations.

**PROJECT DESCRIPTION.** The applicant proposes to construct a single-story addition (6th floor) that is 9 feet, 4 inches in height on top of the existing Depot Renaissance Hotel, as well as remove the existing waterpark to allow for an infill addition which results in a total of 110 additional guest rooms, a fitness center, a concierge lounge and pool. The total square footage of the proposed additions would be 54,582 square feet. No work is planned for the Milwaukee Road Depot building or Freight House, which is a locally (1979) and nationally (1978) designated Individual Landmark.

As previously noted, the subject property is nearly two full blocks bounded by 3<sup>rd</sup> Avenue South, 2<sup>nd</sup> Street South, 5<sup>th</sup> Avenue South and Washington Avenue South. The site is zoned C3A (Community Activity Center) District and is located in the DP (Downtown Parking) Overlay District and the DH (Downtown Height Overlay District). No expansion of the existing surface parking lot located at the interior of the site is proposed and given the location of the site within the DH Overlay District, which allows a maximum height of 8 stories or 112 feet, even with the proposed addition, the building would comply with the maximum allowable height.

The Renaissance and Residence Inn Hotels were built as new construction in 2001 and are linked to the landmark buildings located on the premises. The Renaissance Inn is a 5-story, approximately 136,124 square foot structure that includes 202 hotel rooms. The Residence Inn is a 4-story, approximately 91,600 square foot structure that includes 130 hotel rooms. In addition, there are 19 rooms that are historic suites. Should the proposal to construct an additional 110 guest rooms to the Renaissance Inn be approved there would be a total of 312 hotel rooms in that hotel. In total on site, 461 hotel rooms

would be provided as well as 642 off-street parking spaces (4 would be removed from the surface parking area in lieu of landscaped islands).

The removal of the waterpark and proposed infill addition on the north elevation of the building facing 2<sup>nd</sup> Street South would be clad in masonry that matches the existing Renaissance hotel. The stone removed from the waterpark area would be reused to build the new pool and fitness center enclosure. The proposed 6<sup>th</sup> floor addition to the hotel would utilize steel framing and insulated metal panel to match the bronze metal panel and trusses found on the historic portions of the buildings.

The applicant also proposes to add landscaping via planters to the interior surface parking area (that results in a reduction of 4 off-street parking spaces) as well as improve the pedestrian circulation/connection adjacent to 5<sup>th</sup> Avenue South by narrowing the driveway and providing a crosswalk to connect the sidewalk as it crosses the driveway. The proposed 54,582 square foot addition to the existing building triggers site plan review.

**RELATED APPROVALS.** The subject property has had numerous Certificates of Appropriateness, Certificates of No Change and historic variances applied for since 1999 when the redevelopment for the site was approved. One of the historic variances that was granted by the City Council for the property was to allow up to 100 surface parking spaces under the open-air portion of the Freight House for twenty years from the date that permanent financing for Phase I Redevelopment was in place, which was July 30, 1999. As such, the surface parking spaces located on the premises under the open-air portion of the Train Shed would need to be eliminated by no later than July 30, 2019.

The current proposal received HPC approval for a Certificate of Appropriateness on March 3, 2015.

Planning Case #	Application	Description	Action
BZH-28550	Certificate of Appropriateness	To construct a single-story addition (6th floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark to allow for an infill addition which results in 110 additional guest rooms, a fitness center, a concierge lounge and pool.	Approved in 2015.

**PUBLIC COMMENTS.** Staff has not received official correspondence from the Downtown Minneapolis Neighborhood Association (DMNA). One neighborhood letter is attached. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

**ANALYSIS**

**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:

## **I. Conformance to all applicable standards of Chapter 530, Site Plan Review.**

### **Building Placement and Design – Requires alternative compliance**

- The site is developed with existing buildings. Other than removing the existing water park located on the north elevation of the building facing 2<sup>nd</sup> Street South and constructing an infill addition that is consistent with the location of the existing building, no other alterations to the building footprint are proposed on site. The location of the infill addition from the property line along 2<sup>nd</sup> Street South is approximately 8-10 feet. Alternative compliance would be necessary for those portions greater than 8 feet. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance as the alignment of the addition is meant to be consistent and to blend into the existing buildings. Further, the street wall is reinforced and the slightly greater setback allows for a wider sidewalk width and landscape plantings between the building and the public street.
- The existing principal entrances would remain. No additional entrances are proposed within the infill addition. The area between the proposed infill building addition and the lot line along 2<sup>nd</sup> Street South would include landscaping consistent with the existing plantings.
- Windows between 2 and 10 feet are required in order to provide natural surveillance and visibility by having active uses located along public streets. The existing buildings will not be evaluated, but the proposed infill addition is subject to a 30% window requirement on the north elevation facing 2<sup>nd</sup> Street South and on the south elevation facing the existing surface parking lot. The proposed development exceeds the ground floor window requirements and exceeds the 10% window requirement on each floor above the first floor that faces the public street, public sidewalk and on-site parking lot. All windows are distributed in a more or less even manner and are also vertical in proportion. **See Table I.** All ground level windows must be transparent (non-reflective) as required by Section 530.120 of the Zoning Code.
- There are no blank uninterrupted walls greater than 25 feet in length on the exterior elevations of the proposed additions as windows, entries, recesses and/or projections, or other architectural elements are included.
- No plain face concrete block is proposed.
- The proposal complies with the ground floor active functions provision as storage areas do not exceed 30% of linear frontage along the street.
- The exterior materials proposed on the infill addition include masonry, stone, metal, glass and various architectural details. All proposed materials are durable. The north elevation of the proposed infill addition facing 2<sup>nd</sup> Street South would be clad in masonry that matches the existing Renaissance hotel. The stone removed from the waterpark area would be reused to build the new pool and fitness center enclosure. The proposed 6<sup>th</sup> floor addition to the hotel would utilize steel framing and insulated metal panel to match the bronze metal panel and trusses found on the historic portions of the buildings. Future changes in exterior materials may require review before the Heritage Preservation Commission and City Planning Commission. The proposed building form and flat roof would be considered compatible with other buildings in the area.
- All parking on the subject site is existing and accessed off of 5<sup>th</sup> Avenue South. There are a total of 100 surface parking spaces located at the interior of the site, 82 spaces located within the Depot Shed, 464 spaces located within the underground parking garage for a total of 646 off-street parking spaces. The applicant proposes to incorporate two landscape islands within the surface parking lot for a 4 space reduction to 642 off-street parking spaces. A total of 34 bicycle parking spaces are provided on site.

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

	Code Requirement		Proposed	
Hotel Uses				
2 <sup>nd</sup> St. S.-1 <sup>st</sup> Floor	30% minimum	115 sq. ft.	38%	144 sq. ft.
On-site parking lot – 1 <sup>st</sup> Floor	30% minimum	127 sq. ft.	81%	344 sq. ft.
2 <sup>nd</sup> St. S.- 2 <sup>nd</sup> Floor and Above	10% minimum		>10%	
On-site parking lot -2 <sup>nd</sup> Floor and Above	10% minimum		>10%	

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

- All walkways on site, with the exception of a small segment adjacent to the infill addition, are existing and connect the parking lot to the building it serves and to the public sidewalk.
- No transit shelters are included in the development.
- The development currently has not been designed to minimize conflicts with pedestrian traffic due to the poor pedestrian environment that exists along 5<sup>th</sup> Avenue South, a consequence of the geometry of the street alignment, number and expansiveness of curb cuts in that location as well as the design of the public sidewalk. Other than the drop-off area/porte cochere that is located off 3<sup>rd</sup> Avenue South, the only other access to the site and to all of the on-site parking is located off of 5<sup>th</sup> Avenue South. The applicant is proposing to improve the pedestrian connection along 5<sup>th</sup> Avenue South by reducing the curb cut widths to 19 feet and to 45 feet, raising the public sidewalk and demarcating the pedestrian path by utilizing colored concrete. While the proposed improvements are noteworthy, CPED Staff has strong concerns that the proposed improvements do not adequately address this longstanding issue. Staff has consulted with Public Works and would recommend that the Planning Commission require the following additional modifications along 5<sup>th</sup> Avenue South: reduce the northerly curb cut width from 19 feet to 16 feet; reduce the southerly curb cut width from 45 feet to 20 feet all while elevating the public sidewalk in this location so that it ties into and flows at one continuous grade along the street. Currently, there are no residential uses immediately surrounding the site, although residential uses are planned for properties to the north and northeast of the subject site.
- There is no public alley adjacent to the site.
- The site as proposed is primarily covered by the existing buildings, a parking lot driveways/drive aisles and landscaping. Given that the site is developed, that the parking lot is located interior to the site, and the applicant is proposing to increase the landscaped areas and quantities on site, the proposal is meeting the intent of reducing overall impervious surfaces on the site.

**Landscaping and Screening – Requires alternative compliance**

- The composition and location of landscaped areas somewhat complement the scale of the development and its surroundings.
- The existing surface parking lot is located interior to the site and does not front on a public street, public sidewalk or public pathway and further is not abutting or located across an alley from a residence or office residence district or any permitted or conditional residential use. Therefore, the parking and loading landscaping and screening provisions do not apply.
- The Zoning Code requires that at least 20 percent of the site not occupied by buildings be landscaped. The total site area is 247,657 square feet. With the proposed infill addition the building footprints on site total 138,092 square feet. A total of 27,618 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 16,143

square feet of landscaping, or approximately 15% of the area not covered by buildings. Currently, there is approximately 14,393 square feet of landscaping, or 13% of the area not covered by buildings. Alternative compliance is necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance. The existing site is not in compliance with the 20 percent requirement and the proposal is resulting in a net increase in landscaping square footage on the site bringing the property closer to compliance. Further, there are limited opportunities for additional greening that makes sense from a practical standpoint within the interior of the site.

- The Zoning Code requires that at least 44 canopy trees and 219 shrubs be provided. Currently, there are a total of 26 canopy trees and 246 shrubs. The applicant is proposing to install 4 additional trees and 32 new shrubs resulting in a total of 30 canopy trees and 278 shrubs. The existing site is not in compliance with the quantity requirements for trees; alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance. The proposal to include 4 additional trees is bringing the site closer to compliance with the required quantities. Further, there are limited opportunities for additional trees that make sense from a practical standpoint within the interior of the site.
- There are corners of the on-site parking lot that are not landscaped. It is an existing condition. Alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance as it would not provide any measurable benefit to landscape these four small areas within the interior of the site.
- With the inclusion of two landscaped islands, there would be a net reduction of 4 off-street parking spaces within the surface parking lot for a total of 96 stalls. There are a total of 8 parking spaces within the interior of the parking lot that are more than 50 feet from an on-site deciduous tree. Alternative compliance is necessary. Staff would recommend that the Planning Commission grant alternative compliance in this circumstance as the 8 non-compliant spaces do not have practical locations for the installation of trees that meet the intent of the provision.
- Two elevated tree islands in planters are proposed at the interior of the site that are greater than 7 feet in width in any direction.
- The installation and maintenance of all landscape materials shall comply with 530.210

**Table 2. Landscaping and Screening Requirements**

	Code Requirement	Proposed
Lot Area	N/A	247,657 sq. ft.
Building footprint	N/A	138,092 sq. ft.
Remaining Lot Area	N/A	109,565 sq. ft.
Landscaping Required	21,913 sq. ft.	16,143 sq. ft.
Canopy Trees (1: 500 sq. ft.)	44 trees	30 trees
Shrubs (1: 100 sq. ft.)	219 shrubs	278 shrubs

**Additional Standards – Meets requirements**

- The proposed on-site parking lot has been somewhat designed to provide on-site retention and filtration of stormwater as there are existing segments of non-continuous curbing.
- The proposal would not result in the blocking of views and it would not have impacts on blocking views of important city elements. The construction of one additional story atop the existing building would not result in any measurable further shadowing impacts on adjacent properties and would not be expected to have any further negative impacts on light, wind and air in relation to the surrounding area as well.

- The proposal appears to comply with standards regarding crime prevention through environmental design including but not limited to surveillance, space delineation, natural access control, lighting, etc.
- The Milwaukee Road Depot and Freight House are located on the subject property. No work is proposed for the Milwaukee Road Depot building or Freight House, which is a locally (1979) and nationally (1978) designated Individual Landmark.

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

The use of the site is *permitted* in the C3A District.

**Off-street Parking and Loading – Meets requirements**

- The off-street parking and loading on-site are existing. There is no bicycle parking requirement for hotels. As noted in Section 551.765(3) of the Zoning Code, nonresidential uses located in the C3A district in that portion of the central riverfront located between Hennepin Avenue and I-35W and between Washington Avenue and the Mississippi River shall not be required to provide accessory off-street parking facilities.

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

	<b>Minimum Parking Requirement</b>	<b>Applicable Reductions</b>	<b>Total Minimum Requirement</b>	<b>Maximum Parking Allowed</b>	<b>Proposed</b>
Hotel with Dining/Meeting Rooms	0	--	0	1 per guest rooms: <b>461</b> +30% of the capacity for affiliated dining and meeting room: 20,753 square feet: <b>415</b>	642
<b>Total</b>	<b>0</b>	<b>--</b>	<b>0</b>	<b>876</b>	<b>642</b>

**Building Bulk and Height – Meets requirements**

**--Table 4. Building Bulk and Height Requirements**

	<b>Code Requirement</b>	<b>Proposed</b>
Lot Area	N/A	247,657 sq. ft.
Gross Floor Area ( <b>GFA</b> )	N/A	360,848 sq. ft.
Maximum Floor Area Ratio ( <b>GFA/Lot Area</b> )	4.0 (due to DH Overlay District)	1.49
Maximum Building Height	8 stories or 112 feet (due to DH Overlay District)	6 stories or 66 feet, 8 inches

**Residential Lot Requirements – Not applicable**

**Yard Requirements – Not applicable**

**Signs – Not applicable**

- No signs are proposed at this time. Signs are subject to Chapters [531](#) and [543](#) of the Zoning Code. Any future signs are required to meet the requirements of Chapter 543 of the Zoning Code.

**Dumpster Screening** – *Meets requirements*

- The trash would continue to be stored inside the building.

**Screening of Mechanical Equipment** – *Meets requirements*

- No new mechanical units are proposed at this time although the existing rooftop mechanical units would need to be removed to allow for the proposed addition. The mechanical units would be reinstalled upon the new roof and would be fully screened as required. Any new mechanical units would need to be reviewed and approved by CPED Staff and further screened in compliance with Section 535.70 of the Zoning Code.

**Lighting** – *Meets requirements*

- The lighting on the property is existing. All lighting must be downcast and shielded to avoid undue glare. Further, all lighting must comply with Chapters 535 and 541.

**Impervious Surface Area** – *Not applicable*

**Specific Development Standards** – *Meets requirements*

- Chapter 536 outlines the following specific development standards for a hotel:
  - *Hotel.* The use shall provide a minimum of fifty (50) guest sleeping rooms, except when located in the downtown districts.

**DP Overlay District Standards** – *Meets requirements*

- The DP Overlay District was put in place to restrict the establishment or expansion of surface parking lots and establishing certain minimum and maximum off-street parking standards in the downtown area. Prohibited uses include commercial parking lots, including the expansion of any existing commercial parking lot and the conversion of any accessory parking lot to a commercial parking lot. The applicant is not proposing a commercial parking lot.
- Accessory parking lots may be allowed as a conditional use but the parking lot must be located on the same zoning lot as the principal use served and the number of parking spaces shall not exceed 20 spaces. All parking that is located on the premises is existing.
- As noted in Section 551.765(3) of the Zoning Code, nonresidential uses located in the C3A district in that portion of the central riverfront located between Hennepin Avenue and I-35W and between Washington Avenue and the Mississippi River shall not be required to provide accessory off-street parking facilities. As previously noted, all parking that is located on the premises is existing.

**DH Overlay District Standards** - *Meets requirements*

- The DH Overlay District was established to regulate the building bulk requirements of structures within portions of the downtown area where such regulation is consistent with the planned character of the area and its surroundings. The DH Overlay District is limited to the geographic downtown area bounded by Interstate 35W, Washington Avenue, Plymouth Avenue, and the Mississippi River.

- The maximum height of all principal structures, except single and two-family dwellings and cluster developments shall be 8 stories or 112 feet, whichever is less for properties between Washington Avenue South and Second Street South. The applicant proposes a one-story addition and infill addition to the existing buildings resulting in a 6-story or approximately 66 foot, 8 inch tall building.
- The maximum floor area ratio of all structures, except single and two-family dwellings, shall be 4. The applicant is proposing an FAR of 1.49.

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

In *The Minneapolis Plan for Sustainable Growth*, the future land use designation of this block is mixed use. The property is also located within the Downtown Growth Center. It is also located within the boundaries of the Mill District Activity Center and along Washington Avenue South which is a designated Commercial Corridor. Downtown Minneapolis is the hub of the regional transit system and is a workplace for nearly 150,000 people. Mixed use allows for mixed use development, including mixed use with residential and may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use. Specific to the Downtown Growth Center, the plan states: “As the physical and economic center of the city, Downtown is a logical place for a concentration of employment, housing, and other complementary uses. The land use pattern strengthens the concentrated office core with surrounding entertainment, cultural, and residential development. High intensity uses are encouraged to make the best use of the premium location and to strengthen the city’s core.” The following policies and implementation steps of *The Minneapolis Plan for Sustainable Growth* apply to this proposal:

- **Land Use Policy 1.1:** “Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.”
  - (1.1.4) “Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives.”
  - (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.”
- **Land Use Policy 1.4:** “Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.”
  - (1.4.4) “Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.
- **Land Use Policy 1.15:** “Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.”

