Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study

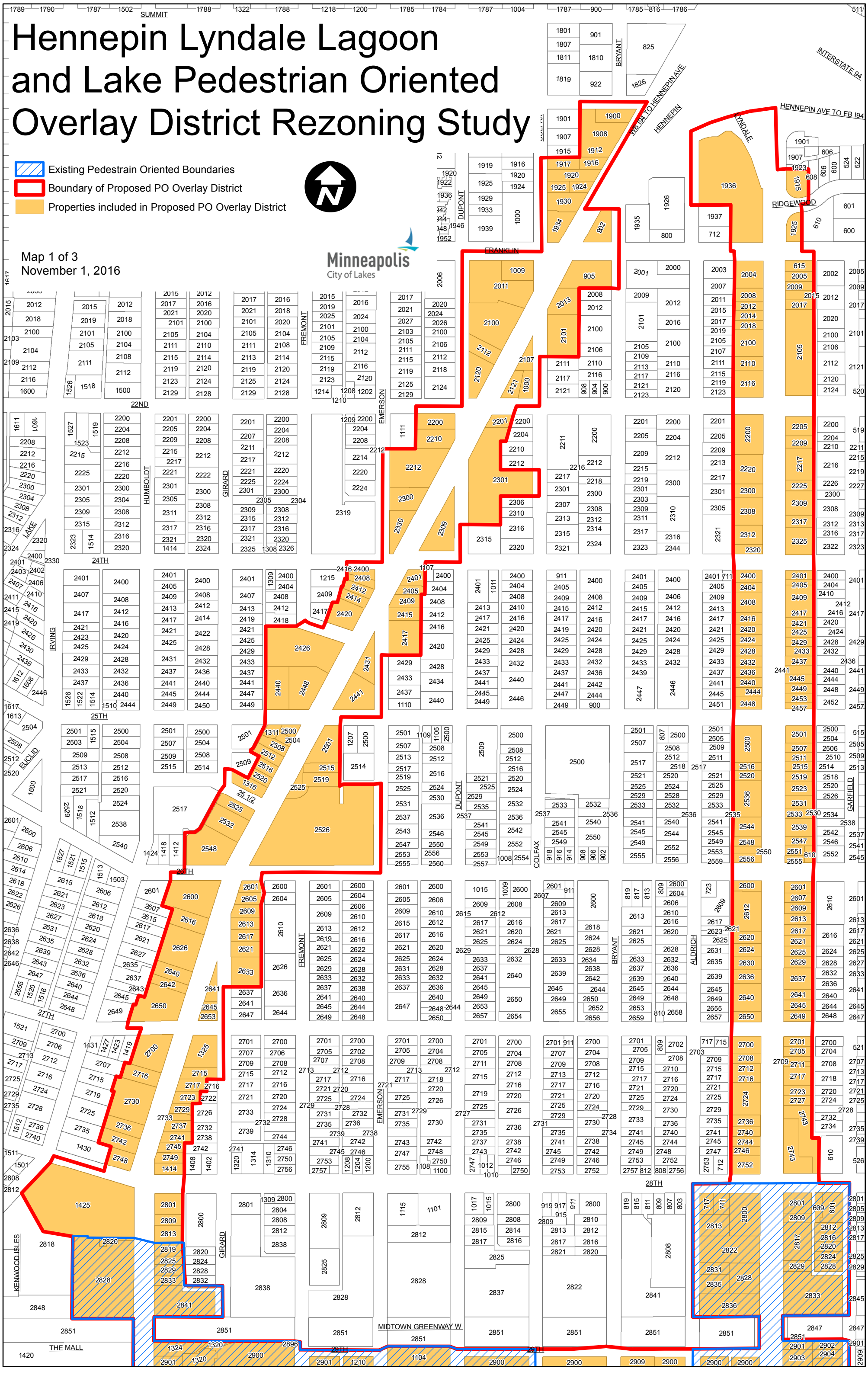
Existing Pedestrain Oriented Boundaries

Boundary of Proposed PO Overlay District

Properties included in Proposed PO Overlay District

Map 1 of 3
November 1, 2016

Minneapolis
City of Lakes



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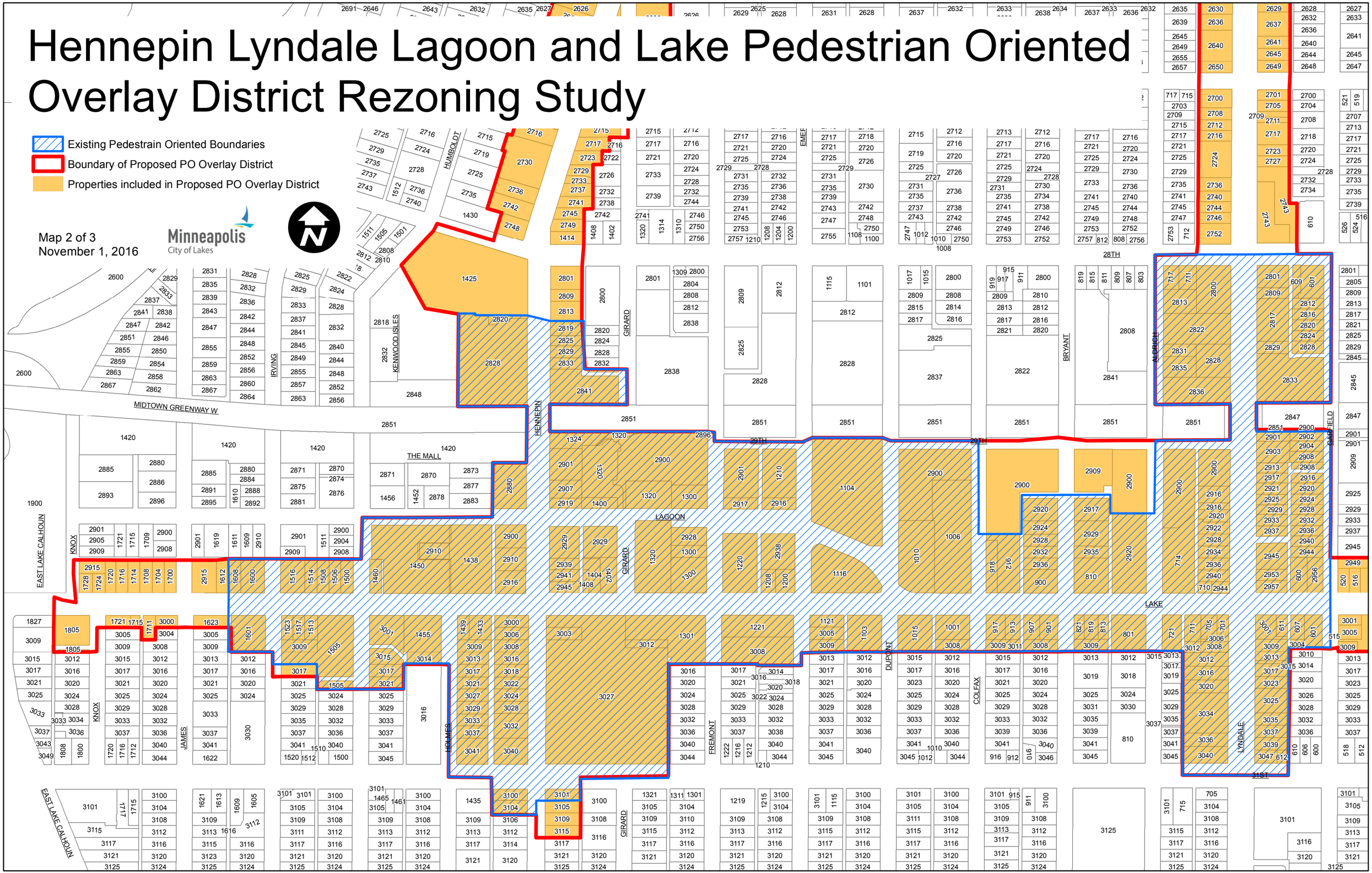

