# CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #2
August 17, 2015
BZZ-7274

## LAND USE APPLICATION SUMMARY

*Property Location:* 912 East 24th Street, 2301 Elliot Avenue South and 2218-20 10th Avenue South

*Project Name:* Village Market

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

*Applicant:* Eagle Management, Omar Sabri

*Project Contact:* DJR Architecture, Inc., Scott Nelson

*Request:* To add approximately 8,800 square feet of floor area to an existing shopping center

*Required Applications:*

| | |
|---|---|
| **Expansion of a Legal Nonconforming Use** | To add approximately 8,800 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district. |
| **Site Plan Review** | For an approximately 8,800 square feet addition to an existing building. |

## SITE DATA

| | |
|---|---|
| **Existing Zoning** | I1 Light Industrial District with IL Industrial Living Overlay District<br>R2B Two Family District with TP Transitional Parking Overlay District |
| **Lot Area** | 101,250 square feet / 2.35 acres |
| **Ward(s)** | 6~~l~~ adjacent to 9 |
| **Neighborhood(s)** | Ventura Village; adjacent to Midtown Phillips |
| **Designated Future Land Use** | Transitional Industrial and Urban Neighborhood |
| **Land Use Features** | Community Corridor (Chicago Avenue, one block to the west) |
| **Small Area Plan(s)** | Not applicable |

| | | | |
|---|---|---|---|
| **Date Application Deemed Complete** | July 8, 2015 | **Date Extension Letter Sent** | Nor applicable |
| **End of 60-Day Decision Period** | September 6, 2015 | **End of 120-Day Decision Period** | Not applicable |

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE**. The property is located in south Minneapolis along East 24th Street. The property stretches between 10th Avenue South and Elliot Avenue South and occupies the southern portion of the block. The site is currently used as a shopping center with accessory surface parking. The applicant also owns the property located on the northeast corner of East 24th Street and 10th Avenue South. This property is used as a surface parking lot.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** The site is surrounded by residential properties and small-scale commercial uses. The site is located in the Ventura Village neighborhood and is adjacent to the Midtown Phillips neighborhood.

**PROJECT DESCRIPTION.** The applicant is proposing to construct an addition to the existing building. The addition would be constructed on the southeast corner of the site. A two-story addition would be constructed on the corner of East 24th Street and 10th Avenue South and a one-story addition would be constructed on the west and north sides of the existing Gulet Deli and Grocery to the rest of the building. In 2001, when the building was first converted from a manufacturing use to what it is today, it was determined that one of the uses within the building was a farmer's market per the Minneapolis Zoning Code. However, in June of 2006, as farmer's markets were becoming more popular in the City of Minneapolis, the City Council defined the use and established them as an open-air establishment. Given this change in policy, it has been determined that the use is now classified as a shopping center per the Minneapolis Zoning Code.

The property where the building and the proposed addition are located is zoned I1 Light Industrial District. Shopping centers are not allowed in the I1 zoning district therefore the applicant has applied for an expansion of a non-conforming use application. Site plan review is also required because of the size of the addition.

**RELATED APPROVALS.** In March of 2001, the City Planning Commission approved a conditional use permit, parking variance and a site plan review application for a mixed-use building including an indoor farmer's market, a grocery store, food and beverage uses, offices, warehousing and light manufacturing space. The parking variance that was approved was from 138 spaces to 42 spaces.

In February of 2004, the City Planning Commission approved a rezoning application to add the TP Transitional Parking Overlay District to the parcels located at 1000 and 1010 East 24th Street and 2321 10th Avenue South, an amendment to the previously approved conditional use permit to convert the warehousing and light manufacturing space within the building into additional commercial space, a number of variances including a new parking variance and site plan review. The parking variance that was approved was from 244 spaces to 102 spaces where 96 spaces were already varied. The City Council approved the rezoning application in February of 2004.

In May of 2004, the City Council approved a rezoning application to add the TP Transitional Parking Overlay District to the parcel located at 2220 10th Avenue South. This allowed the parking lot for the shopping center to be expanded onto this property.