- **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.
  - (10.1.3) “Building placement should allow light and air into the site and surrounding properties.”
- **Urban Design Policy 10.2:** “Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.”
  - (10.2.1) “The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk.”
  - (10.2.2) “The street level of buildings should have windows to allow for clear views into and out of the building.”
  - (10.2.3) “Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals.”
  - (10.2.4) “Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.”
  - (10.2.5) “Locate access to and egress from parking ramps mid-block and at right angles to minimize disruptions to pedestrian flow at the street level.”
- **Heritage Preservation Policy 8.1** Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.
  - (8.1.2) “Require new construction in historic districts to be compatible with the historic fabric.”

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

The Historic Mill District, located between Downtown Minneapolis and the Mississippi River, includes numerous historically significant structures and sites. The *Historic Mills District Master Plan* was published adopted in 1998 and was the product of a public participation planning process. The final Master Plan included an urban design plan and design guidelines for each block of the District and established design concepts to inform the redevelopment of the District. Early in 2000 the plan was updated by a task force including representatives from City, County and State agencies and other major stakeholders. The *Historic Mills District Master Plan Update* was adopted in 2001, following the City's Heritage Preservation Commission approval of CSM's plans to redevelop the nearly entire two-block Depot site in 1999. The proposal included plans to rehabilitate the Depot and Freight House, to construct two new hotels on the north half of the block and to build a parking structure (two levels of underground parking and one level of at-grade parking) between the Train Shed and the hotels. The construction and rehabilitation was underway at the time of the adoption of the updated plan. Other than identifying the components of the proposal, the plan did not make any further recommendations for the site.

#### **5. Alternative compliance.**

The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding that project meets one of three criteria required for [alternative compliance](#). Alternative compliance is requested for the following requirements:

- **Building placement.** The site is developed with existing buildings. Other than removing the existing water park located on the north elevation of the building facing 2<sup>nd</sup> Street South and constructing an infill addition that is consistent with the location of the existing building, no

other alterations to the building footprint are proposed on site. The location of the infill addition from the property line along 2<sup>nd</sup> Street South is approximately 8-10 feet. Alternative compliance would be necessary for those portions greater than 8 feet. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance as the alignment of the addition is meant to be consistent and to blend into the existing buildings. Further, the street wall is reinforced and the slightly greater setback allows for a wider sidewalk width and landscape plantings between the building and the public street.

- **20% landscaping requirement.** The Zoning Code requires that at least 20 percent of the site not occupied by buildings be landscaped. The total site area is 247,657 square feet. With the proposed infill addition the building footprints on site total 138,092 square feet. A total of 27,618 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 16,143 square feet of landscaping, or approximately 15% of the area not covered by buildings. Currently, there is approximately 14,393 square feet of landscaping, or 13% of the area not covered by buildings. Alternative compliance is necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance. The existing site is not in compliance with the 20 percent requirement and the proposal is resulting in a net increase in landscaping square footage on the site bringing the property closer to compliance. Further, there are limited opportunities for additional greening that makes sense from a practical standpoint within the interior of the site.
- **Landscape quantities.** The Zoning Code requires that at least 44 canopy trees and 219 shrubs be provided. Currently, there are a total of 26 canopy trees and 246 shrubs. The applicant is proposing to install 4 additional trees and 32 new shrubs resulting in a total of 30 canopy trees and 278 shrubs. The existing site is not in compliance with the quantity requirements for trees; alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance. The proposal to include 4 additional trees is bringing the site closer to compliance with the required quantities. Further, there are limited opportunities for additional trees that make sense from a practical standpoint within the interior of the site.
- **Corners of the parking lot.** There are corners of the on-site parking lot that are not landscaped. It is an existing condition. Alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance as it would not provide any measurable benefit to landscape these four small areas within the interior of the site.
- **Proximity to a deciduous tree.** With the inclusion of two landscaped islands, there would be a net reduction of 4 off-street parking spaces within the surface parking lot for a total of 96 stalls. There are a total of 8 parking spaces within the interior of the parking lot that are more than 50 feet from an on-site deciduous tree. Alternative compliance is necessary. Staff would recommend that the Planning Commission grant alternative compliance in this circumstance as the 8 non-compliant spaces do not have practical locations for the installation of trees that meet the intent of the provision.

## RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application by CSM Corporation for the properties located at 300 Washington Avenue South (225 3<sup>rd</sup> Avenue South):

- A. Site Plan Review to construct building additions to the subject property.**

Recommended motion: Approve the application for a single-story addition (6th floor) on top of the existing Depot Renaissance Hotel as well as to allow for an infill addition which results in additional guest rooms, a fitness center, a concierge lounge and pool, subject to the following conditions:

1. All site improvements shall be completed by April 13, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.
2. Approval of the final site, elevation, and landscaping plans by CPED.
3. The site plan shall be modified to reflect the following modifications along 5<sup>th</sup> Avenue South: reduce the northerly curb cut width from 19 feet to 16 feet; reduce the southerly curb cut width from 45 feet to 20 feet all while elevating the public sidewalk in this location so that it ties into and flows at one continuous grade along the street.
4. The proposal shall meet all applicable requirements and conditions as approved by the Heritage Preservation Commission per BZH-28550.
5. No alterations or modifications are approved to the Milwaukee Road Depot building or Freight House.

## ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. Correspondence
4. Zoning map
5. Site survey
6. Plans
7. Building elevations, renderings
8. Photos

## **Renaissance Depot Expansion Project Narrative**

January 19, 2015

### **Reason for Application**

CSM Corporation requests approval for the addition of 110 guestrooms to the existing Depot Renaissance at 225 South 3<sup>rd</sup> Avenue in Minneapolis. The hotel is part of the Milwaukee Road Depot development at 300 Washington Ave. S.

### **Existing Project Description**

The existing development contains the Milwaukee Road Depot building and shed along with the adjacent Renaissance and Residence Inn Hotels and parking areas. The Renaissance and Residence Inn Hotels were built as new construction in 2001 by CSM Corporation. The site does not fall within a historic district. The Depot building and shed were designed by Chicago Architect Charles Frost and built in 1897-1899. The Depot building and shed were designated as Historic Landmarks in 1979 and are part of the same development as the Renaissance and Residence Inn Hotels.

### **Proposed Project Description**

The proposed project is a 110 guestroom addition to the existing Depot Renaissance building. No work is planned for the Milwaukee Road Depot building or shed, which are the historic landmarks in the development. The project includes removal of the existing waterpark to make way for additional guestrooms, a fitness center, a concierge lounge and pool. In addition, a new story will be added on top of the existing Renaissance guestrooms. The addition does not fall within a historic district or alter the historic landmarks; however, the proposed alteration to the hotel has been designed to complement the historic landmarks on the site. The masonry for the addition matches the masonry on the existing Renaissance hotel which closely matches the masonry on the historic Depot building. The stone removed from the waterpark area will be reused to build the new pool and fitness center enclosure. The 6<sup>th</sup> floor addition will utilize steel framing and insulated metal panel to match the bronze metal panel and Fink trusses found on the historic Depot building and shed. The alteration will not materially impair the significance or integrity of the adjacent landmarks as the addition is designed to complement the existing development. The new 6<sup>th</sup> story provides a distinctive terminus that is reminiscent of the cap atop the Depot building tower. We believe the new design strengthens the contextual relationship to the historic landmarks.

In addition to the building improvements, CSM proposes to add landscaping to break up the parking field adjacent to the hotels by adding planters above the underground parking area. The eastern entry to the development will also be modified to improve pedestrian circulation by narrowing the driveway and providing a crosswalk to connect the sidewalk as it crosses the driveway.



**CSM** 500 Washington Avenue South, Suite 3000  
Minneapolis, MN 55415

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DEVELOPING REAL ESTATE FOR PEOPLE,  
BUSINESS & COMMUNITIES

January 19, 2015

Christie Rock-Hantge, Neighborhood Coordinator  
Downtown Minneapolis Neighborhood Association  
40 S. 7<sup>th</sup> Street  
Suite 212, PMB 172  
Minneapolis, MN 55402

Re: Depot Renaissance Expansion

Dear Ms. Rock-Hantge:

This letter is to inform you that CSM Corporation has submitted plans to the City of Minneapolis and the Historic Preservation Commission for our Milwaukee Road Depot development for site plan approval, general land use approval and a certificate of appropriateness.

**Reason for Application**

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**Proposed Project Description**

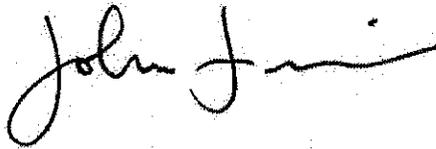
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CSM is extremely excited to add much needed guestrooms to our thriving Milwaukee Road Depot development and welcomes questions and comments regarding our applications.

Sincerely,

A handwritten signature in black ink, appearing to read "John Ferrier". The signature is fluid and cursive, with a large initial "J" and "F".

**JOHN FERRIER, AIA, NCARB, LEED AP, CID**  
*Vice President - Architecture*

CSM Corporation | 500 Washington Ave. S., Ste. 3000 | Minneapolis, MN 55415  
**Main:** 612.395.7000 | **Direct:** 612.395.7037 | **Mobile:** 612.816.1121 | **Fax:** 612.395.2731  
Email: [jferrier@csmcorp.net](mailto:jferrier@csmcorp.net) | [www.csmcorp.net](http://www.csmcorp.net)



**CSM** 500 Washington Avenue South, Suite 3000  
Minneapolis, MN 55415

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DEVELOPING REAL ESTATE FOR PEOPLE,  
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January 19, 2015

Jacob Frey  
Third Ward Councilman  
350 S. 5<sup>th</sup> Street, Room 307  
Minneapolis, MN 55415

Re: Depot Renaissance Expansion

Dear Mr. Frey:

This letter is to inform you that CSM Corporation has submitted plans to the City of Minneapolis and the Historic Preservation Commission for our Milwaukee Road Depot development for site plan approval, general land use approval and a certificate of appropriateness.

**Reason for Application**

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story will be added on top of the existing Renaissance guestrooms. The addition does not fall within a historic district or alter the historic landmarks; however, the proposed alteration to the hotel has been designed to complement the historic landmarks on the site. The masonry for the addition matches the masonry on the existing Renaissance hotel which closely matches the masonry on the historic Depot building. The stone removed from the waterpark area will be reused to build the new pool and fitness center enclosure. The 6<sup>th</sup> floor addition will utilize steel framing and insulated metal panel to match the bronze metal panel and Fink trusses found on the historic Depot building and shed. The alteration will not materially impair the significance or integrity of the adjacent landmarks as the addition is designed to complement the existing development. The new 6<sup>th</sup> story provides a distinctive terminus that is reminiscent of the cap atop the Depot building tower. We believe the new design strengthens the contextual relationship to the historic landmarks.

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**JOHN FERRIER, AIA, NCARB, LEED AP, CID**  
*Vice President - Architecture*

CSM Corporation | 500 Washington Ave. S., Ste. 3000 | Minneapolis, MN 55415  
**Main:** 612.395.7000 | **Direct:** 612.395.7037 | **Mobile:** 612.816.1121 | **Fax:** 612.395.2731  
Email: [jferrier@csmcorp.net](mailto:jferrier@csmcorp.net) | [www.csmcorp.net](http://www.csmcorp.net)

**From:** John Ferrier  
**To:** "jacob.frey@minneapolismn.gov"  
**Cc:** "heidi.ritchie@minneapolismn.gov"; rebecca.farrar@minneapolismn.gov; emily@dorancompanies.com; Ryan Freese (ryanf@dorancompanies.com); Dan Ullom  
**Subject:** Depot Renaissance Expansion Proposed Project  
**Date:** Monday, January 19, 2015 8:54:00 AM  
**Attachments:** letter to council ward-2015.pdf

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Jacob-

Please find attached a letter describing our proposed addition to our existing Depot Renaissance Hotel.

Thank you,



**CSM**  
PROPERTIES

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BUSINESS AND COMMUNITIES

**JOHN FERRIER, AIA, NCARB, LEED AP, CID**  
*Vice President - Architecture*

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Email: [jferrier@csmcorp.net](mailto:jferrier@csmcorp.net) | [www.csmcorp.net](http://www.csmcorp.net)

**Farrar, Rebecca D.**

---

**From:** Kimberly Welch <kimberlywelch@comcast.net>  
**Sent:** Monday, April 06, 2015 7:41 AM  
**To:** Farrar, Rebecca D.  
**Cc:** kimberlywelch@comcast.net  
**Subject:** Support for Depot Renaissance Hotel

Becca Farrar  
Senior Planner  
250 South 4th Street, Room 300  
Minneapolis, MN 55415

Dear Becca,

My name is Kim Welch and I live at 150 Portland Avenue, Unit #201. I received the public notice of the upcoming hearing regarding the property at 300 Washington Ave S.

I'm writing to inform you of my support of the proposed upgrades to the Depot Renaissance Hotel and the removal of the existing waterpark for additional guest rooms. I support the investment to expand and improve this location. I believe our community will benefit to have more guest rooms available and updated amenities. I appreciate the opportunity to voice my support.

Thank you,

Kim Welch

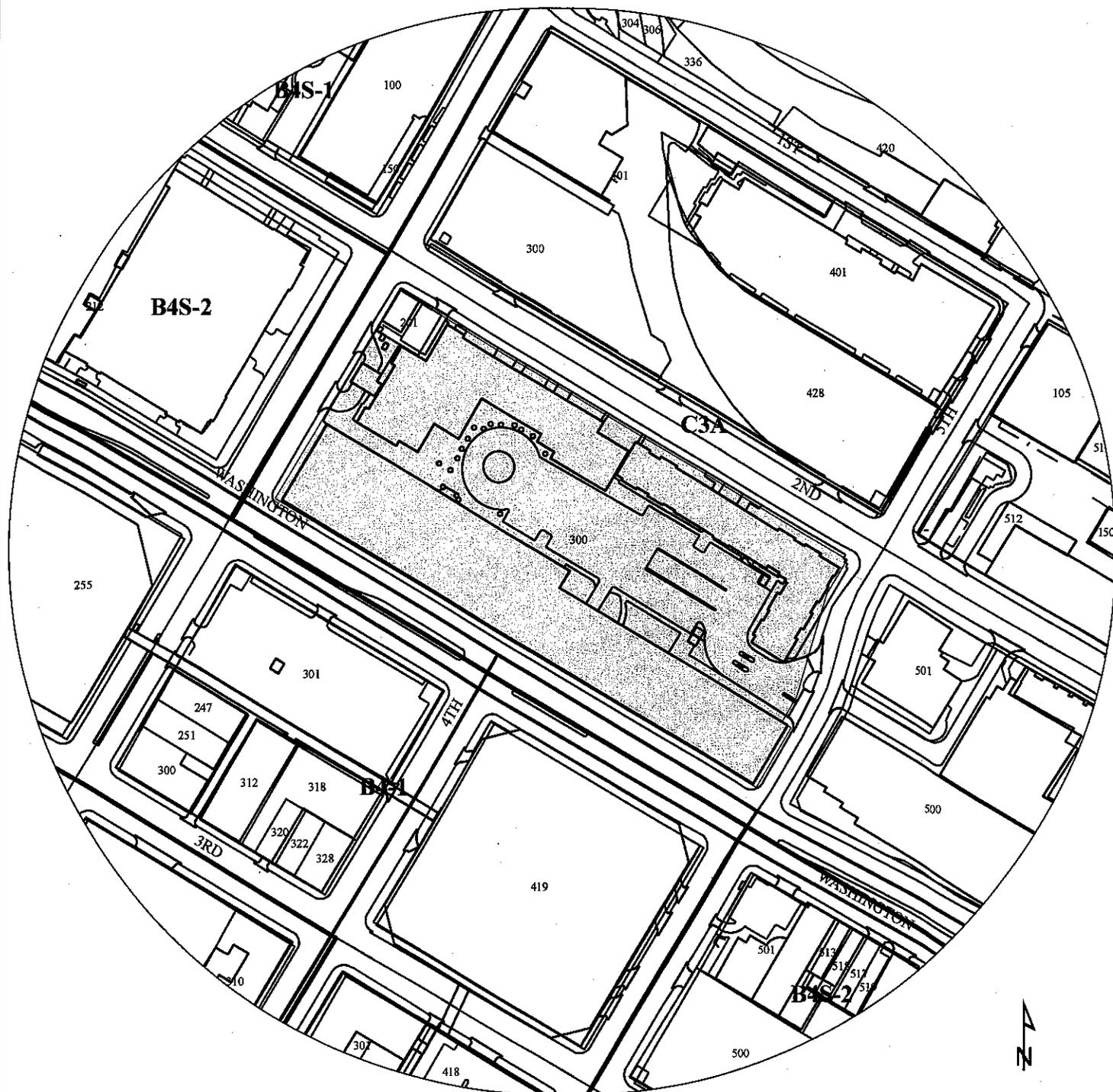
150 Portland Avenue, Unite 201  
Minneapolis, MN 55401