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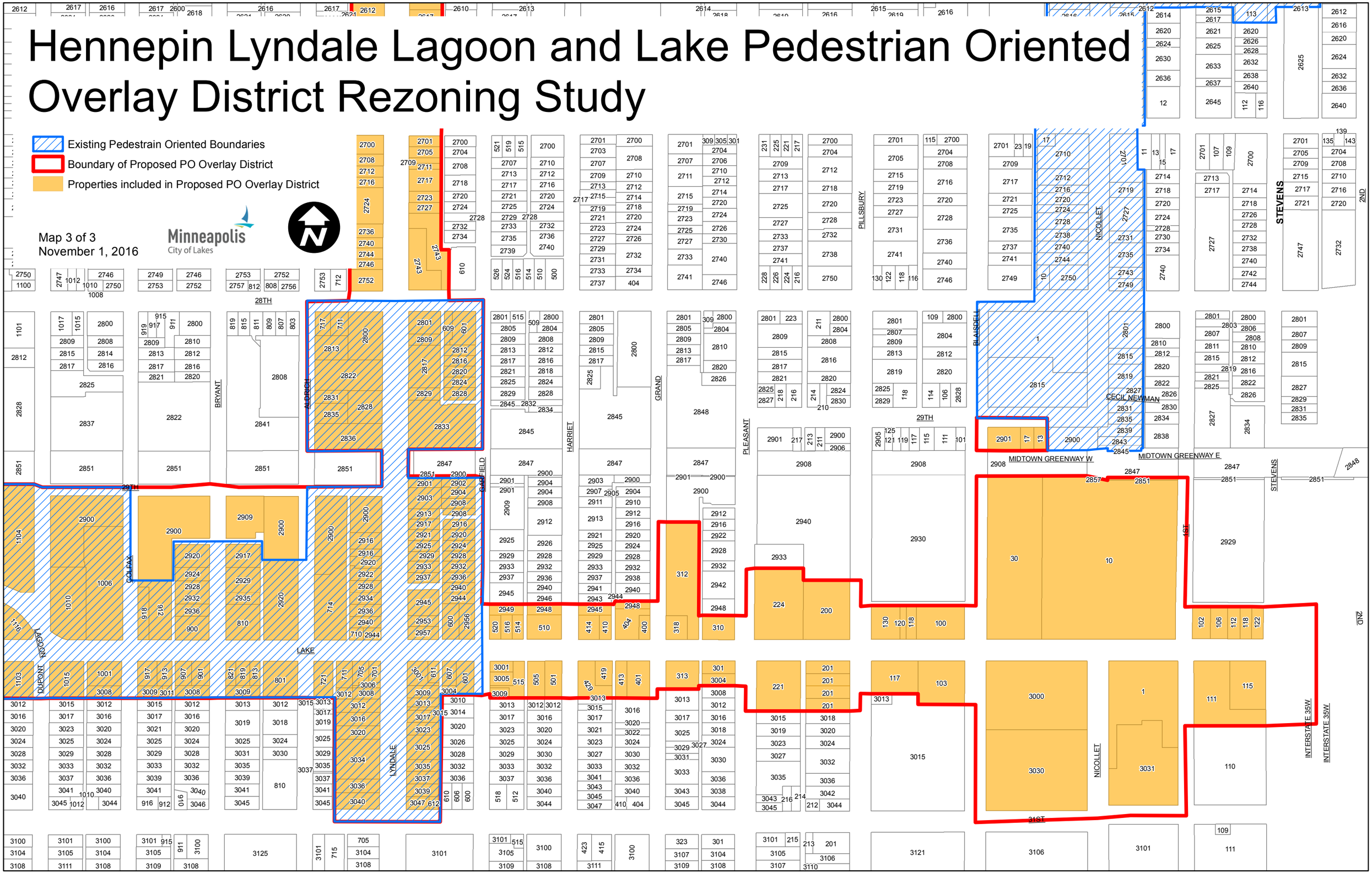

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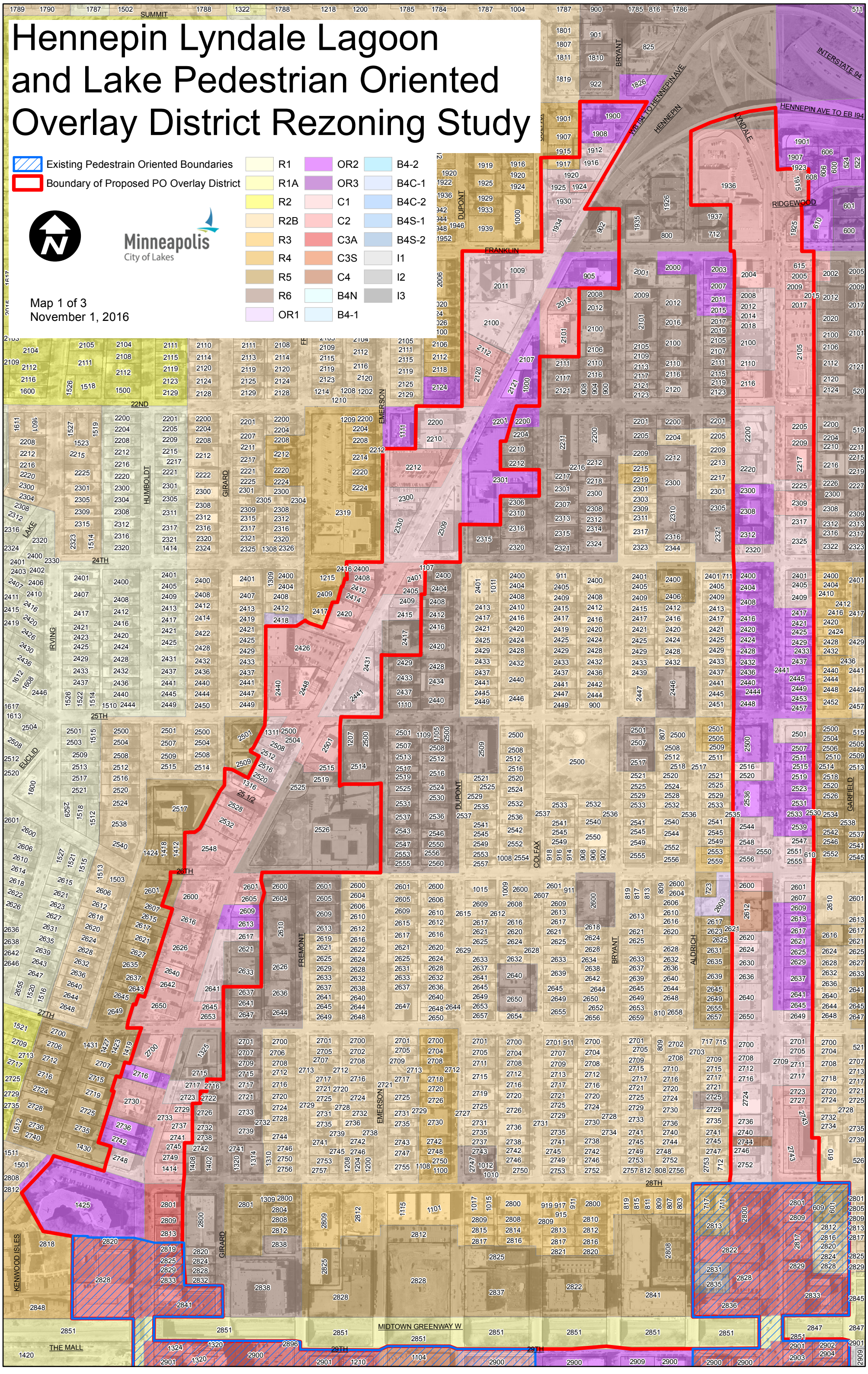