**CSM Corporation**

NAME OF APPLICANT

**3rd**

WARD



200 100 0 200 400

PROPERTY ADDRESS

**300 Washington Avenue South (225 3rd Avenue South)**

FILE NUMBER

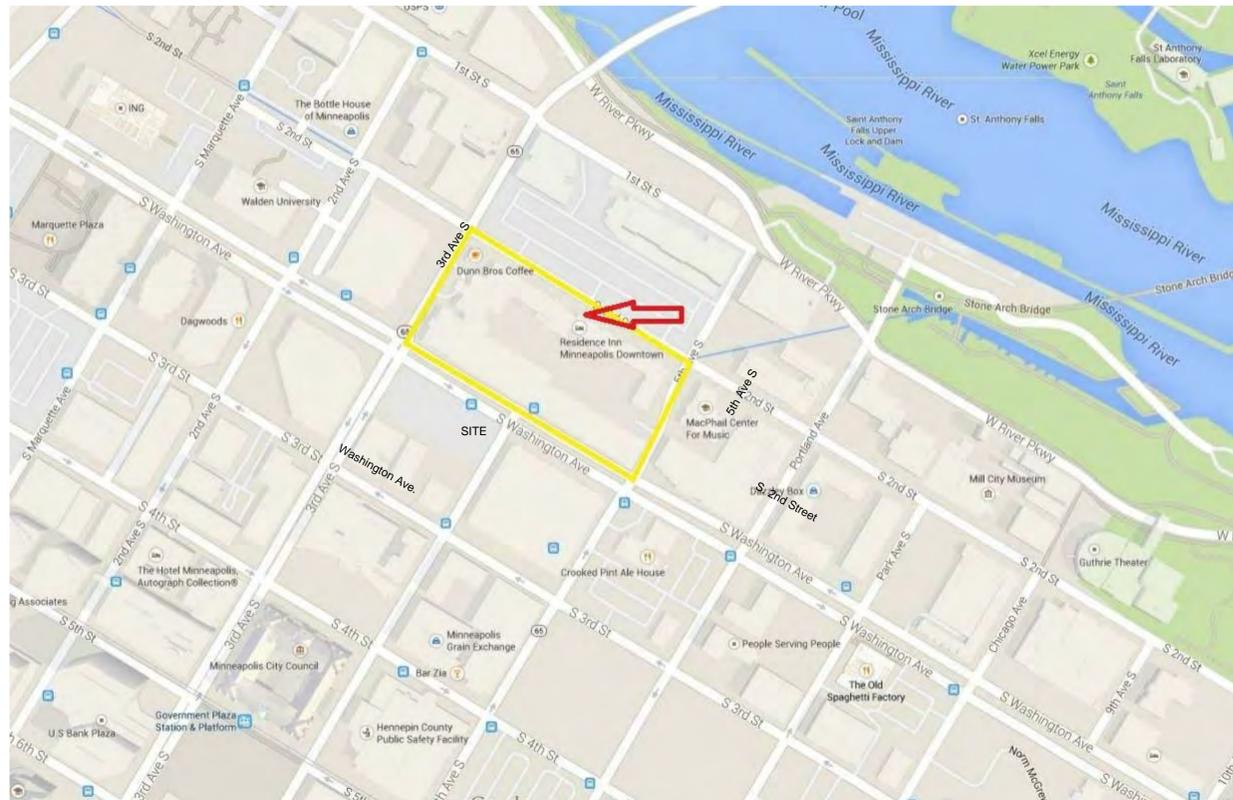
**BZZ-7082**

# DEPOT RENAISSANCE HOTEL EXPANSION

225 3rd Avenue South, Minneapolis, MN 55401

## REVISED LAND USE SUBMITTAL : APRIL 1, 2015

### Site Map



### View of Existing Site



### View of Proposed Renovation



### Sheet Index

SHEET NUMBER	SHEET NAME
Civil	
C-1	ALTA/ACSM LAND TITLE SURVEY
C-2	SITE PLAN
C-3	PEDESTRIAN ROUTE - SITE AND GRADING PLAN
C-4	DETAILS
L-1	LANDSCAPE PLAN
L-2	ILLUSTRATIVE LANDSCAPE PLAN
L-3	ILLUSTRATIVE ACCESS EXHIBIT
L-4	TRUCK MOVEMENT EXHIBIT
Architectural	
A1-1	SITE PHOTOS
A1-2	EXISTING DETAILS
A1-3	PERSPECTIVE VIEWS
A1-4	PERSPECTIVE VIEWS
A2-1	LEVEL 1
A2-2	MEZZANINE LEVEL
A2-3	LEVEL 2-5 (TYPICAL)
A2-4	LEVEL 6
A2-5	ENLARGED PLAN LEVEL 1
A2-6	ENLARGED PLAN MEZZANINE LEVEL
A2-7	ENLARGED PLAN LEVELS 2-5 (TYPICAL)
A2-8	ENLARGED PLAN LEVEL 6
A3-1	ELEVATIONS
A3-2	ELEVATIONS
A4-1	SHADOW STUDY

### Project Team

<b>Owner:</b> CSM Corporation 500 South Washington Avenue Minneapolis, MN 55415 Ph: 612.395.7000	<b>Contractor:</b> Doran Construction Company, LLC 7803 Glenroy Road Bloomington, MN 55349 Ph: 612-288-2000
<b>Architect:</b> CSM Corporation 500 South Washington Avenue Minneapolis, MN 55415 Ph: 612.395.7000	<b>Civil:</b> Alliant Engineering, Inc. 233 Park Avenue Minneapolis, MN 55415 Ph: 612.758.3080

### Design Narrative

**Existing Project Description**  
The existing development contains the Milwaukee Road Depot building and shed along with the adjacent Renaissance and Residence Inn Hotels and parking areas. The Renaissance and Residence Inn Hotels were built as new construction in 2001 by CSM Corporation. The site does not fall within a historic district. The Depot building and shed were designed by Chicago Architect Charles Frost and built in 1897-1899. The Depot building and shed were designated as Historic Landmarks in 1979 and are part of the same development as the Renaissance and Residence Inn Hotels.

**Proposed Project Description**  
The proposed project is a 110 guestroom addition to the existing Depot Renaissance building. No work is planned for the Milwaukee Road Depot building or shed, which are the historic landmarks in the development. The project includes removal of the existing waterpark to make way for additional guestrooms, a new fitness center, and pool. In addition, a new story will be added on top of the existing Renaissance guestrooms. The addition does not fall within a historic district or alter the historic landmarks; however, the proposed alteration to the hotel has been designed to complement the historic landmarks on the site. The masonry for the addition matches the masonry on the existing Renaissance hotel which closely matches the masonry on the historic Depot building. The stone removed from the waterpark area will be reused to build the new pool and fitness center enclosure. The 6th floor addition will utilize steel framing and insulated metal panel to match the bronze metal panel and Fink trusses found on the historic Depot building and shed. The alteration will not materially impair the significance or integrity of the adjacent landmarks as the addition is designed to complement the existing development. The new 6th story provides a distinctive terminus that is reminiscent of the cap atop the Depot building tower. We believe the new design strengthens the contextual relationship to the historic landmarks.

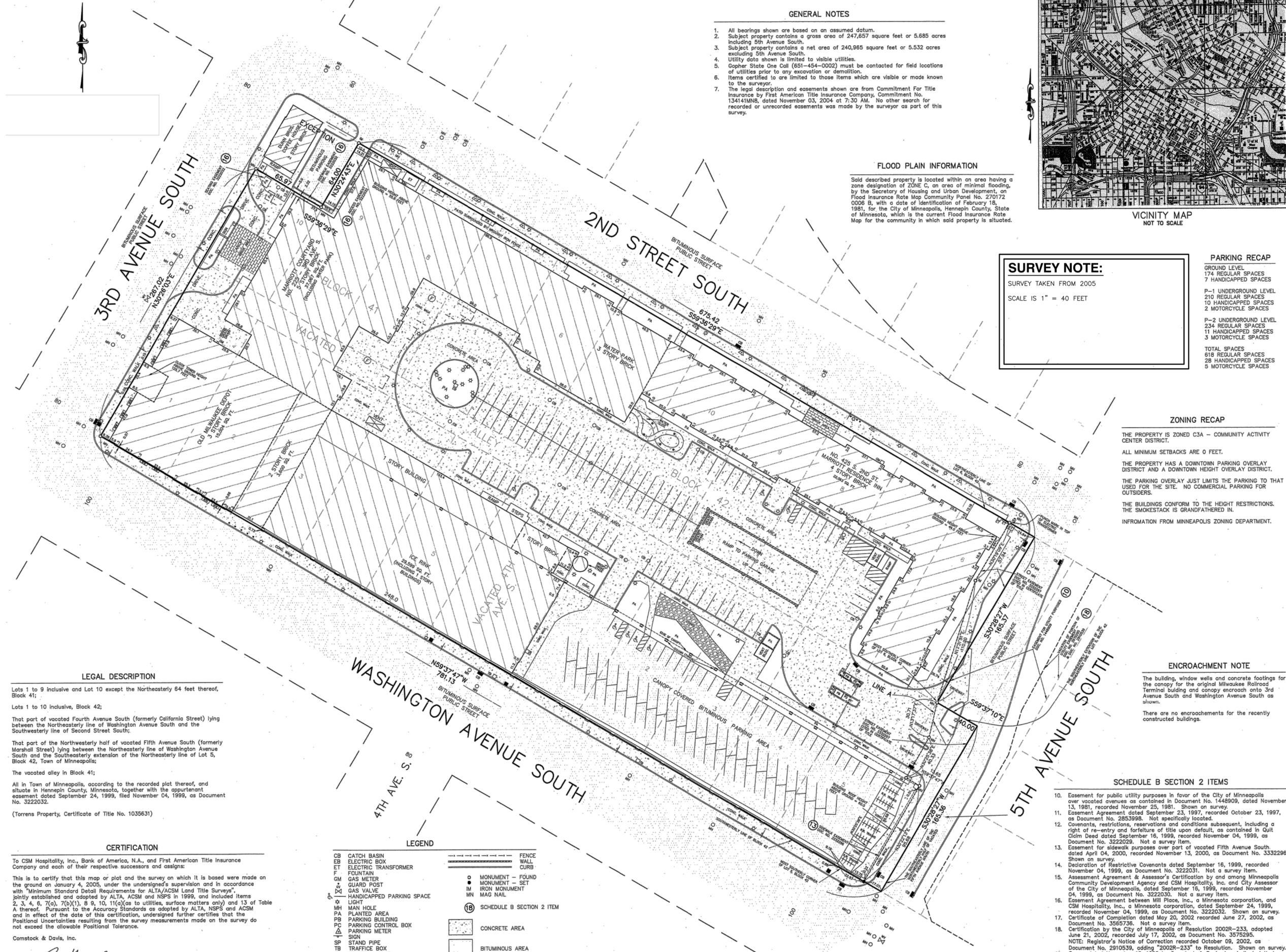
In addition to the building improvements, CSM proposes to add landscaping to break up the parking field adjacent to the hotels by adding planters above the underground parking area. The eastern entry to the development will also be modified to improve pedestrian circulation by narrowing the driveway and providing a crosswalk to connect the sidewalk as it crosses the driveway.

### Area Calculations

<b>Building Area for Complete Development:</b>
• Residence Inn = 91,600 sf
• Renaissance = 180,218 sf
• Depot Building = 47,726 sf
• Shed/Rink = 37,764 sf
• Misc. = 3,540 sf
• Parking = 169,711
• Total Building sf = 530,559 sf
• Site Area = 247,657 sf
• FAR = 2.14



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GENERAL NOTES

- 1. All bearings shown are based on an assumed datum.
2. Subject property contains a gross area of 247,657 square feet or 5.685 acres including 5th Avenue South.
3. Subject property contains a net area of 240,965 square feet or 5.532 acres excluding 5th Avenue South.
4. Utility data shown is limited to visible utilities.
5. Copher State One Call (651-454-0002) must be contacted for field locations of utilities prior to any excavation or demolition.
6. Items certified to are limited to those items which are visible or made known to the surveyor.
7. The legal description and easements shown are from Commitment For Title Insurance by First American Title Insurance Company, Commitment No. 134141MNB, dated November 03, 2004 at 7:30 AM. No other search for recorded or unrecorded easements was made by the surveyor as part of this survey.

FLOOD PLAIN INFORMATION

Sold described property is located within an area having a zone designation of ZONE C, an area of minimal flooding, by the Secretary of Housing and Urban Development, on Flood Insurance Rate Map Community Panel No. 270172 0006 B, with a date of identification of February 18, 1981, for the City of Minneapolis, Hennepin County, State of Minnesota, which is the current Flood Insurance Rate Map for the community in which sold property is situated.

SURVEY NOTE:

SURVEY TAKEN FROM 2005
SCALE IS 1" = 40 FEET

PARKING RECAP

- GROUND LEVEL
174 REGULAR SPACES
7 HANDICAPPED SPACES
P-1 UNDERGROUND LEVEL
210 REGULAR SPACES
10 HANDICAPPED SPACES
2 MOTORCYCLE SPACES
P-2 UNDERGROUND LEVEL
234 REGULAR SPACES
11 HANDICAPPED SPACES
3 MOTORCYCLE SPACES
TOTAL SPACES
618 REGULAR SPACES
28 HANDICAPPED SPACES
58 MOTORCYCLE SPACES

ZONING RECAP

THE PROPERTY IS ZONED C3A - COMMUNITY ACTIVITY CENTER DISTRICT.
ALL MINIMUM SETBACKS ARE 0 FEET.
THE PROPERTY HAS A DOWNTOWN PARKING OVERLAY DISTRICT AND A DOWNTOWN HEIGHT OVERLAY DISTRICT.
THE PARKING OVERLAY JUST LIMITS THE PARKING TO THAT USED FOR THE SITE. NO COMMERCIAL PARKING FOR OUTSIDERS.
THE BUILDINGS CONFORM TO THE HEIGHT RESTRICTIONS. THE SMOKESTACK IS GRANDFATHERED IN.
INFORMATION FROM MINNEAPOLIS ZONING DEPARTMENT.

ENCROACHMENT NOTE

The building, window wells and concrete footings for the canopy for the original Milwaukee Railroad Terminal building and canopy encroach onto 3rd Avenue South and Washington Avenue South as shown.
There are no encroachments for the recently constructed buildings.

SCHEDULE B SECTION 2 ITEMS

- 10. Easement for public utility purposes in favor of the City of Minneapolis over vacated avenues as contained in Document No. 1444909, dated November 13, 1991, recorded November 25, 1991. Shown on survey.
11. Easement Agreement dated September 23, 1997, recorded October 23, 1997, as Document No. 2853598. Not specifically located.
12. Covenants, restrictions, reservations and conditions subsequent, including a right of re-entry and forfeiture of title upon default, as contained in Quit Claim Deed dated September 16, 1999, recorded November 04, 1999, as Document No. 3222029. Not a survey item.
13. Easement for sidewalk purposes over part of vacated Fifth Avenue South dated April 04, 2000, recorded November 13, 2000, as Document No. 3332296. Shown on survey.
14. Declaration of Restrictive Covenants dated September 16, 1999, recorded November 04, 1999, as Document No. 3222031. Not a survey item.
15. Assessment Agreement & Assessor's Certification by and among Minneapolis Community Development Agency and CSM Hospitality, Inc. and City Assessor of the City of Minneapolis, dated September 16, 1999, recorded November 04, 1999, as Document No. 3222030. Not a survey item.
16. Easement Agreement between Mill Place, Inc., a Minnesota corporation, and CSM Hospitality, Inc., a Minnesota corporation, dated September 24, 1999, recorded November 04, 1999, as Document No. 3222032. Shown on survey.
17. Certificate of Completion dated May 20, 2002 recorded June 27, 2002, as Document No. 3555736. Not a survey item.
18. Certification by the City of Minneapolis of Resolution 2002R-233, adopted June 21, 2002, recorded July 17, 2002, as Document No. 3575295.
NOTE: Registrar's Notice of Correction recorded October 09, 2002, as Document No. 2910539, adding "2002R-233" to Resolution. Shown on survey.
19. Survey dated November 19, 1999 by Comstock & Davis, Inc. indicated that the building and canopy on the premises encroach into 3rd Avenue South and the building, window wells and concrete columns of the canopy encroach into Washington Avenue South.

LEGAL DESCRIPTION

Lots 1 to 9 inclusive and Lot 10 except the Northeastly 64 feet thereof, Block 41;
Lots 1 to 10 inclusive, Block 42;
That part of vacated Fourth Avenue South (formerly California Street) lying between the Northeastly line of Washington Avenue South and the Southwestly line of Second Street South;
That part of the Northwestly half of vacated Fifth Avenue South (formerly Marshall Street) lying between the Northeastly line of Washington Avenue South and the Southeastly extension of the Northeastly line of Lot 5, Block 42, Town of Minneapolis;
The vacated alley in Block 41;
All in Town of Minneapolis, according to the recorded plat thereof, and situate in Hennepin County, Minnesota, together with the appurtenant easement dated September 24, 1999, filed November 04, 1999, as Document No. 3222032.
(Torrens Property, Certificate of Title No. 1035631)

CERTIFICATION

To CSM Hospitality, Inc., Bank of America, N.A., and First American Title Insurance Company and each of their respective successors and assigns:
This is to certify that this map or plat and the survey on which it is based were made on the ground on January 4, 2005, under the undersigned's supervision and in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys", jointly established and adopted by ALTA, ACSM and NSPS in 1999, and included items 2, 3, 4, 6, 7(a), 7(b)(1), 8, 9, 10, 11(a) as to utilities, surface matters only) and 13 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA, NSPS and ACSM and in effect of the date of this certification, undersigned further certifies that the Positional Uncertainties resulting from the survey measurements made on the survey do not exceed the allowable Positional Tolerance.
Comstock & Davis, Inc.
By Ron Murphy, Licensed Land Surveyor, Minnesota License No. 10832, Date January 19, 2005

LEGEND

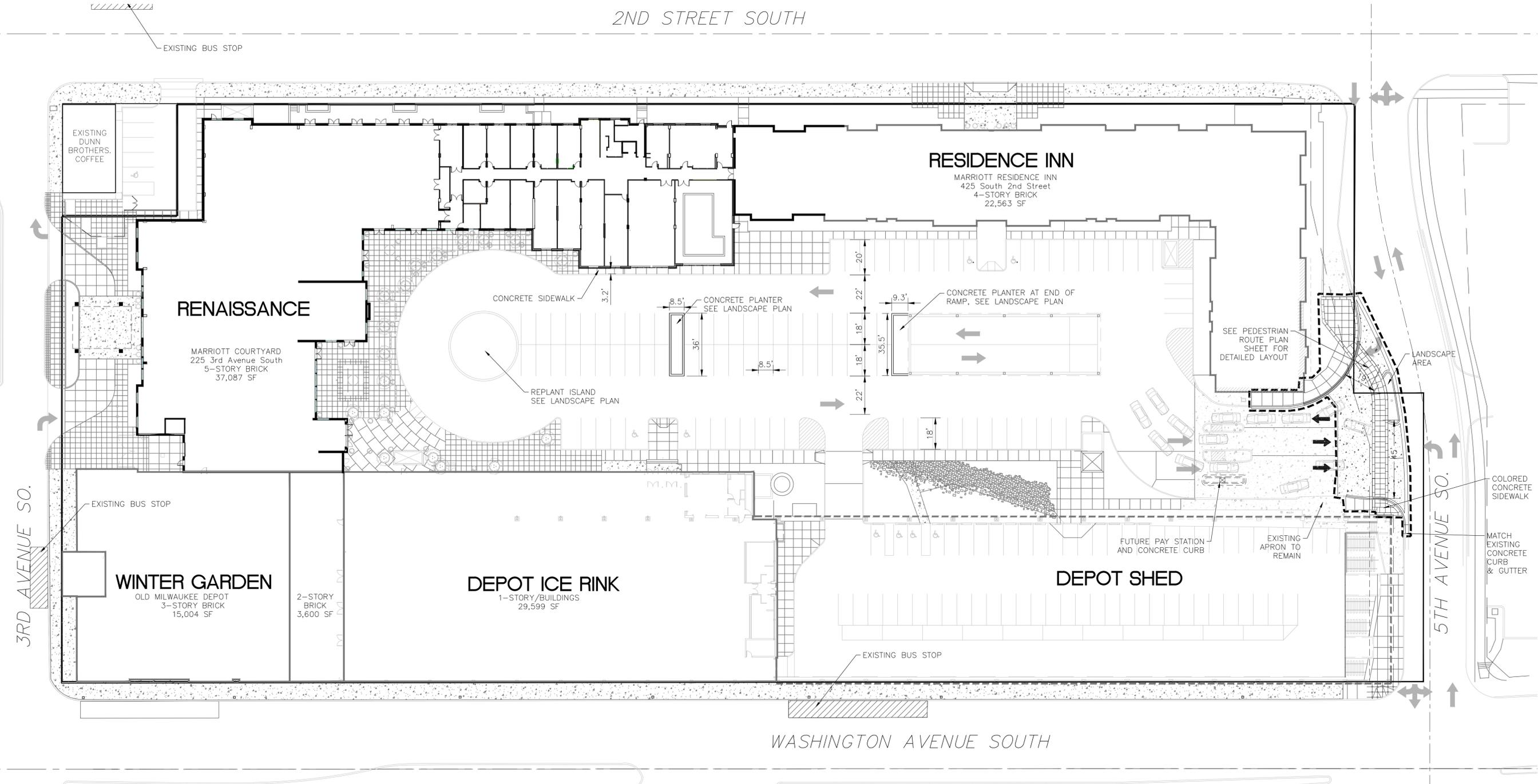
- CB CATCH BASIN
EB ELECTRIC BOX
ET ELECTRIC TRANSFORMER
F FOUNTAIN
GM GAS METER
GP GUARD POST
PA PLANTED AREA
PB PARKING BUILDING
PC PARKING CONTROL BOX
PM PARKING METER
SP STAND PIPE
TB TRAFFIC BOX
TW TRAFFIC LIGHT
WV WATER VALVE
WW WINDOW WELL
MONUMENT - FOUND
MONUMENT - SET
IRON MONUMENT
MAG NAIL
CONCRETE AREA
BITUMINOUS AREA
STONES
FENCE WALL
CURB

Project information block including: REVISIONS table, VICINITY MAP NOT TO SCALE, SURVEYOR'S CERTIFICATION, PROJECT TEAM DATA (DESIGNED: MK, DRAWN: ENK, PROJECT NO: 214-0150), and SHEET C-1.

Company and project information block including: CSM logo, Alliant Engineering, Inc. contact info, COMSTOCK & DAVIS, INC. logo, MILWAUKEE ROAD DEPOT LAND TITLE SURVEY, and LAND USE SUBMITTAL.

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2ND STREET SOUTH



**SITE PLAN NOTES:**

- ALL DIMENSIONS ARE TO FACE OF BUILDING AND/OR FACE OF CURB.
- REFER TO ARCHITECTURAL DRAWINGS FOR PROPOSED BUILDING ADDITION.
- CONTINUOUS CONCRETE CURB & GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
- ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT.
- ALL CURB AND GUTTER AND SIDEWALK WITHIN R.O.W. TO BE PER CITY STANDARDS.
- ALL WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY ENGINEERING DESIGN STANDARDS.
- ALL CURB AND GUTTER TO BE CONCRETE B612 CURB UNLESS NOTED OTHERWISE, PER CITY STANDARDS.
- CONCRETE APRONS TO BE INSTALLED FOR ALL ACCESS DRIVES ON TO PUBLIC STREETS PER COUNTY & CITY STANDARDS.
- CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAYS, PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
- ALL CONCRETE PADS TO BE 3000 PSI AIR ENTRAINED 6" CONCRETE WITH #4 BARS @ 12" O.C. AND BROOM FINISHED.
- PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION PER MNDOT STANDARDS.

**SITE DATA:**

EXISTING ZONING: C3A  
 LOT AREA: 247,657 SF

EXISTING BUILDINGS TOTAL FOOTPRINT AREA: 138,030 SF  
 MARRIOTT COURTYARD/RENAISSANCE= 37,150 SF  
 MARRIOTT RESIDENCE INN= 22,563 SF  
 OLD MILWAUKEE DEPOT/WINTER GARDEN= 15,004 SF  
 DEPOT ICE RINK= 29,599 SF  
 DEPOT SHED= 33,714

PROPOSED BUILDINGS TOTAL FOOTPRINT AREA: 138,092 SF  
 MARRIOTT COURTYARD/RENAISSANCE= 37,212 SF  
 MARRIOTT RESIDENCE INN= 22,563 SF  
 OLD MILWAUKEE DEPOT/WINTER GARDEN= 15,004 SF  
 DEPOT ICE RINK= 29,599 SF  
 DEPOT SHED= 33,714

EXISTING NET LOT AREA: 109,627 SF  
 PROPOSED NET LOT AREA: 109,565 SF

EXISTING RENAISSANCE BUILDING FLOOR AREA: 136,124 SF  
 PROPOSED RENAISSANCE BUILDING FLOOR AREA: 180,218 SF

GREEN SPACE CALCULATIONS PER NET LOT AREA

	EXISTING	PROPOSED
IMPERVIOUS	95,234 SF 86.9% OF NET LOT	93,422 SF 85.3 % OF NET LOT
PERVIOUS	14,393 SF 13.1% OF NET LOT	16,143 SF 14.7 % OF NET LOT

PROPOSED DISTURBED AREA NOT OVER 4,060 SF  
 EXISTING PARKING STRUCTURE: 4,060 SF  
 (STORM WATER MANAGEMENT PLAN NOT REQUIRED SINCE LAND DISTURBING ACTIVITIES TO BE LESS THAN ONE ACRE)

**PARKING DATA:**

EXISTING PARKING  
 100 STALLS SURFACE  
 82 DEPOT SHED  
 214 STALLS P-1 LEVEL UNDERGROUND  
 250 STALLS P-2 LEVEL UNDERGROUND  
 646 TOTAL EXISTING PARKING STALLS  
 (OF TOTAL = 28 ADA STALLS)  
 (PLUS 6 MOTORCYCLE STALLS)

PROPOSED PARKING CHANGE  
 (-4) STALLS SURFACE

TOTAL PROPOSED PARKING  
 96 STALLS SURFACE  
 82 DEPOT SHED  
 214 STALLS P-1 UNDERGROUND  
 250 STALLS P-2 UNDERGROUND  
 642 TOTAL STALLS  
 (OF TOTAL = 28 ADA STALLS)  
 (6 MOTORCYCLE STALLS)

**LEGEND:**

- B612 CURB AND GUTTER
- LIMITS OF CONSTRUCTION
- EXISTING PROPERTY LINE
- CONCRETE PAVEMENT

**SNOW REMOVAL:**  
 SNOWFALLS OVER 2-3 INCHES SHALL BE HAULED OFF-SITE AND PROPERLY DISPOSED OF.



FOR REVIEW ONLY  
**PRELIMINARY**  
 NOT FOR CONSTRUCTION

**MILWAUKEE ROAD DEPOT**  
 MARRIOTT HOTEL EXPANSION  
 225 3RD AVENUE SOUTH  
 MINNEAPOLIS, MN 55401

**LAND USE SUBMITTAL**  
**SITE PLAN**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date \_\_\_\_\_ License No. \_\_\_\_\_

**QUALITY ASSURANCE/CONTROL**

DATE	ISSUE
1-20-15	PLANNING REVIEW
1-23-15	PDR SUBMITTAL
3-12-15	LAND USE SUBMITTAL
4-1-15	REVISED LAND USE SUBMITTAL

**PROJECT TEAM DATA**  
 DESIGNED: MK  
 DRAWN: EMK  
 PROJECT NO: 214-0150

**C-2**

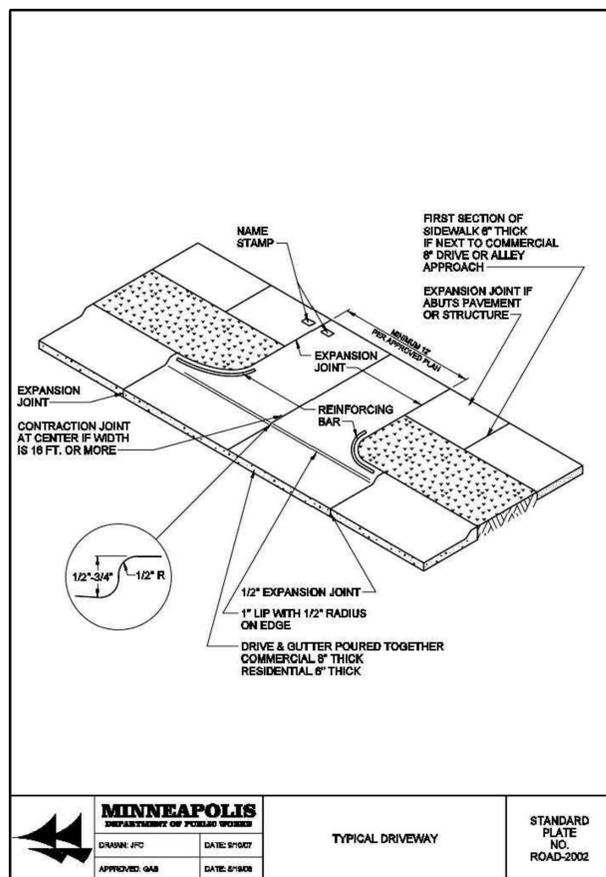
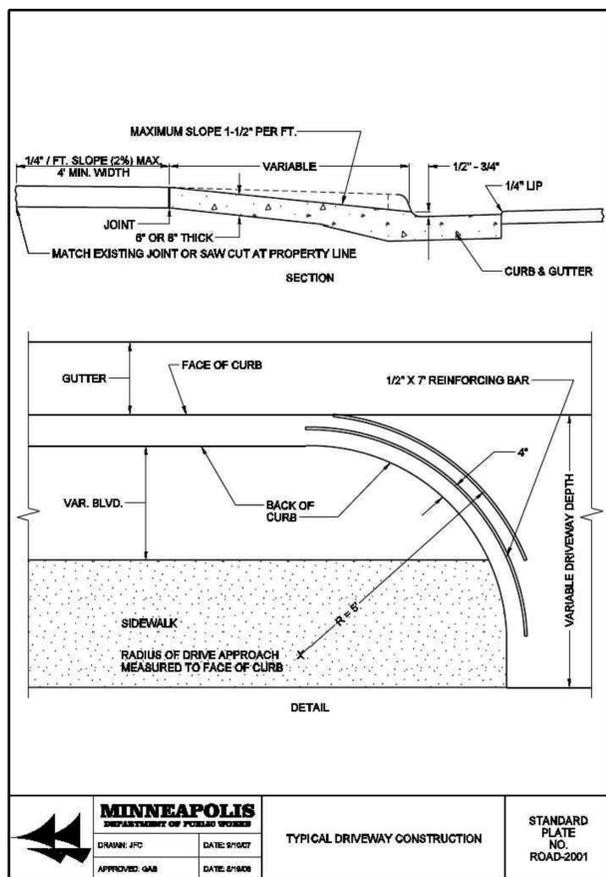
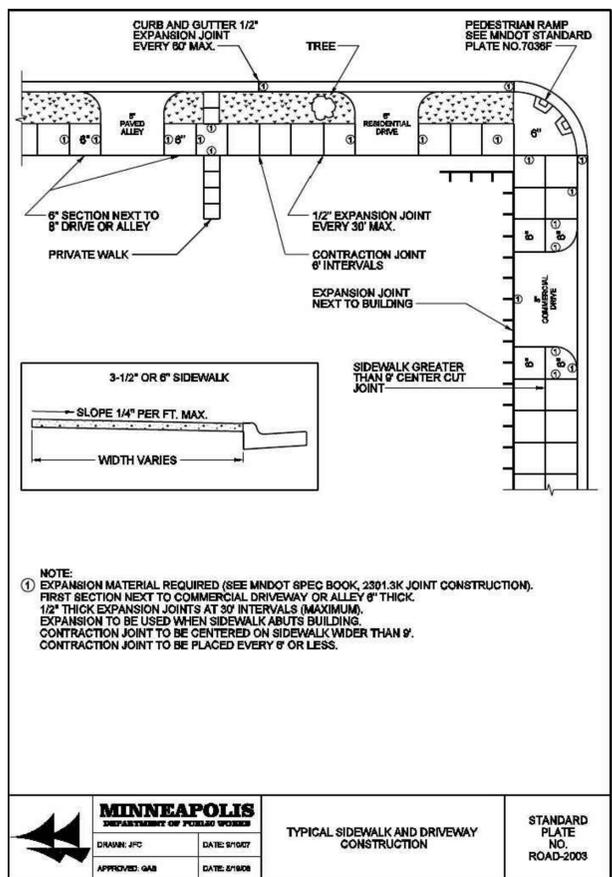
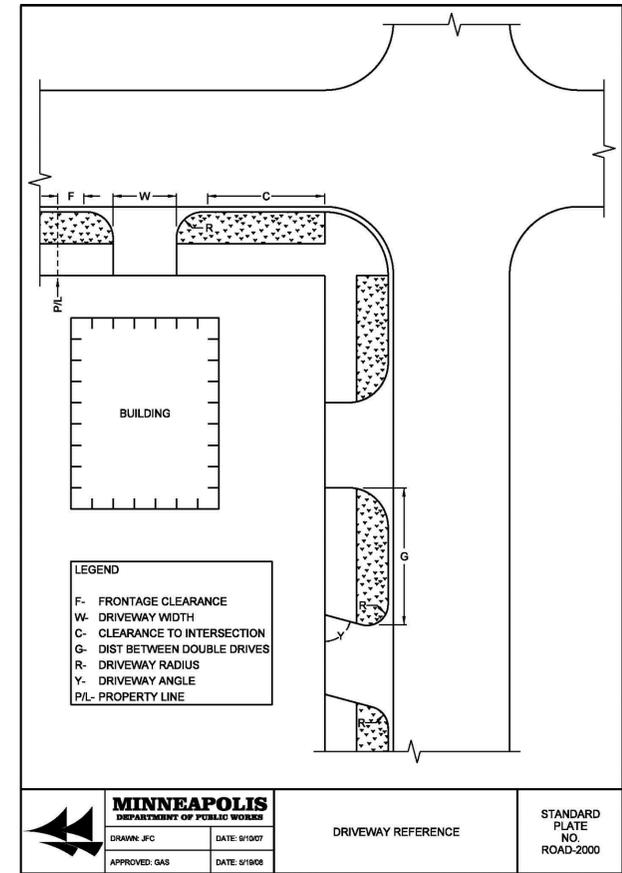
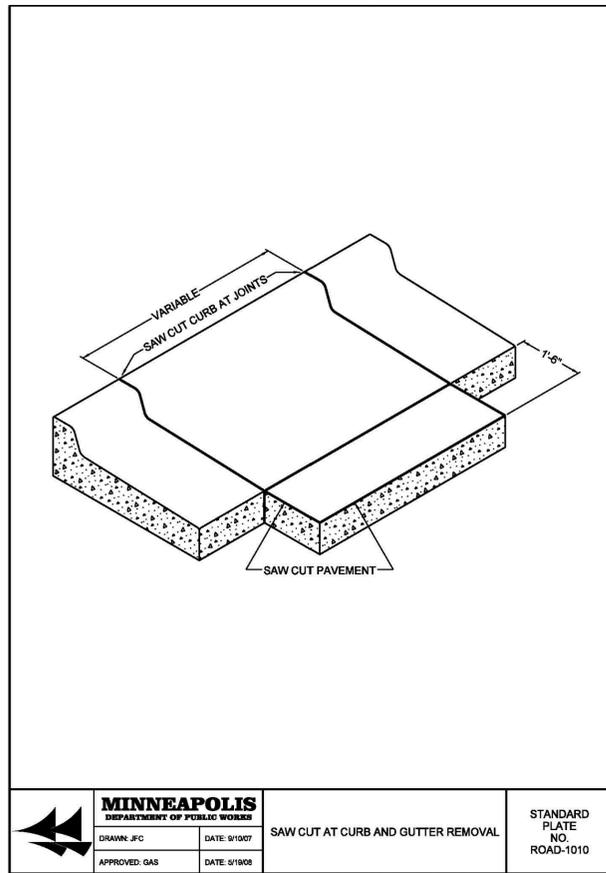
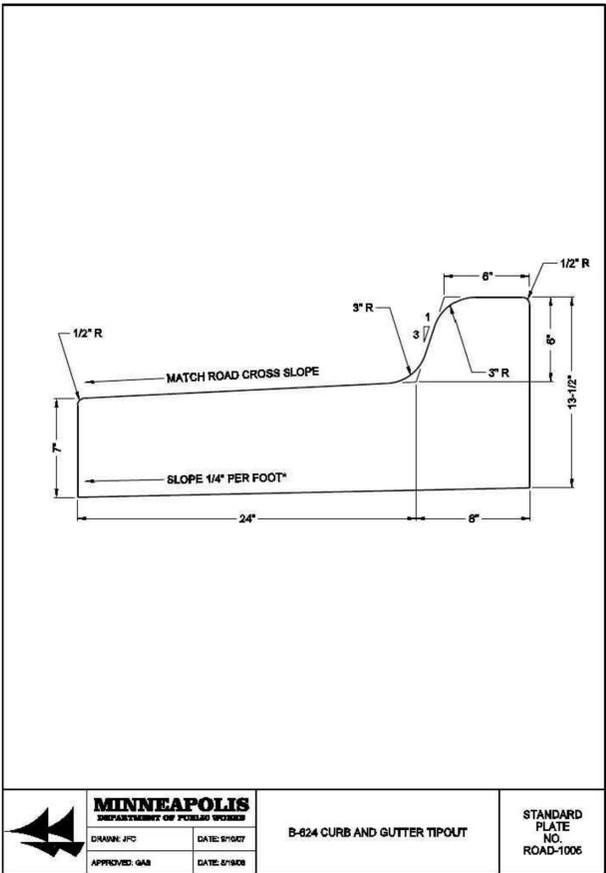
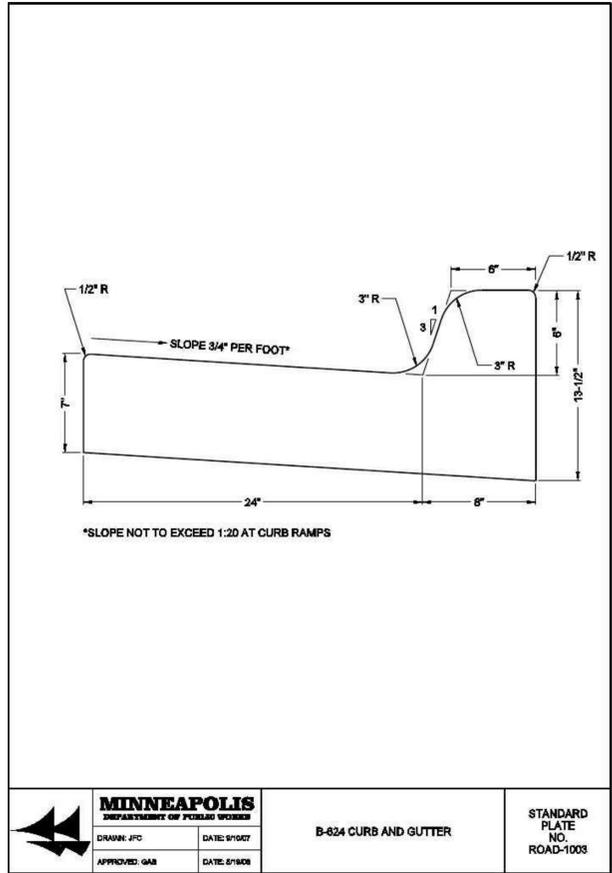
SHEET