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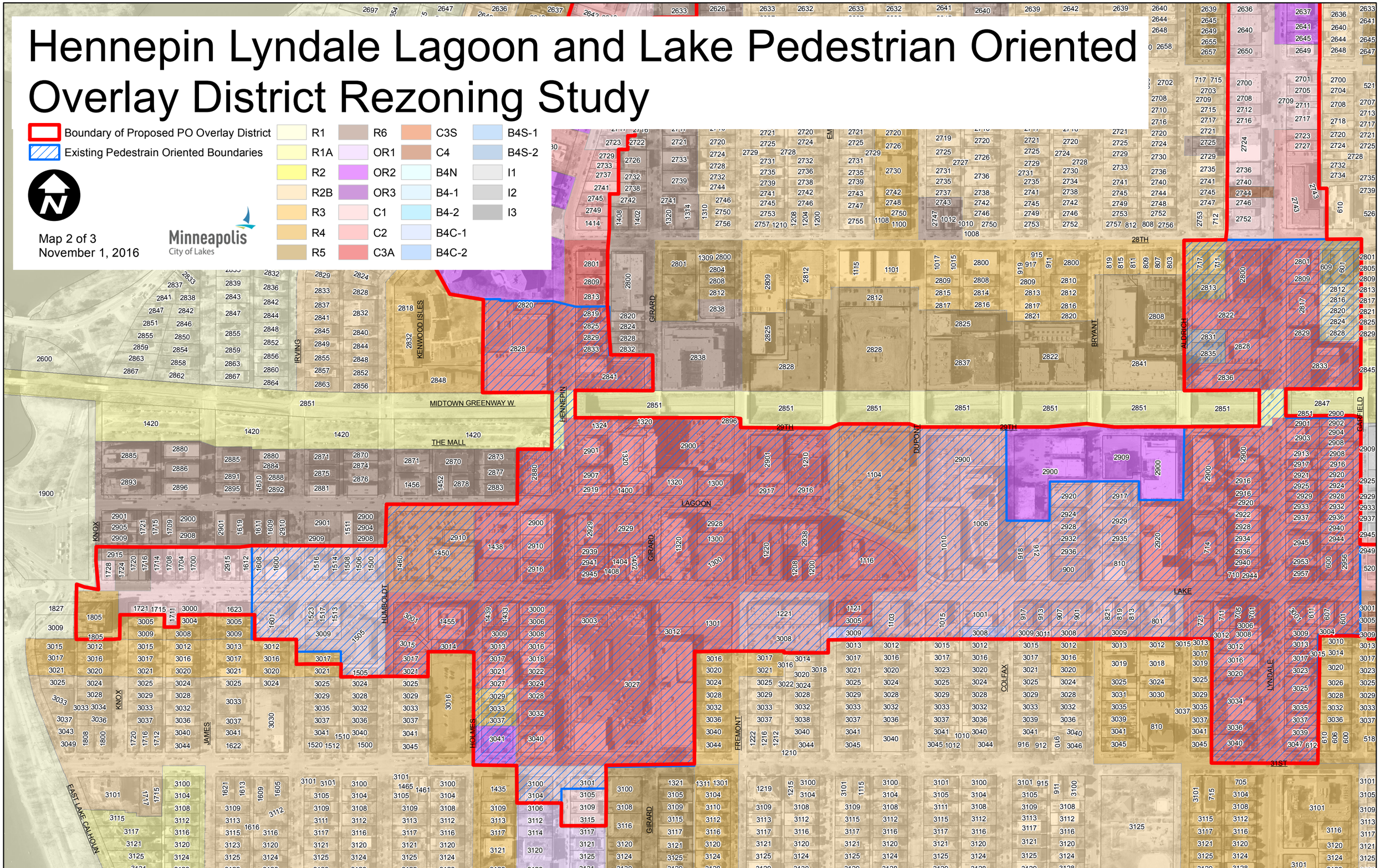

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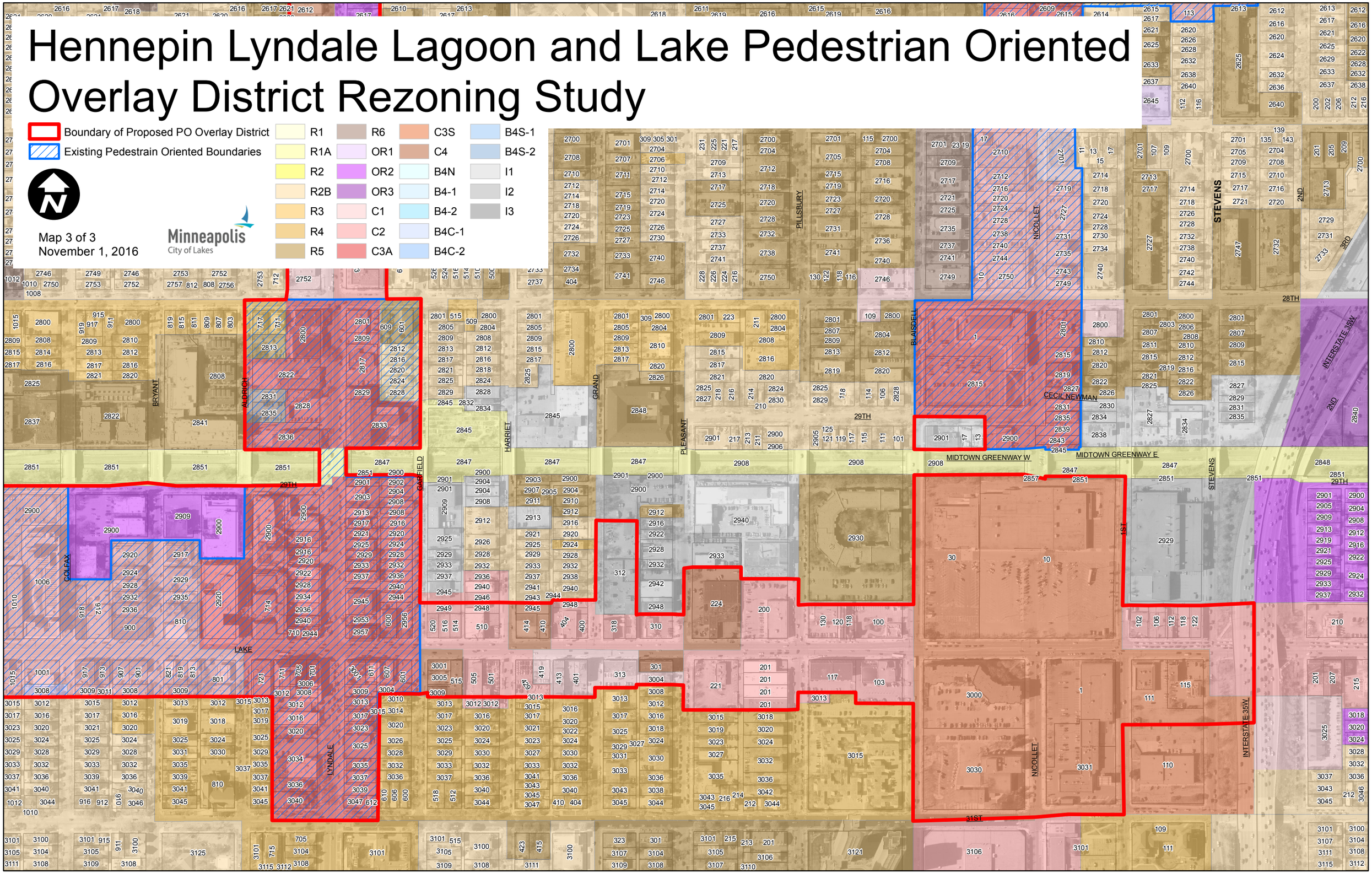

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
8/25/2016	Steve Young	Brian, Regarding this rezoning study, please careful of the unintended consequences of banning automobile oriented uses such as drive thru lanes. Our community's elderly and families with young children depend on drive thru lanes for daily needs such as prescription drug purchases and banking needs. It's one thing to encourage pedestrian friendly uses; but to ban automobile oriented uses makes life very difficult for those who have physical challenges.
9/8/2016	Peter Robinson	Dear Mr. Schaffer, I have read the proposal for extending the pedestrian oriented portions of these areas. In general I feel they are headed in the right direction but do have one caution. It does appear that parking along the main arteries will be diminished - 40 ft lots instead of 60 for instance. Please consider the effect any diminution of parking on the main streets will have on the ancillary streets in their immediate neighborhood. I live at 2648 Garfield Ave, thus on the corner of 27th st. and Garfield. Already now people using commercial enterprises on Lyndale park on Garfield in spite of the fact that there are many apartment buildings on Garfield that do not have off street parking for their apartments. Parking is thus already at a premium on my street. The prohibition of parking within 30 feet of the stop sign on Garfield at 27th is already willfully ignored by many people heading for Lyndale, making that intersection more dangerous and control of fires more difficult as there is a fire hydrant also on that corner. While enhancing the pedestrian experience is a worthy goal it should not come at the expense of diminishing the pedestrian experience of those who actually live in the immediate neighborhood by increasing parking congestion of their streets. Please do take into account the fact that most of the pedestrians whose experience you are wanting to enhance have used a car to get to the areas before beginning their pedestrian experience and have to have some place to put it before walking about. Peter Robinson
9/8/2016	Sarah Elfering	Hi Brian - I reviewed the information on http://www.ci.minneapolis.mn.us/cped/projects/HennepinLyndaleLakeNicolletPOrezoning I am wondering if there is any plan to make crossing the street safer for pedestrians? Specifically, the corner of 25th and Lyndale is treacherous! Thanks!
9/9/2016	Nancy Gimmestad	As to prohibited uses, this is social engineering gone amok. Have you noticed the amount of traffic on Hennepin Avenue and the number of vehicles frequenting the gas stations at 25th and Hennepin? People do use automobiles and have every right to do so, even though social engineers do not approve of them. Gas stations as well as other automotive service businesses serve a significant segment of the population at convenient locations on routes they travel. They must not be prohibited any more than other businesses offensive to some should be prohibited. Similarly, drive-thru facilities, a convenience for many, must not be prohibited because of objections from a few. To prohibit automotive services and drive-thrus in a business district would be an outrageous instance of discrimination against people who drive automobiles. (No, I do not drive.)
9/10/2016	John Evans	Brian, I am a long time resident of Uptown - residing at 3241 Colfax Ave S. I strongly support all initiatives that add density and encourage walking, biking and public transit before cars. This includes support for the Pedestrian Oriented Overlay District proposed by Lisa Bender, my council member. Thanks, John Evans.
9/15/2016	Jason Dannenbring	Hi Brian, I just read about the proposal to expand the pedestrian overlay district to Hennepin and Lyndale and wanted to say that as a new resident of Minneapolis/East Isles (we just moved here from NYC), we are completely in favor of this! It's definitely a step in the right direction. We were very much surprised to hear about the Walgreens development, which seemed extremely backwards to us. Relative to other improvements along Hennepin, I would also love to see the Hennepin streetcar plans accelerated and, in my pipe-dream world, I'd also love to see Hennepin narrowed by one lane of traffic and the balance given to the sidewalks since they currently seem very narrow. This would make scale more akin to Grand Avenue (single lane w/ turn lane and parking both sides), but I realize that there are probably different traffic constraints on Hennepin than there are on Grand. Anyway, just wanted to send a note sharing some thoughts. Thanks for all of the work that you're doing!
9/15/2016	Michael Latour	Read the story on the proposal, keep my reply short. 1. Overall agree mostly with Steve Minn and his opinions. Especially the view on people driving cars and need for more parking not less. Feel all the changes allowing developers to reduce parking space is a buy out for campaign donations. Why did Lisa Goodman have to add more parking for the Burch development? That speaks loud and clear to the concern over parking!!! 2. Why all this concern over a suburban one story Walgreens? Where was all the concern when the building across the street from there was built? Where was the concern when the ugly building on 24th and Colfax was built. Why are some developments scrutinized more than others? Who's being payed off? Will this new overlay district just create a new boondoggle for politicians to extort money from developers to line their pockets?
9/15/2016	Sarah Humpage	Hi Brian, I saw the article about the proposed pedestrian overlays on and near Lyndale and Hennepin and the comment period. I just wanted to write to provide enthusiastic positive feedback for the plan. I'm a Whittier resident and the density in Whittier is exactly what drew me to the neighborhood when I moved here from DC 2 years ago. Now here's hoping we can get rid of the KMart.