**CSM**  
 DEVELOPING REAL ESTATE FOR PEOPLE.  
 500 Washington Avenue South, Suite 9000  
 Minneapolis, MN 55415  
 Tel: (612) 395-7000 Fax: (612) 395-7002

Alliant Engineering, Inc.  
 233 Park Ave S, Ste 300  
 Minneapolis, MN 55415  
 612.758.3080 MAIN  
 612.758.3099 FAX  
 www.alliant-inc.com



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**MILWAUKEE ROAD DEPOT**  
**MARRIOTT HOTEL EXPANSION**  
 225 3RD AVENUE SOUTH  
 MINNEAPOLIS, MN 55401  
**LAND USE SUBMITTAL**  
**DETAILS**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA

CLARK WICKLUND, PE  
 Date \_\_\_\_\_ License No. \_\_\_\_\_

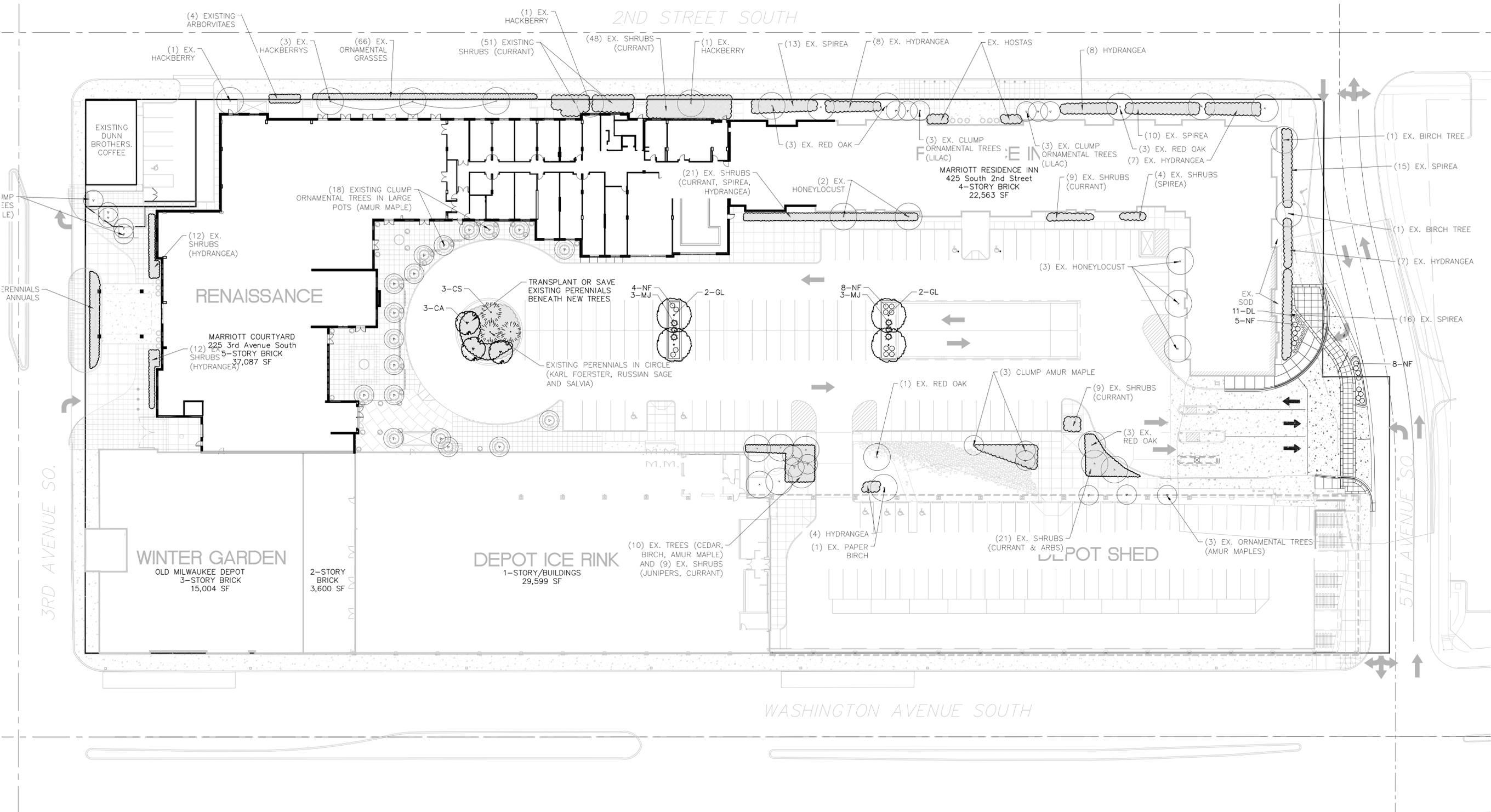
**QUALITY ASSURANCE/CONTROL**

BY	DATE
1-20-15	PLANNING REVIEW
3-12-15	LAND USE SUBMITTAL
4-1-15	REVISED LAND USE SUBMITTAL

**PROJECT TEAM DATA**  
 DESIGNED: MK  
 DRAWN: EMK  
 PROJECT NO: 214-0150

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Drawing name: X:\2014\140150\plan\_sheets\140150-land.dwg Apr 01, 2015 - 11:30am



**LANDSCAPE NOTES:**

- LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
- CALL GOPHER STATE ONE CALL AT 651-454-0002 FOR LOCATING ALL UNDERGROUND UTILITIES AND AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC. RESULTING FROM LANDSCAPE CONSTRUCTION.
- STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
- INSTALL 4" MIN. TOP SOIL TO ALL SHRUB AREAS. CONTRACTOR RESPONSIBLE FOR FINE GRADING ALL SOD AREAS. INSTALL 12" TOP SOIL TO PERENNIAL AREAS.
- ALL PLANTING AREAS UNLESS SPECIFIED AS OTHER, TO BE BED MULCHED WITH 3" DEPTH OF ROCK MULCH, MATCH EXISTING ON SITE.
- PLANTING SOIL SHALL CONSIST OF 1:1:1 OF LOAMY TOPSOIL, PEAT MOSS AND PIT RUN SAND.
- COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE. MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
- ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
- MAINTAIN ALL PLANT MATERIALS, INCLUDING WATERING, UNTIL THE TIME OF ACCEPTANCE. ANY MATERIAL WHICH DIES OR DEFOLIATES (PRIOR TO THE ACCEPTANCE OF THE WORK) WILL BE PROMPTLY REMOVED AND REPLACED.
- THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
- COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
- STAKING AND GUYING OF TREES OPTIONAL; MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
- SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
- MODIFY EXISTING IRRIGATION SYSTEM TO PROVIDE 100% COVERAGE OF NEW PLANTING AREAS. COORDINATE WITH G.C.

**LANDSCAPE SCHEDULE**

QTY.	KEY	COMMON NAME/ BOTANICAL NAME	SIZE	REMARKS
3	CS	CONIFERS COLORADO BLUE SPRUCE UPRIGHT <i>Picea pungens 'Fastigiata'</i>	6' HT. B&B	FULL FORM
4	GL	OVERSTORY TREES GREENSPIRE LINDEN <i>Tilia Cordata 'Greenspire'</i>	2" CAL. B&B	STRAIGHT TRUNK
3	CA	ORNAMENTAL TREES PRAIRIE ROSE CRABAPPLE <i>Malus 'Prairie Rose'</i>	2" CAL. B&B	STRAIGHT TRUNK
6	MJ	SHRUBS MINT JULEP JUNIPER <i>Juniperus chinensis 'Mint Julep'</i>	30" DIA. CONT.	MIN. 5 CANES AT DIA. SPEC.
26	NF	NEON FLASH SPIREA <i>Spiraea japonica 'Neon Flash'</i>	24" HT. CONT.	MIN. 5 CANES AT HT. SPEC.
11	DL	PERENNIALS RED VOLUNTEER DAYLILY <i>Hemerocallis 'Red Volunteer'</i>	1 GAL. CONT.	

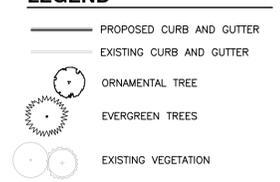
NOTES: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN EVENT OF DISCREPANCY.

**LANDSCAPE DATA:**

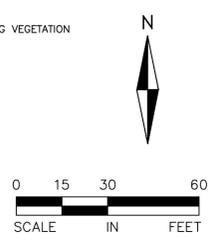
EXISTING CANOPY TREES = 26  
 PROPOSED CANOPY TREES = 4  
 TOTAL CANOPY TREES = 30 TOTAL

EXISTING SHRUBS = 246  
 PROPOSED SHRUBS = 32 NEW SHRUBS  
 TOTAL SHRUBS = 278 TOTAL

**LEGEND**



FOR REVIEW ONLY  
PRELIMINARY  
NOT FOR CONSTRUCTION



**MILWAUKEE ROAD DEPOT**  
 MARRIOTT HOTEL EXPANSION  
 225 3RD AVENUE SOUTH  
 MINNEAPOLIS, MN 55401

**LAND USE SUBMITTAL**  
**LANDSCAPE PLAN**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of MINNESOTA

MARK KRONBECK, PLA, ASLA

Date \_\_\_\_\_ License No. \_\_\_\_\_

**QUALITY ASSURANCE/CONTROL**

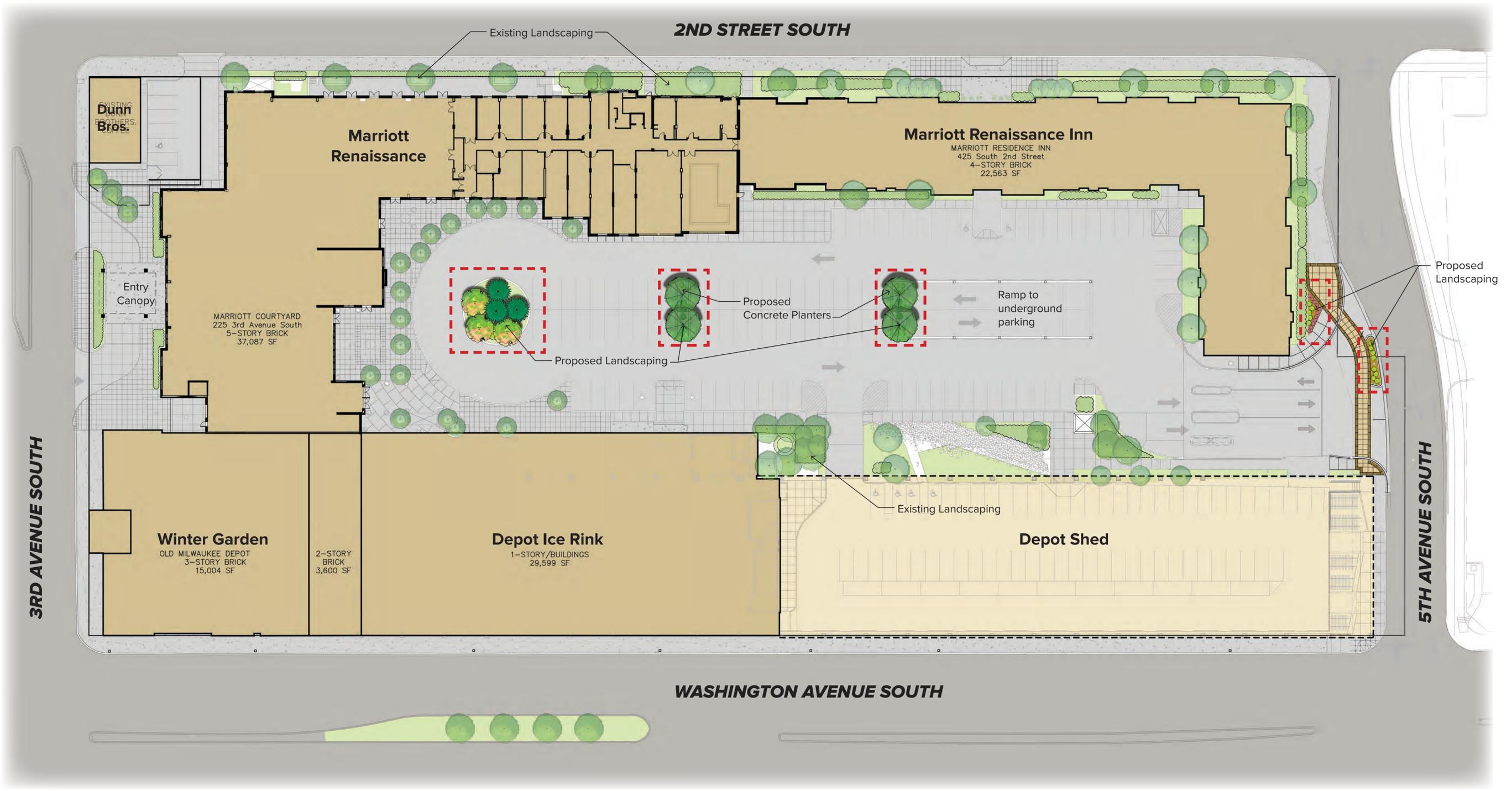
DATE	ISSUE
1-20-15	PLANNING REVIEW
1-23-15	PDR SUBMITTAL
3-12-15	LAND USE SUBMITTAL
4-1-15	REVISED LAND USE SUBMITTAL