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/21/2016	Paul Oberstar	Council women: My name is Paul Oberstar, a 32 owner year owner/operator of Paramount Collision Center and landlord to Enterprise Rent A Car at 224 West Lake Street. I am also a long time resident of the Linden Hills neighborhood. I strongly oppose the subject proposal. This property is one of the few on this section of West Lake that has received a significant amount of private investment in both real estate and equipment over a continuous period since 1996. It and several others like it should not be targeted to be zoned out of existence. According to the public assessor, it is being occupied at it's "highest and best use" with real estate taxes collected reflecting that definition. We are and have been exemplary business citizens since 1983. Our record will show a long, unblemished record at this location providing needed services for our customers in Minneapolis and surrounding areas. There are others like us. Taking away the economic value of property can be exercised by public entities in several ways. This proposal, appears to be an oblique way of imposing a perceived "greater good" to a neighborhood at the expense of totally stripping individual property owner/tenants of the enterprise value of their business'. The Minnesota Supreme Court has ruled on this issue in several cases. Given the above, I ask that you eliminate the proposal in its entirety. I am available to cordially discuss this at your convenience. My cell is 612 850 6637. Thank you. Paul Oberstar, Owner Paramount Master Collision,
9/21/2016	CARAG- Scott Engel	Cm Bender, & Brian, The CARAG Land Use & Transportation Committee met two weeks ago and discussed the proposed changes to the area's Pedestrian Overlay Districts. The group came up with a list of comments and suggestions that we thought would be addressed during an upcoming Public Meeting. I just learned that there will be no meeting about this, so I'm sending this information as informal input. This list has not been endorsed at a CARAG Neighborhood Meeting, but I hope you will consider the comments as the language gets revised. Would it be possible to get a written response to these comments that can be reviewed at the next Land Use Meeting on October 5? Best, Scott Engel CARAG Executive Coordinator (612) 823-2520 CARAG Land Use & Transportation Committee Draft Pedestrian-Oriented Overlay District Comments •A correlating plan for pedestrian-oriented public realm improvements should be put in place to be implemented when development and road maintenance occurs. For example, developers and Public Works staff should be encouraged to add bump-outs, durable crosswalk markings, and streetscape elements (i.e. boulevard trees, pedestrian-level lighting, benches, etc.) when projects occur within the district. •Extend the POD south of W. 31st Street on Hennepin Avenue to include the Bank of the Lakes properties, and consider extending it further to W. 36th Street. •Extend the POD south of W. 31st Street on Lyndal Avenue to include the Redeemer properties, and consider extending it further south to W. 36th Street. •Consider adding bonuses for things that make the pedestrian experience more appealing such as bonuses for constructing multiple storefronts/ primary doors per block face- not just for parking. •Pleased with the new FAR of 1, two-story building requirement, and reduction in the amount of street frontage allowed for parking lots
9/25/2016	Michael Friedman Susan Hasti	Brian, We are writing to let you know that we support the pedestrian overlay rezoning proposal, both in regard to goals and the proposed changes. We support the ability of the city to use zoning to improve the impact of new developments on environment and public health, which this proposal supports. Furthermore, neighborhood goals for density are best supported by greatly improved opportunity for housing on Lyndale and Hennepin, given the ideal transit access. We particularly appreciate the incentives within for affordable housing.
9/26/2015	Anna & David Ostenso	Dear Brian, We were pleased to read about the initial plans for a pedestrian overlay and new zoning in Uptown. We are a one-car family, who live in Linden Hills. David works from home and Anna works in Loring Park. We try to walk, bike and use public transportation as much as possible. We support any plans to improve the walkability of our city. Peace,

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/27/2016	Peter Mason	I'm writing to express my strong support for the proposed pedestrian overlay (PO) expansion. Where POs currently exist, pedestrians particularly are much safer and the walking experience is much more interesting. Of particular interest, I believe the Building Placement, Building Windows, and the Entrances recommendations are particularly great ideas. Two areas where the PO should be improved even more are Street Frontage and consolidating/limiting curb cuts. Having 60' parking street frontages (or even 40') is counter to what the PO is attempting to accomplish. Combined with consolidating/limiting/side street curb cut access only, this will only make the pedestrian experience even better. Limiting non-motorized and motorized conflict points is always a plus. This is a great idea that can be made even greater. Thank you.
9/28/2016	Larry Hopfenspirger	To whom it may concern: The undersigned represent two properties within the described PO Study boundaries, namely 501 W Lake Street, Minneapolis, MN 55408 and 201 W Lake Street, Minneapolis, MN 55408 (including 211 W. Lake St, 3004,3008,3012 Pillsbury Ave S.) Both are automotive related, therefore are impacted by the Study proposals. Lake Street has long been an automotive center serving the surrounding community and it continues to successfully serve our community. That success is prima facie evidence of the local needs being met. Most all of us have automobiles, yet there are the few who would rule out facilities to serve some of our mobility needs. Recently my wife's car needed some work on the right front fender. The I-394 facilities estimated the work at $1,450.00. The work was done on Lake Street for $475.00. Think about the local citizens that would suffer this kind of unnecessary burden, as well as distant transportation back and forth. We recognize that the current automotive uses would be "grandfathered", however the ultimate outcome is to remove the automotive uses from the PO designated areas, by restricting modifications and transfers, thereby depriving local residents of their necessary services. Recognition of the historic uses and character of the neighborhoods is very important, particularly when considering the local needs. Therefore, we support the PO designation, with the removal of the references to automotive uses as the most reasonable method of protecting the local community. Sincerely, Larry Hopfenspirger, Chief Manager September 28, 2016

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/28/2016	Julia Curran	As a resident of the area included in the Hennepin/Lyndale/Nicollet PO Study, I'd like to express my strong support for the positive steps towards walkability therein. As a car-free-by-choice individual, I chose to live in this area because of its walkability potential and transit access. I've been in my current location for five years and in apartments in the proposed PO district for ten years. I strongly support efforts to expand and support walkable neighborhoods oriented to the high density of people living, working, going to school, walking, eating, going out, taking transit, biking, and otherwise spending time on these corridors. Many of the best structures are old ones that predate both restrictive downzoning and car-centric regulations, like the 20-unit, 0-parking, mixed use building I'm in. Moving us back towards street-oriented and people-centered design is really exciting. I particularly appreciate: 1. The maximum setback--on foot, I strongly prefer 0' (or a very active & still narrow courtyard/patio use to provide interest). Large setbacks hurt walkability and I'm glad to see the maximum setback reduced to 8'. 2. FAR restrictions and other restrictions keeping building height in place in case of teardown. 3. Eliminating curbcuts--I have been hit by a driver while on the sidewalk because the driver was watching for cars, not people. I've had a different driver get out of their vehicle to scream at me for being in the sidewalk when they were turning into a parking lot. The current frequent curbcuts on these streets is a one of the worst things about walking in Minneapolis; drivers are frequentl aggressive, and even more often totally blocking the sidewalk, forcing people on foot (including the elderly) into the street, often on icy sloped driveways. This alone would be an incredible quality of life improvement along Hennepin and Lyndale in particular. 4. Bicycle parking. I am encouraged to see this included, though I don't currently bike. I would like to see additional recommendations around bike parking, however, to ensure that it's done smartly. I've seen some poorly designed bike parking where the spaces are often too few and difficult to maneuver and the placement causes occasional conflict with foot traffic. For many of my friends who bike, the location, shape, and installation methods of the bicycle rack determines how safe they feel leaving their bikes there while inside a business. Many businesses have decent placement, but lack capacity for the volume they often see; if businesses have car parking, it would be good to see that tied to the space allotted to bike parking, to ensure people aren't being forced to drive because they can't lock their bikes safely. Additionally, I know a number of people with some disabilities who bike; I'd like to suggest that the guidelines for bike parking include accessibility accommodations to make sure that those who cannot lift their bikes or who have balance issues when on foot are also accommodated (perhaps handicap bike parking closer to the entrance of a commercial building). 5. Awnings. I'm glad to see these included. These are vital to walkability, particularly for the elderly. I'd also like to see low walls encouraged--these serve not just as resting points for residents who might need them (particularly elderly), but as points of engagement and interaction for children/toddlers. They encourage positive community interaction in a less formal way than benches. Additionally, I would like to encourage additional restrictions/guidelines for POs. 1. Prevent the loss of number of residential units in either renovation or reconstruction. Given the tight cap on number of residential units in neighborhood interiors in these areas, and given the benefits to walking of more (diverse) residents in an area, it's important to prevent the loss of units to larger (and more expensive) through consolidation of smaller, more affordable units into larger luxury ones or via rebuilds. 2. No parking requirements for either commercial or residential properties. I'm in an older building that does not provide parking for residents or for its commercial uses and both the apartments and the business are popular. I'm not sure why there would be a requirement for parking for either, given the walkability of these areas and the city's sustainability and equity goals. Commercia parking lots decrease walkability and quality of life regardless of the curbcuts on the major streets; they encourage idling vehicles, they detract from city life, and they are functionally dead space on otherwise vibrant corridors. 40' is an untenable length for a parking lot to be facing the street. 3. Reduce residential unit minimum sizes. My pre-WW2 building includes units below the current legal minimum square footage. My own unit is on the cusp in terms of size, I believe (~400'). Part of a PO--and its attraction for the many of us who live in these areas--is the density of amenities and options nearby. Keeping such a large minimum unit size in these areas forces up costs and reduces affordability without providing any benefits to the city or its residents. I would be happy living in a space 1/2 the size of my current one, particularly if it were a choice between that and being forced to move further away from a dense, walkable area. My walkable neighborhood serves many of the functions others depend on their much larger homes for: I entertain anc socialize at the many cafes, restaurants, and parks nearby; I often go to the library, coffee shops, breweries, or elsewhere if I don't feel like working from home as I usually do; I don't stockpile groceries or other items because I'm close to many stores. We need to reduce the large minimum residential unit size to better reflect the amount of space needed by individuals living in vibrant areas like mine. Otherwise, growing demand and legally-limited supply will force rents upwards and displace or exclude residents for whom location matters more than possessions. 4. Encourage small-scale, dense development. The most walkable areas are those where storefronts abut the sidewalk, with large windows, and with merchants and uses changing at maximum every 20'. Whatever the city can do to encourage this fine-grain variety would be a boon to walkability and vibrancy. This might include varying setbacks (or slight elevation changes), changing materials used, providing guidelines on placemaking, or offering carrots for developers who offer small and even micro spaces for incubating businesses. Additional small scale details make a huge difference when walking, particularly for those whose pace may be slower (children, the elderly, visitors, etc.)--whatever can be done to encourage variety, street-orientation, and smaller-scale businesses and residences helps reinforce a positive city street experience. 5. Revisit and raise or perhaps eliminate the height maximum to be revisited, particularly in light of the continued stringent restrictions on commercial activity and residential units in directly adjacent properties and neighborhoods. Without increasing the residential density of neighborhood interiors, with that density still decreasing both through proposed zoning and legal removal o (often affordable) units, and with the continuing reurbanization of Minneapolis, more and more households are finding themselves competing for very few and increasingly expensive apartments. So long as we only allow dense residential buildings on neighborhood exteriors and require a large minimum unit size, we are likely to see continuing displacement (and defacto exclusion in neighborhoods that have been historically exclusionary and self-segregating wealthy/white). We need to reduce regulatory barriers to access and inclusion for historically and currently marginalized groups. 6. Encourage/require/fund ADA accommodations and unit accessibility in all new residential buildings. 7. Encourage reuse and decrease waste by requiring or incentivizing adaptive reuse and deconstruction of older buildings, perhaps similar to what Portland is doing here. Thank you! Julia Curran