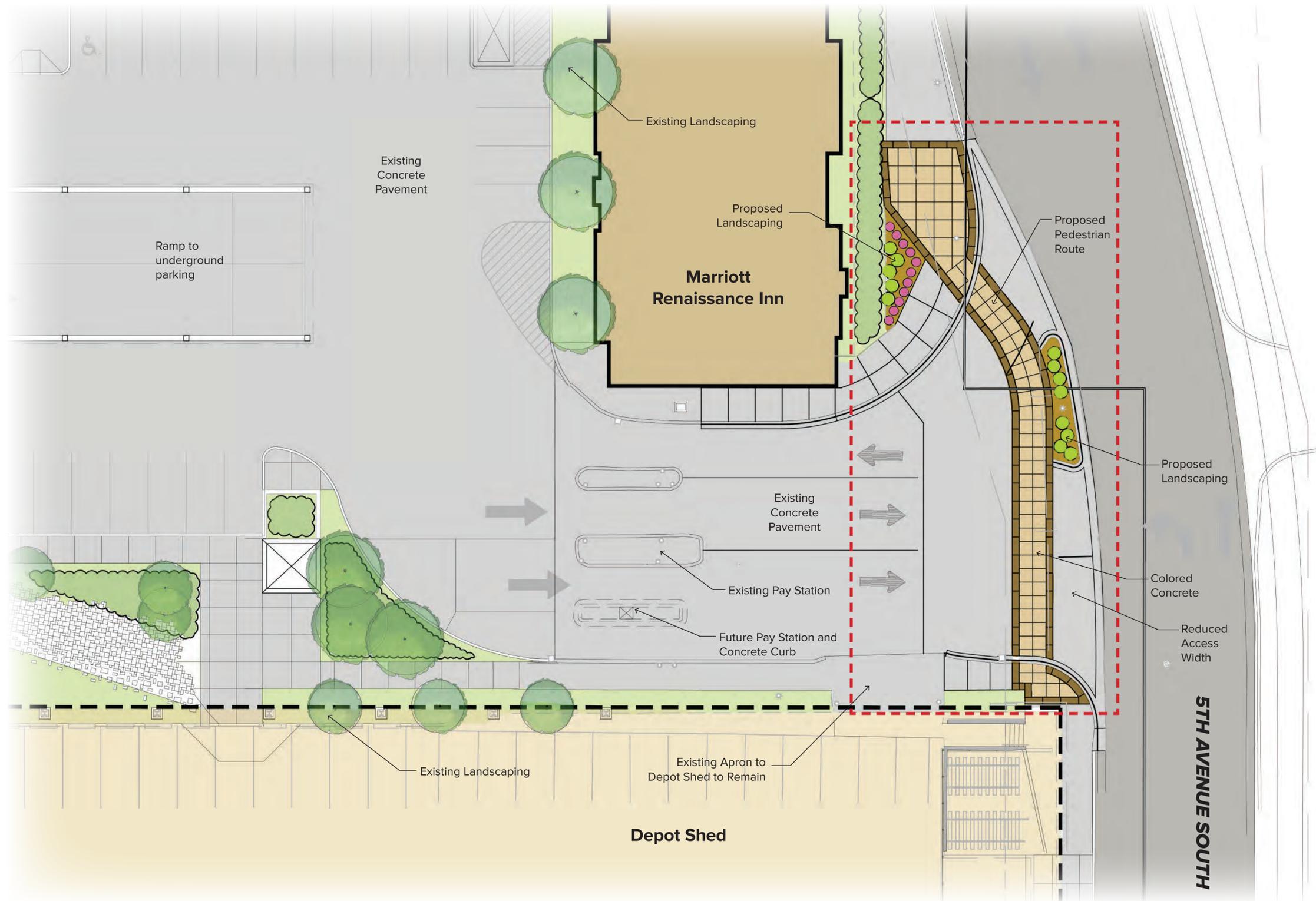
**PROJECT TEAM DATA**  
 DESIGNED: MK  
 DRAWN: EMK  
 PROJECT NO: 214-0150

**CSM**  
 DEVELOPING REAL ESTATE FOR PEOPLE.  
 BUSINESS & COMMUNITIES

500 Washington Avenue South, Suite 9000  
 Minneapolis, MN 55415  
 Tel: (612) 958-7000 Fax: (612) 958-7002

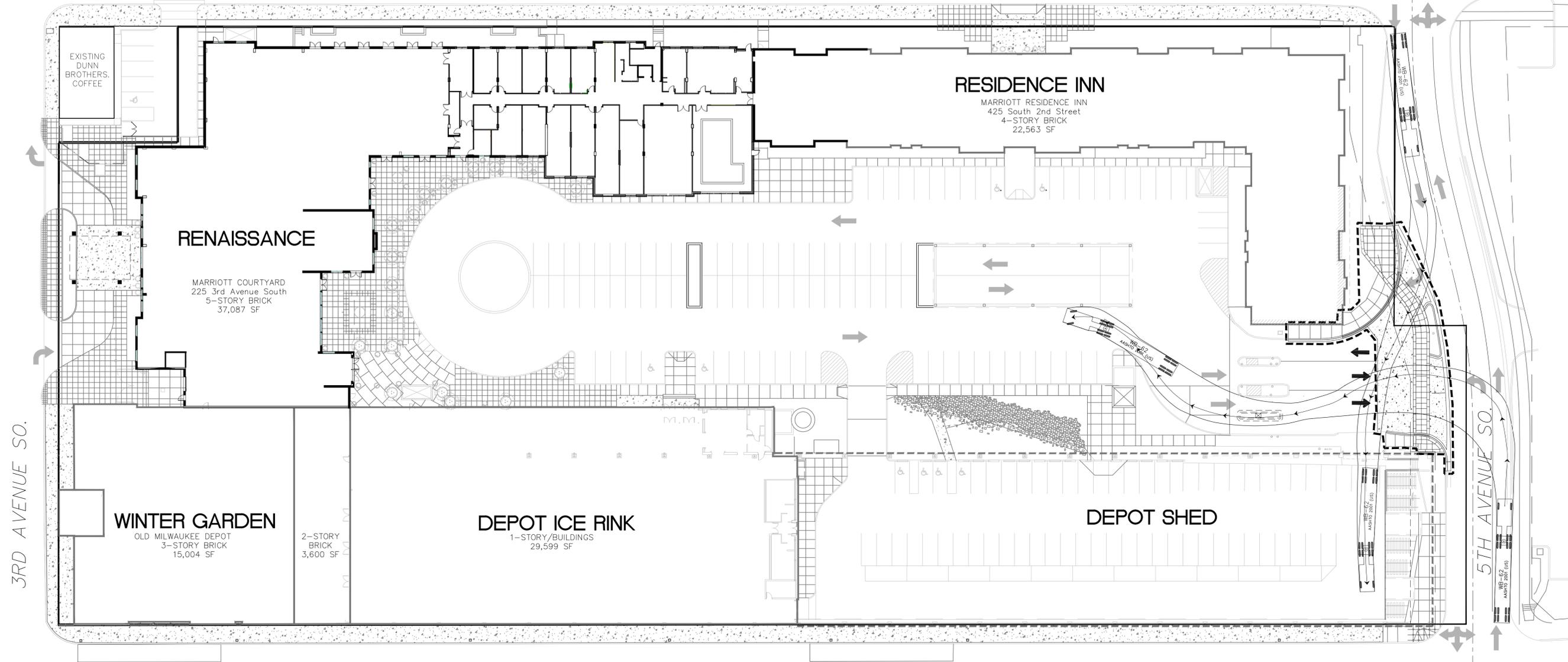
Alliant Engineering, Inc.  
 233 Park Ave S, Ste 300  
 Minneapolis, MN 55415  
 612.758.3080 MAIN  
 612.758.3099 FAX  
 www.alliant-inc.com





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2ND STREET SOUTH



WASHINGTON AVENUE SOUTH

3RD AVENUE SO.

5TH AVENUE SO.

**CSM**  
 500 Washington Avenue South, Suite 9000  
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**MILWAUKEE ROAD DEPOT**  
 MARRIOTT HOTEL EXPANSION  
 225 3RD AVENUE SOUTH  
 MINNEAPOLIS, MN 55401  
**LAND USE SUBMITTAL**  
**TRUCK MOVEMENT EXHIBIT**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA

CLARK WICKLUND, PE

Date \_\_\_\_\_ License No. \_\_\_\_\_

QUALITY ASSURANCE/CONTROL

DATE	ISSUE
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3-12-15	LAND USE SUBMITTAL
4-1-15	REVISED LAND USE SUBMITTAL

PROJECT TEAM DATA  
 DESIGNED: MK  
 DRAWN: EMK  
 PROJECT NO: 214-0150

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**PRELIMINARY**  
 NOT FOR CONSTRUCTION



**L-4**

SHEET



① Existing View 1  
3" = 1'-0"



③ Existing View 3  
3" = 1'-0"



② Existing View 2  
3" = 1'-0"



④ Existing View 4  
3" = 1'-0"

4/1/2015 11:38:52 AM



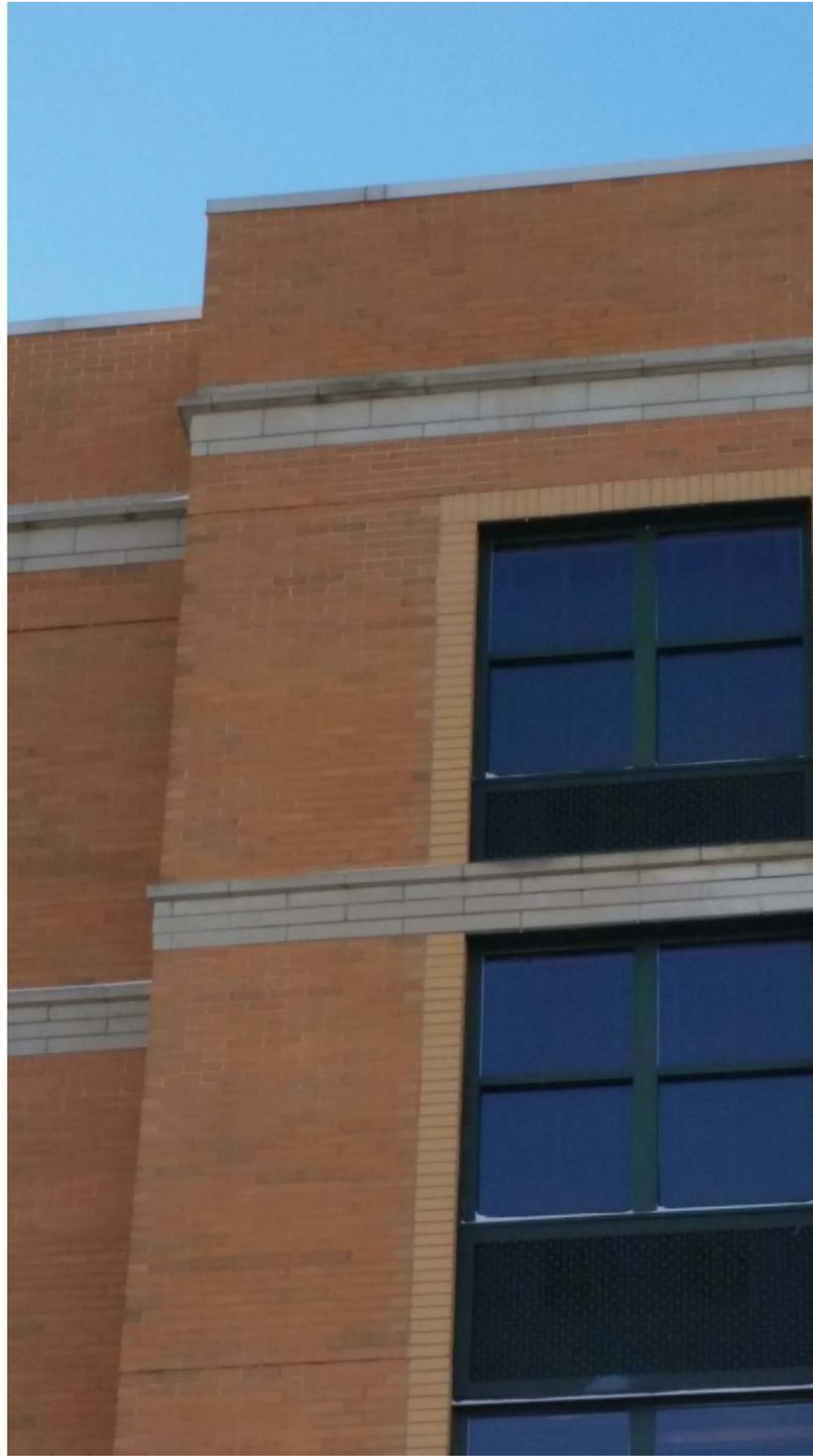
CSM

R  
RENAISSANCE®  
HOTELS

Depot Renaissance  
Hotel Expansion  
225 3rd Avenue South,  
Minneapolis, MN 55401

SITE PHOTOS

A1-1



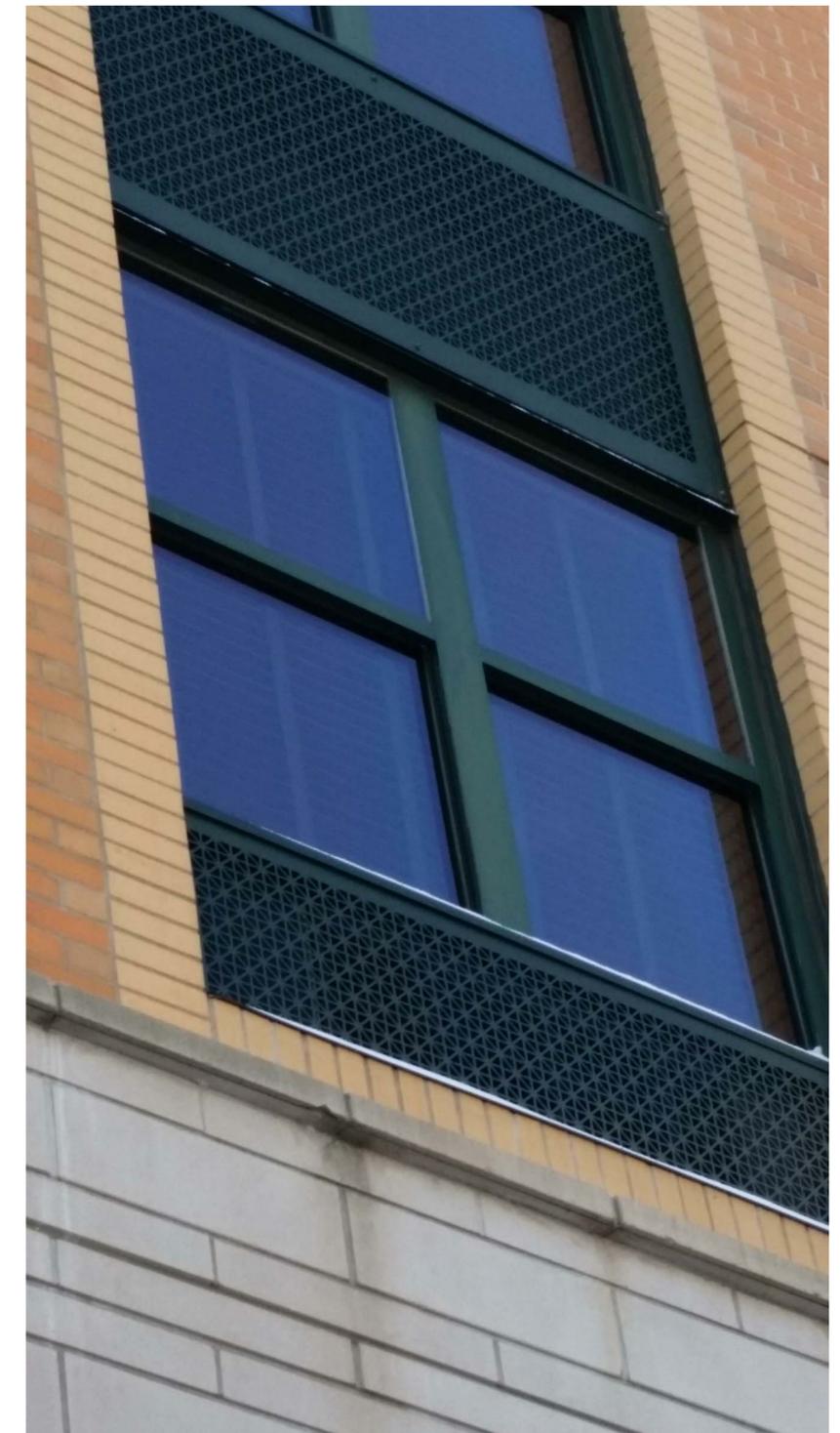
① Existing Decorative Banding  
NTS

THE EXISTING DECORATIVE CMU BANDING, AROUND THE PERIMETER OF THE BUILDING, WILL BE RETAINED AT THE 5TH FLOOR LEVEL. THE PARAPET AND CMU CAP WILL BE REMOVED TO ALLOW FOR THE ADDITION. A NEW DECORATIVE METAL CORNICE DETAIL WILL BE INSTALLED IN PLACE OF THE EXISTING CMU CAP, TO EMULATE THIS DETAILING AND TO CREATE A TRANSITION TO THE METAL PANEL CONSTRUCTION OF THE NEW 6TH FLOOR.