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/29/2016	Scott Snelling	Mr. Schaffer, I support the proposed pedestrian oriented overlay for lyndale, lake, lagoon, and Hennepin. Scott Snelling
9/29/2016	Steven Young	Brian, I understand you are receiving comments for the proposed Text Amendment for the Pedestrian Oriented (PO) Overlay District - Hennepin Lyndale & Lake Area and have the following comments: 551.90. - Prohibited uses. The prohibition of drive-through facilities in a PO District makes life for senior citizens and parents with infants difficult, particularly during inclement weather. It is critical that these people have convenient access to their daily needs, especially to non-discretionary services such as banking and drug stores. Given the large size of the proposed PO District, people with physical challenges will now be forced to drive farther for these and other services. Is the PO District now catering exclusively to able bodied adults? 551.100. - Fast food restaurants. Why are fast food restaurants prohibited from a PO District? I find it offensive that City leaders feel it's their place to decide what food its residents are allowed to eat. 551.150 Section 7 Minimum Floor Area. I oppose the FAR 1.0 and multi-story building requirements. Many of the buildings in this District are located on small lots where new multi-story buildings are not feasible for property owners. Ultimately, this provision will delay the healthy growth of the PO District. In addition to the existing Travel Demand Management Plan requirement, there are many provisions in this Text Amendment meant to restrict off-street parking. Any existing business owner can verify that the proposed PO District is not dense enough for their business to rely solely on customers arriving by foot or bike. Over time, businesses serving the needs of the surrounding community will move out of the PO District to areas where there is adequate parking; an unfortunate unintended consequence of this proposed Ordinance. The proposed PO District is much larger than the typical PO District in Minneapolis. There must be more consideration of this fact and how its sheer size will negatively affect the existing business and surrounding community. Thank you for your service, Steve
9/30/2016	Elizabeth Walke	Comments concerning the density initiative The current city pursuit of density is causing a significant decline in the livability of the surrounding neighborhoods. The de-facto rubber stamping of what had been C1 properties into multi-story projects is being pushed thru despite objections of current residents, depriving the community of due process. Areas such as Uptown have a wonderful eclectic, dynamic atmosphere due to a mix of single story and multiple story businesses and residence, though mandating taller buildings will certainly detract from this character. The commercial districts of Uptown have long stated that parking is already a significant problem and contributes to their challenge of attracting day time business traffic. The city planner's vilification of car parking is also having a detrimental effect as the spillover pushes more cars to be parked in the already congested residential neighborhoods. The current city planning policies evidently fail to comprehend that even the most pedestrian of us in the neighborhoods on occasion prefer to drive to our local bank, stores, etc. especially in the winter when the wind chill can hit 40 below zero. Mass transit in Minneapolis is lacking, and there does not seem to be much public support, i.e. funding to bring mass transit to an adequate level to support some of these proposed initiatives and offer a true alternative to American's love of driving. I am very concerned that the long term consequences of the proposed planning restrictions are being dismissed by city officials, blinded by a singular goal of increasing density. The unintended side effect of increased human density will be an increase in auto traffic density whether in the form of private cars, Uber, etc. which will actually detract from the current pedestrian friendly aspects of areas such as Uptown. Thank you, Elizabeth Walke – CARAG resident
9/30/2016	Philip Schwartz	As a bicyclist, pedestrian, and driver that lives near the proposed expansion of the proposed overlay district, I support the Hennepin Lyndale Nicollet Lake PO Overlay District!
9/30/2016	Ryan Johnson	Greetings, I'm writing to express my support of the proposed Pedestrian Overlay changes. I have summarized my thoughts in the attached PDF.

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2016	Alex Cecchini	Hi Brian, I realized that I had not sent in comments on the proposed Uptown PO changes despite having attended the public meeting and weighing in as a PAC member. I want to support the proposal. It's a great step to making sure development matches city's stated goals on walkability, safety through design, transit use, and local economic development. While I know it's not likely this proposal will go any further, I believe the city should pursue: - At a minimum, extending this further down Hennepin Ave to 36th St - a stretch that includes many small-scale commercial and office uses already and has high-frequency bus service (and is also slated to be reconstructed in the next 5 years, which allows for a possible street design to complement development design requirements) - I'd like to see some of these requirements and by-right development strategies extended further into the neighborhoods than the parcels directly abutting the major streets. - These zoning recommendations make sense to be applied to every PO Overlay in the city - none seem specific to Uptown. Thanks for all your hard work on this,
9/30/2016	John Edwards	Brian, I'm writing to express my strong support for the PO proposal. I'm happy we'll be prioritizing people over cars in our neighborhoods. I appreciate yours and Council Member Bender's work on this plan.
9/30/2016	Chandra	Mr. Schaffer, I'm supportive of this expansion of the pedestrian overlay. I don't want to see more new one story or auto-centric buildings being constructed. Suburban style development that's hostile to pedestrians and local residents should be disincentivized in dense, walkable neighborhoods like mine. I'd like to see even more than four stories allowed by right on the exterior, or no height limit at all. In my experience as a pedestrian on Hennepin and Lyndale Avenues, the curb cuts are a real hazard. There are simply too many of them, and I'm glad this takes step to reduce them. I wish something could be done about all the existing curb cuts. I'd like to see reduced setbacks which would make for a more pleasant sidewalk environment. I support more bike parking that's done in a thoughtful way so as not to obstruct the sidewalk. Thank you, Chandra Ward 10 Resident

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2016	Kris Martinson	Hello Brian, Please include this letter in the public comments section of the HennepinLyndaleLakeNicolletPOrezoning Study. To: Brian Schaffer, Mpls CPED Hi Brian, Thank you for answering my questions so promptly. You have been very helpful. I still am interested in looking at the parcels that I inquired about for a specific example. I know you'll get to it when you have the time. I don't think it is in the best interest of the City of Mpls to expand the PO district at this time or to change the current definition. You are calling this a Rezoning Study. What are you studying? Please provide all the documents of this study. I think a better study for the City would be to analyze what the impact would be on the City if all the current developments were 100% occupied. Here is the documentation of my second email to you - (I know you didn't get a chance to fully answer everything because I sent it last minute.) Sept. 30 Hi Brian, It helps me to understand the zoning by working with specifics. Taking PID' s 3402924330185 3402924330117 and 3402924330116 Combining these three parcels for a development: 1.) What is allowed as a development under the current zoning? What is the maximum height for any FAR configuration? What is the maximum height of a CUP for these combined parcels? (Any configuration of building to maximize height (underground parking ,etc.) 2.) What would change for this development under the new PO definition? 3.) What are all the definitions for affordable housing? 4.) If this development is Section 42 -- what would be allowed under the current zoning? How would this change under the new PO definition? Other Question: Does the Very High Density Comprehensive Plan Amendment (file 16-00153) be applied to the activity centers and growth centers at Hennepin & Lake, Lyndale & Lake, Nicollet & Lake, and other growth areas in South Mpls? Thanks, Kris Martinson Hi Kris, Thanks for your follow up. I appreciate that you are digging into this. I am out of town at conference without access to some the info I would need to look at the PIDs and as a result cannot full answer your first two questions right now. 1. Without the addresses I cannot really figure this out by PID with the tools available to me today. The table I provided you earlier can help you understand the FAR and height based on th zoning district of the site(s) you identified. The maximum as of right height is included in the table I provided you. A project can apply for a CUP to increase height and if that proposed height i evaluated through the required findings that I linked to in my previous email. 2. Without knowing the current site detail and its zoning I cannot answer this. 3. Affordable housing for purposes of meeting our bonus is defined in the zoning code as follows: “housing affordable to households whose income does not exceed fifty (50) percent of the metropolitan median household income, as determined by the U.S. Department of Housing and Urban Development. Housing must remain affordable continuously for a period of not less than fifteen (15) years to qualify as affordable housing.” 4. By Section 42 are you referring to the Low Income Housing Tax Credit LIHTC Program? If so, depending on if the affordability of the project meets the zoning code definition it would be subject to the 20 percent bonus (currently) and 25 percent bonus (draft recommendation). It should be noted that I believe the LIHTC has various levels of tax credits at different levels of affordability and one of those levels is 60% AMI and our zoning code definition is 50% AMI. Regards