② Existing Decorative CMU  
NTS

THE BASE OF THE EXISTING BUILDING IS DETAILED WITH ALTERNATING COURSES OF CMU BLOCK AND DECORATIVE BRICK. THIS WALL DETAIL WILL BE REPEATED ON THE NEW POOL AND FITNESS ADDITION AT THE SOUTH SIDE OF THE BUILDING.



③ Existing Window  
NTS

THE EXISTING VERTICAL BANDS OF WINDOWS WILL BE EXTENDED WHERE GUESTROOMS ARE BEING ADDED TO THE MEZZANINE AND FIRST FLOORS. THE EXISTING WINDOWS ARE GREEN ALUMINUM WHICH WILL BE REPEATED WITHIN ALL NEW WORK. IN ADDITION, THE DECORATIVE GRILLES BELOW EACH WINDOW WILL BE REPEATED FOR THE NEW GUESTROOMS.

4/1/2015 11:38:59 AM



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R  
RENAISSANCE®  
HOTELS

Depot Renaissance  
Hotel Expansion  
225 3rd Avenue South,  
Minneapolis, MN 55401

EXISTING DETAILS

A1-2



PERSPECTIVE VIEW OF PROPOSED PROJECT - VIEW FROM 3RD AVENUE SOUTH AND 2ND STREET SOUTH

4/1/2015 11:39:04 AM



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R  
RENAISSANCE®  
HOTELS

Depot Renaissance  
Hotel Expansion  
225 3rd Avenue South,  
Minneapolis, MN 55401

PERSPECTIVE  
VIEWS

A1-3



PERSPECTIVE VIEW OF PROPOSED PROJECT - PARKING LOT OFF OF 5TH AVENUE SOUTH

4/1/2015 11:39:08 AM



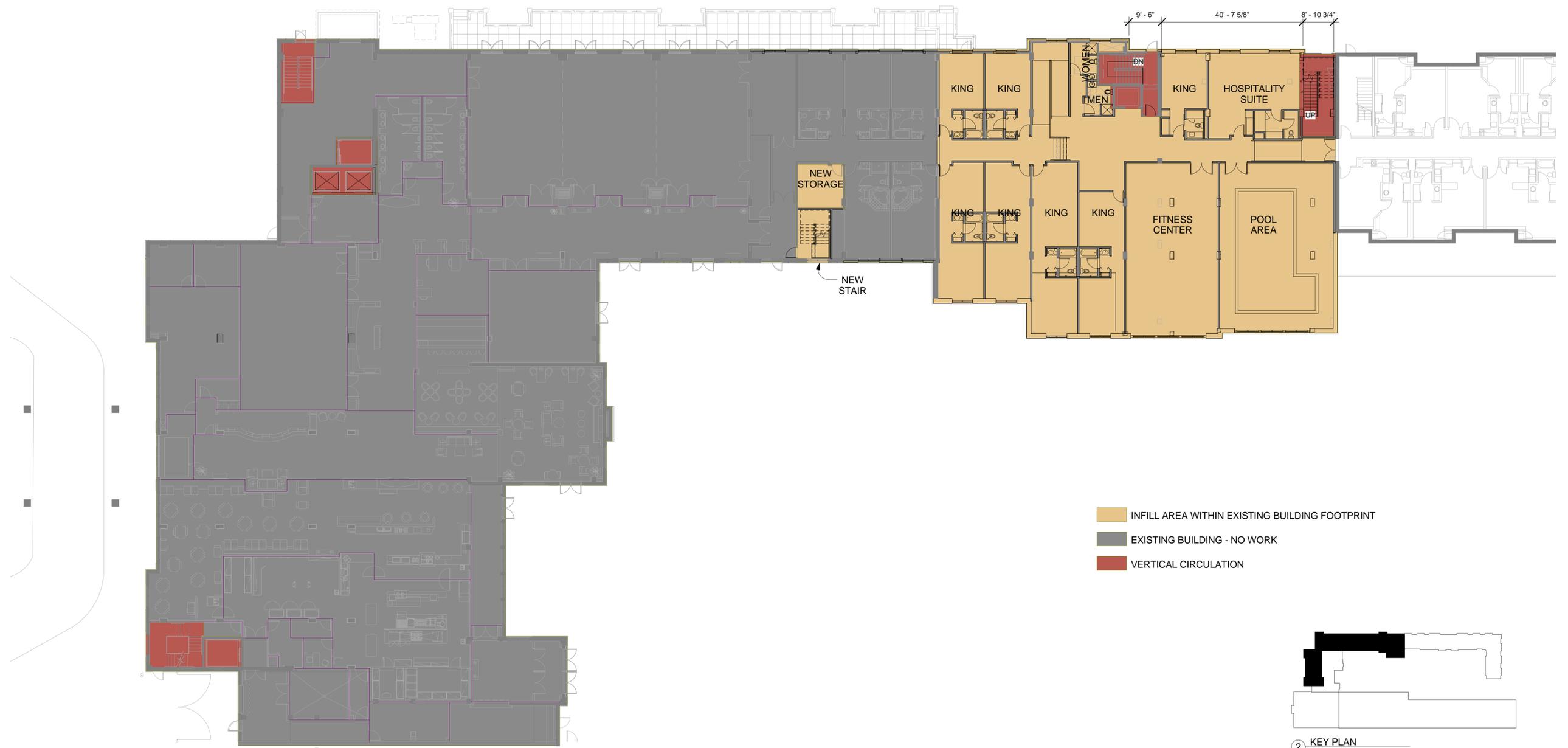
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PERSPECTIVE  
VIEWS

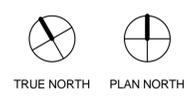
A1-4



- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION



② KEY PLAN  
NTS



① Level 1 - Overall Plan  
1/16" = 1'-0"

4/1/2015 11:39:12 AM



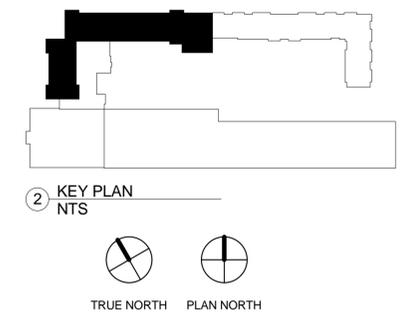
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LEVEL 1

A2-1



- FOOTPRINT OF ROOF BELOW
- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION



① Mezzanine - Overall Plan  
1/16" = 1'-0"

② KEY PLAN  
NTS

4/1/2015 11:39:13 AM



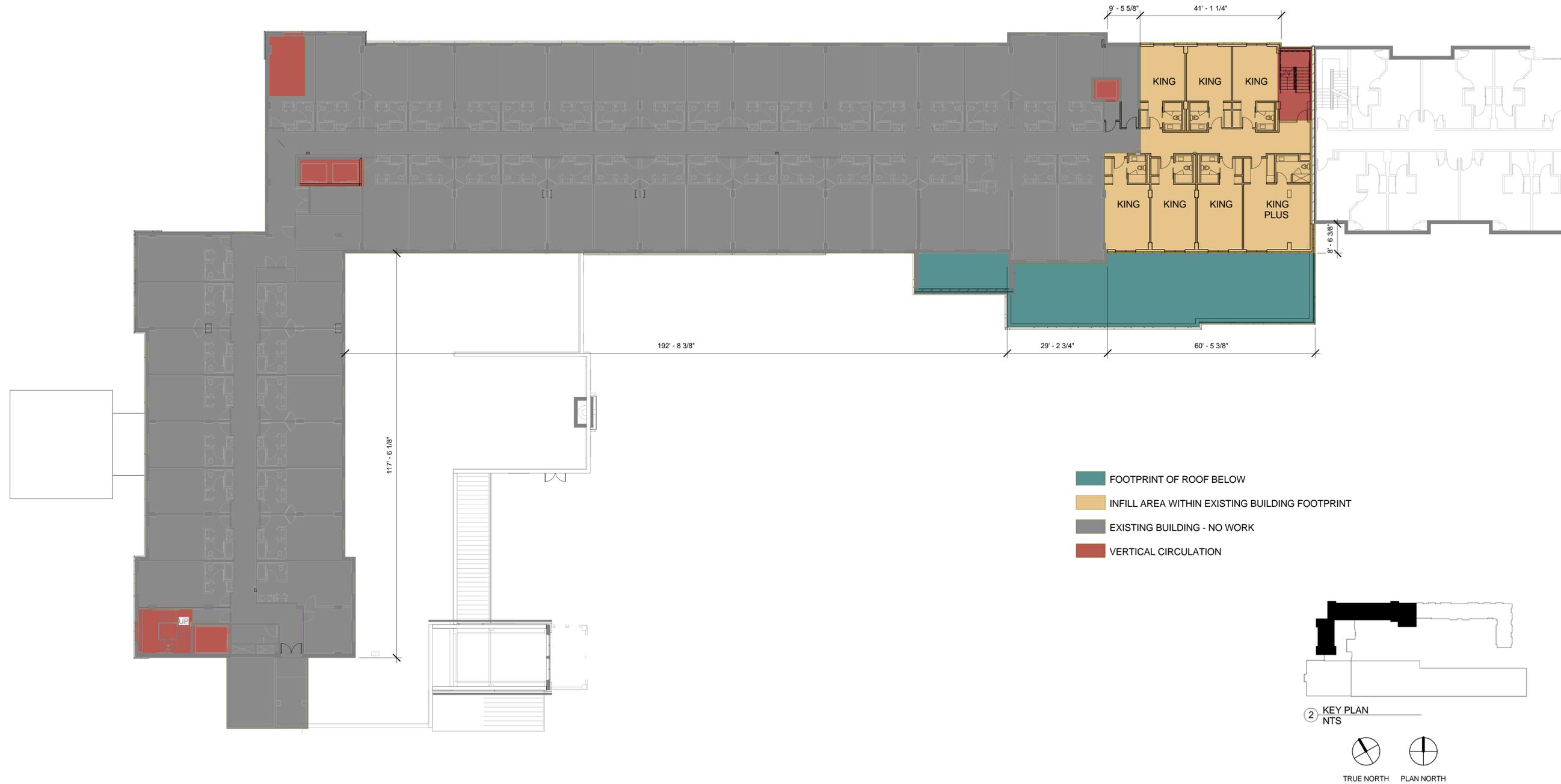
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MEZZANINE LEVEL

A2-2



① Level 2-5 (Typical) - Overall Plan  
 1/16" = 1'-0"

4/1/2015 11:39:17 AM



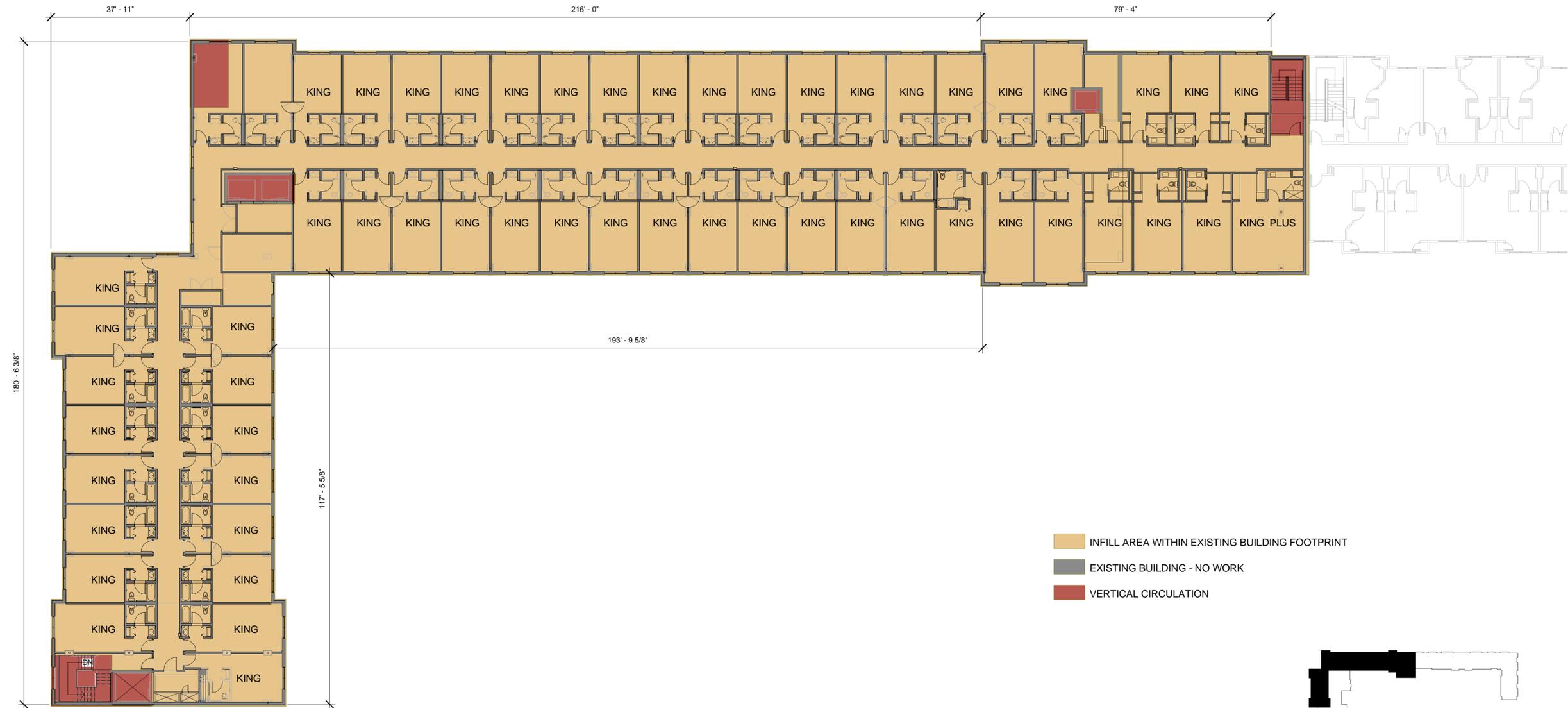
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LEVEL 2-5  
 (TYPICAL)

A2-3



- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION



② KEY PLAN  
NTS


  
 TRUE NORTH    PLAN NORTH

① Level 6 - Overall Plan  
1/16" = 1'-0"

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LEVEL 6

A2-4

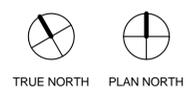


DEMO EXISTING KING TO ALLOW FOR STAIR FROM 1ST FLOOR TO MEZZANINE

OUTLINE OF EXG BUILDING FOOTPRINT



2 KEY PLAN NTS



- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION

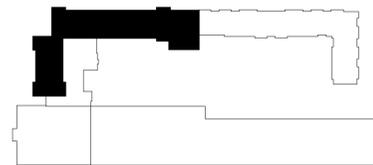
110 TOTAL NEW KEYS

1 ENLARGED PLAN LEVEL 1  
1/8" = 1'-0"

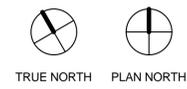
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- FOOTPRINT OF ROOF BELOW
- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION



2 KEY PLAN  
NTS



1 ENLARGED PLAN MEZZANINE LEVEL  
1/8" = 1'-0"

4/1/2015 11:51:17 AM



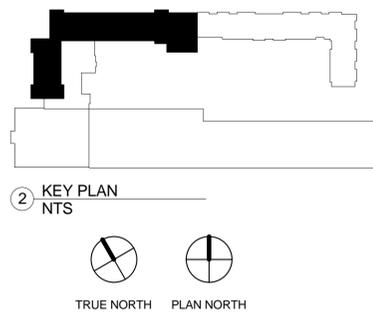
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ENLARGED PLAN  
MEZZANINE LEVEL

**A2-6**



- FOOTPRINT OF ROOF BELOW
- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION

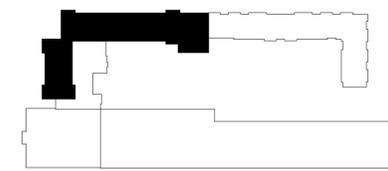
① ENLARGED PLAN LEVELS 2-5 (TYPICAL)  
1/8" = 1'-0"

4/1/2015 11:39:33 AM

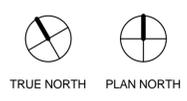


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ENLARGED PLAN  
LEVELS 2-5  
(TYPICAL)



② KEY PLAN  
NTS



- INFILL AREA WITHIN EXISTING BUILDING FOOTPRINT
- EXISTING BUILDING - NO WORK
- VERTICAL CIRCULATION

① ENLARGED PLAN LEVEL 6  
1/8" = 1'-0"

4/1/2015 11:39:36 AM



1 North Elevation  
1/16" = 1'-0"

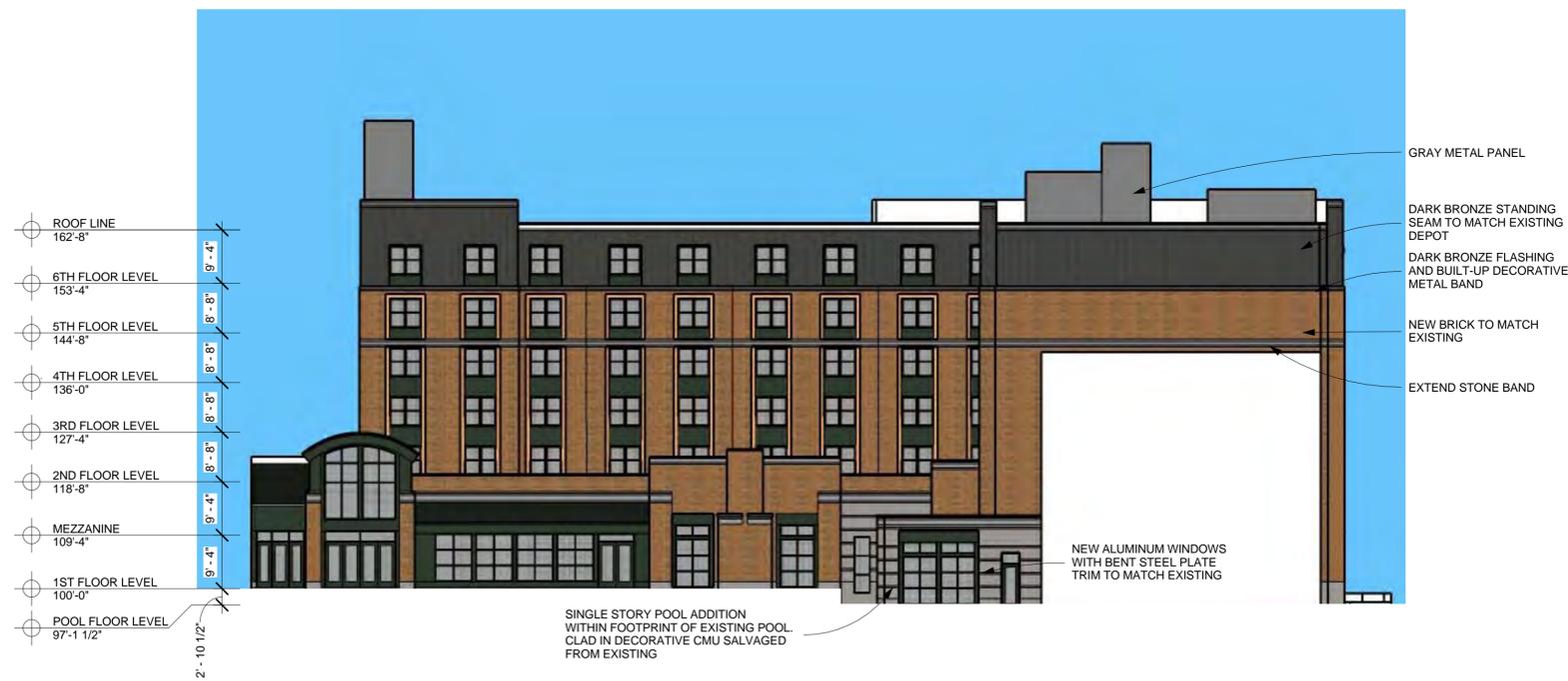


2 South Elevation  
1/16" = 1'-0"



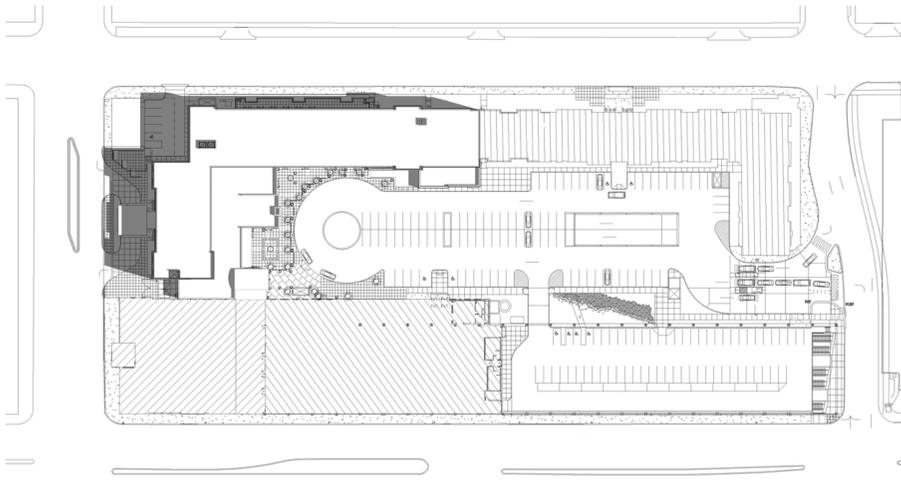


① West Elevation  
1/16" = 1'-0"

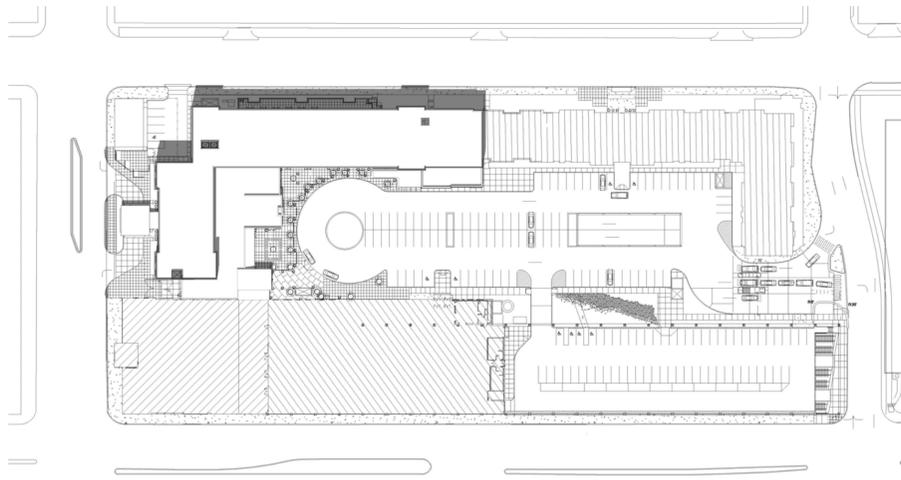


② East Elevation  
1/16" = 1'-0"

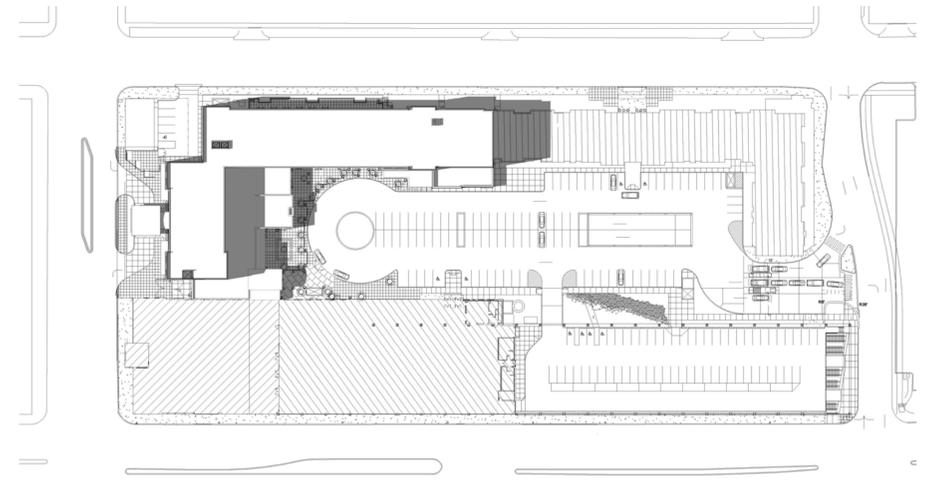




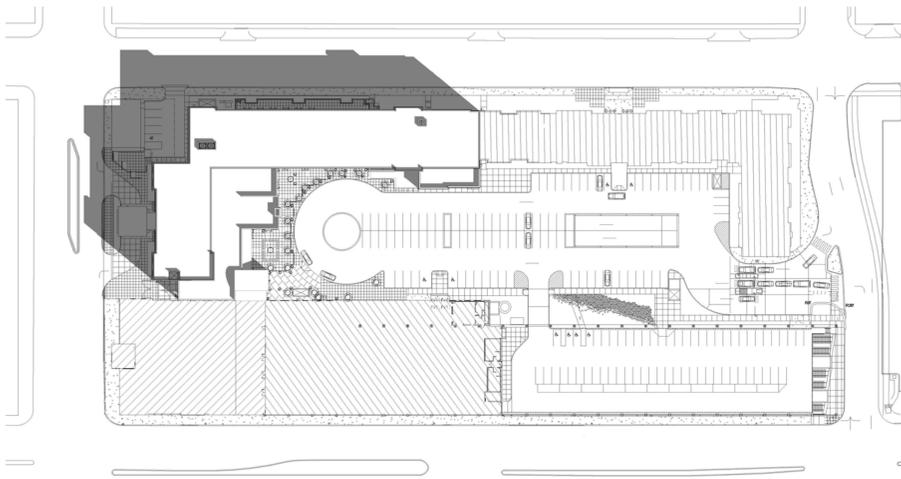
Shadow Study 06/21 9AM



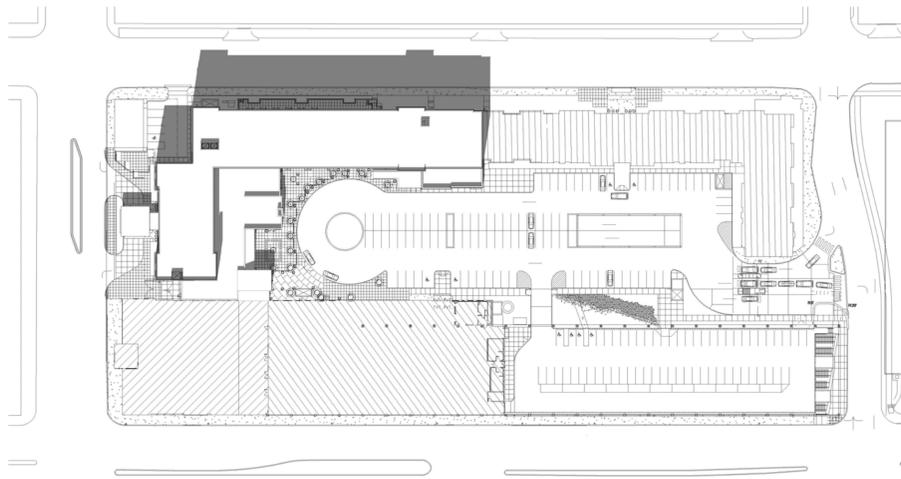
Shadow Study 06/21 12PM



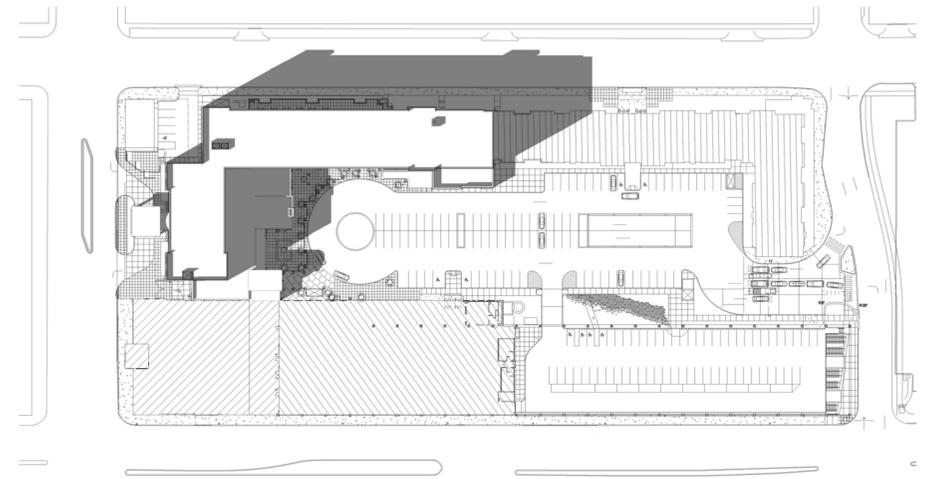
Shadow Study 06/21 3PM



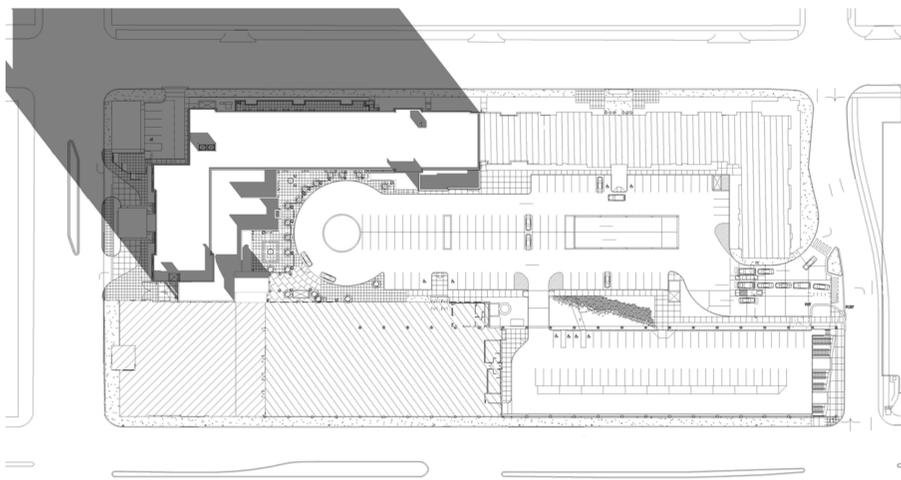
Shadow Study 09/21 9AM



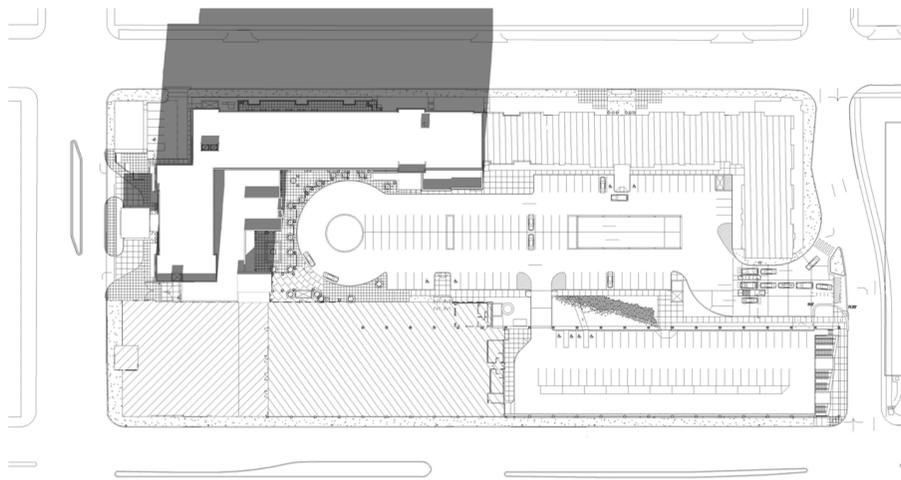
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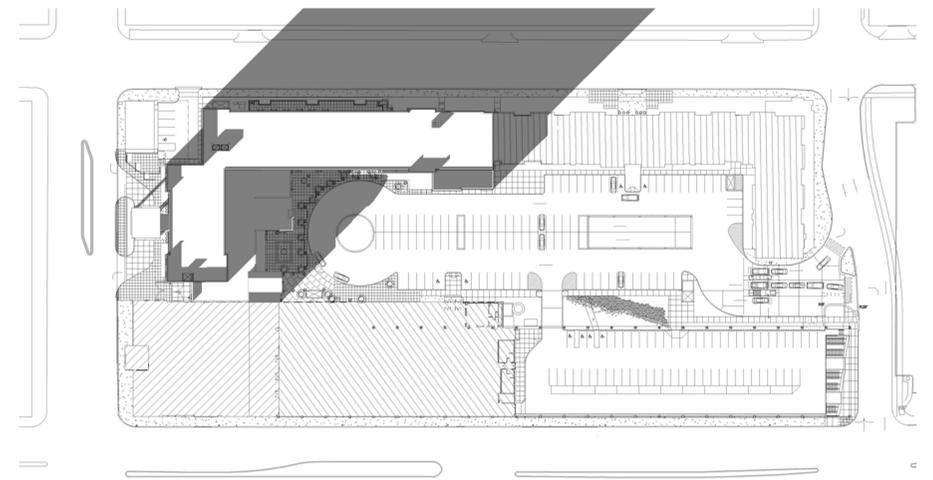
Shadow Study 09/21 3PM



Shadow Study 12/21 9AM



Shadow Study 12/21 12PM



Shadow Study 12/21 3PM

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SHADOW STUDY

A4-1