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2106		To: Brian Schaffer Cc: CM Lisa Bender 30 September, 2016 Re: Hennepin Lyndale Nicollet Lake PO Study Following are my personal comments on the proposed Pedestrian Overlay Rezoning. Please include them in the public record received within the 45 day public comment period. First, I will address the lack of need for this type of code rezoning. Secondly, I will address what we do need in this area and, thirdly, I will speak to the harm that this proposed pedestrian overlay will cause specifically to the Wedge /Lowry Hill East neighborhood. Lack of Need This is an unnecessary change to our zoning code. It is too restrictive regarding types of business allowed while too un-restrictive on developers. It will not help pedestrians and it will definitely not make it more inviting or promote business and foot traffic. And, to be honest, it will make for a very boring streetscape, especially when the new buildings you are hoping for are constructed (the same setback on every building? Ugh). This proposal is a patch; an attempt to make a silk purse out of a sow's ear. What We Need We need to stop playing with the zoning and concentrate our time with real livability issues. Following is a list of what we do need and it does not come directly out of CPED. It needs to come from Hennepin County, Public Works, and the Park Board working in conjunction with CPED and the Ward 10 office. Also, we need a concentration on lowering the rents in the neighborhood (for businesses and housing) not raising them. Instead of forcing a design on buildings we need to redesign the street and public space itself. • More and better crosswalks, turn lanes, and traffic lights • More greenspace and trees between lots and on the boulevards • More grass and plants instead of concrete • Water drainage • New sewers – Lyndale between Lake St and I-94 has NOT been redone…ever • Green boulevards between sidewalk and street for safety and stormwater management o There are a lot of accidents, near accidents, and flooding • Lower rents for local businesses to thrive • Parking for local businesses to thrive • Better bus stops and shelters • More ADA accessibility • Safety safety safety for pedestrians, bikes, and motor vehicles Please don't call this a Pedestrian Overlay if it doesn't help the pedestrians. Harm to the Neighborhood The physical make-up of the Wedge/Lowry Hill East neighborhood is unique. It is a small but very dense neighborhood on a steep hillside. We are surrounded by extremely busy streets and already have many tall buildings. The air quality is already terrible throughout the neighborhood. Unless it is a major storm, the wind stays in the treetops. The eastern border of the neighborhood (Lyndale) is prone to flooding due to its previous incarnation as a swamp and Lake Blaisdell. With already existing shadowing we have a major issue with ice in the winter on the East-West street slopes and Lyndale. Lyndale is also a canyon for sound which echoes throughout the neighborhood. The parking lot placement at the rear of buildings would border the residential properties (back yards) on the interior, especially those north of 24th street that do not have alleys. In addition, this neighborhood has a history of environmental activism. We pride ourselves on our greenspace. We are an urban sanctuary for birds, butterflies, bees, and wildlife. We have gardens and grow our own food. We already have one of the warmest macro-environments in the city due to rampant construction, the "out" of the parkland dedication fee, pollution, and lack of air current. There will be less green space rather than more due to this plan affecting the wildlife and this continuous wall of new large buildings will cast shadows that will affect what greenspace we have left. All of these factors and more will continue to worsen as each new building is constructed side by side surrounding our neighborhood by a great unbroken wall. We have had a continuous loss of affordable housing in this neighborhood which, in turn, has led to the loss of diversity, not just in incomes but in ethnicity. Picture what will then come about if this plan is allowed to run its course; a walled community of rich, white people living on a hill. THIS IS A COMPELETELY UNACCEPTABLE OUTCOME. We cannot let this happen. Questions: • It has been mentioned that this is constituent driven and that this is due to the Walgreens on Hennepin. Who are the constituents? I have heard nothing about this being constituent driven until recently. This is confusing as everyone knows that CPED and the City Council have been pushing Pedestrian Overlays throughout the city long before the Walgreens project came up. • Why does CPED keep referring to the USAP for everything? Much of Lyndale and Hennepin on the north end of the Wedge Neighborhood is only mentioned, not really included. • Where are the parking lots venting into? Is it the side streets and the alleys? If so, we cannot handle the traffic and it will be highly unsafe for pedestrians, bikes, and other motor vehicles. • Was a real study done of this area? What is the comparison of our city with other similar cities like Omaha? And where is the data? Requests: • I request a full environmental impact study and economic study of how a continuous wall of as-of-right 4 story (or more with CUP) buildings with little green space and no gaps except the

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2016	Andrew Degerstrom	Brian, I am writing to express strong support for the proposed Pedestrian Oriented Overlay expansion. In particular, I am very much in favor of the proposal of a minimum FAR requirement. I am very appreciative for all of the work that City staff have put into this project. The East Isles Residents Association is in support Pedestrian Oriented Overlay expansion, and I will have more to say on behalf of EIRA during the public hearing at the CPC on November 1. Thank you, Andrew Degerstrom President, East Isles Residents Association
10/3/2016	Allison Sharkey, Lake Street Council	Hi Brian, After conversations with business owners and developers in the area, we have comments on both the proposed amendments and the proposed geographic area. As far as the amendments, we are enthusiastic about (8) density bonuses and (2) allowance of enclosed auto repair. We also haven't heard concern about items 3 (building placement), 4 (window area), (5) entrance, (removal of 2nd story), (9) height, (11) vehicular access, and (13) bike parking. We have heard some concerns from business owners and developers about the following: (1) Principal parking lots. We support principal parking lots when shared. Shared lots can reduce parking lot area compared to each property providing its own parking. Parking ramps can be prohibitively expensive to construct, so we support property owners coming together to create shared parking however they can. (7)FAR. We have heard concern from developers about the 2 story requirement. It costs substantially more to construct a two story building than a one story building. In addition to general construction costs for the larger building, you also have significant expenses related to the addition of stairwells and an elevator; those components also result in a less efficient first floor. Architectural fees would also be increased. This substantial increased cost would make the site less desirable for an owner/operator who does not need a two-story concept. Many owner-operators are skilled in their specific area of business, but not in real estate in general – adding multiple levels would then require them to pay leasing commissions and attorneys to review leases, additional tenant improvement costs for tenants, etc. This requirement would limit the ability of small businesses to buy their own real estate, and instead encourages larger developers only to invest in Lake Street. (10) Reduction of lots from 60 to 40 feet of street frontage. There is concern among business people in the area about becoming over-prescriptive on parking, with resulting challenges like the need to add more paved surface to move vehicles to the back, and the possibility of making already challenging lots impossible to build on. Finally, we are not ready to support inclusion of the area east of Garfield in this particular overlay district. The proposed district covers very different areas in an identical fashion that ignores th economic and social diversity of the corridor. While the proposed area to the east certainly could benefit from increased density and a better pedestrian environment, the existing business mix, the current built environment, and current market conditions are different from those to the west. Using the same set of regulations for all areas of multiple districts is not appropriate. We would suggest some additional time to explore this area, and perhaps holding off until the future of the Kmart site project is more certain. This area struggles with under-investment in properties, and it may be preferable at this time to encourage quality renovation and construction as owners are able, rather than making reconstruction so challenging and expensive that owners are discouraged from improving their property. We have concerns about prohibition of auto-oriented uses in the area, and it is most likely not feasible to move most of this industry indoors. It is appropriate to retain auto repair jobs in this part of the city that has a long history with this industry. Our nearby car rental business probably also helps facilitate decreased car dependency. I would be happy to discuss these ideas more with you. Allison Sharkey Executive Director Lake Street Council | 919 E. Lake Street, Minneapolis, MN 55407