In 2014, the applicant applied for an expansion of a legal nonconforming use application for an addition to the shopping center, a rezoning to add the TP Transitional Parking Overlay District to the parcel located at 2218 10th Avenue South to expand the parking lot for the shopping center, a conditional use permit to allow a parking lot in the TP Transitional Parking Overlay District and a site plan review

application for the building addition and the expanded parking lot. In addition, a vacation of that portion of the alley that separated the property was also applied for and as part of the site plan review a new alley was proposed to be constructed out to 10th Avenue South. The Planning Commission denied the expansion of a legal nonconforming use application but approved all of the other applications to allow the modifications to the parking lot to move forward. The City Council also approved the rezoning and the alley vacation. The expansion of a legal nonconforming use application for an addition to the shopping center was denied based on the following factors:

1. The expansion could contribute to existing livability issues, including littering, loitering and property damage problems.

2. Nearby residents demonstrated evidence of significant traffic congestion and circulation impacts associated with the existing use, including bicycle and pedestrian safety problems caused by double-parking in public streets.

3. The applicant is lacking a completed Travel Demand Management Plan, which would potentially address the traffic and circulation problems demonstrated by nearby residents and that would address finding #3 in the application for expansion of a nonconforming use.

The applicant did not appeal the denial of the expansion of a legal nonconforming use application. Instead, the applicant hired a traffic consultant to complete a Travel Demand Management Plan (TDMP). The TDMP was approved by both the Department of Public Works and the Department of Community Planning and Economic Development in January of 2015. The applicant also reconstructed the parking lot based on the approved site plan and the recommendations in the TDMP. The existing site is in conformance with the approved plan.

For this application, the applicant was asked to provide an addendum to the TDMP that documents the existing conditions and the level of effectiveness of those recommendations from the TDMP that were implemented. The addendum to the TDMP has been reviewed by both the Department of Public Works and the Department of Community Planning and Economic Development. Further recommendations in the addendum will be discussed later in this report.

| Planning Case # | Application | Description | Action |
|---|---|---|---|
| C-2046<br>V-421<br>PR-575 | Conditional Use Permit<br>Variance<br>Site Plan Review | To allow a mixed-use building including an indoor farmer's market, a grocery store, food and beverage uses, offices, warehousing and light manufacturing space. | Approved, 3/2001 |
| BZZ-1015 | Rezoning<br>Amendment to the previously approved Conditional Use Permit<br>Variances<br>Site Plan Review | To convert the warehousing and light manufacturing space within the building into additional commercial space. | Approved, 2/27/2004 |

| | | | |
|---|---|---|---|
| BZZ-1690 | Rezoning application to add the TP Transitional Parking Overlay District | To allow the parking lot for the shopping center to be expanded to 2220 10th Avenue South. | Approved, 5/28/2004 |
| BZZ-6475 | Expansion of a Legal Nonconforming Use | To add approximately 8,805 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district | Denied, 7/18/2014 |
| | Rezoning | To add the TP Transitional Parking Overlay District to the property located at 2218 10th Avenue South | Approved, 7/18/2014 |
| | Conditional Use Permit | For a parking lot in the TP Overlay | Approved, 7/18/2014 |
| | Site Plan Review | For a 8,805 square foot addition to an existing shopping center and an expansion of the surface parking lot | Approved changes to the parking lot only, 7/18/2014 |
| Vac-1614 | Vacating part of the alley partly dedicated in Block 2, Chicago Avenue 2nd Addition, and partly deeded in said addition, bounded by 10th Ave. S., Elliot Ave. S., and 24th St. E. | | Approved, 7/18/2014 |

**PUBLIC COMMENTS.** Public comments have been submitted regarding the project. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

## ANALYSIS

### EXPANSION OF A NONCONFORMING USE

The Department of Community Planning and Economic Development has analyzed the application to add approximately 8,800 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district based on the following findings:

1. *A rezoning of the property would be inappropriate.*

   To make the property conforming as to zoning it would need to be rezoned to a commercial zoning district. The future land use map in *The Minneapolis Plan for Sustainable Growth* designates this site as Transitional Industrial. The surrounding area is designated as primarily Urban Neighborhood or Public and Institutional. Transitional Industrial areas are industrial areas located outside of Industrial Employment Districts. These areas may eventually evolve to other uses compatible with surrounding development. Although they may remain industrial for some time, they will not have the same level of policy protection as areas within industrial districts. The closest land use feature to this site is Chicago Avenue which is a designated Community Corridor. Community Corridors are primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses along these corridors are generally small-scale retail sales and services uses that serve the immediate neighborhood. Rezoning the site to a commercial zoning district would not be appropriate for the area.

2. *The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.*

   The site is surrounded by residential properties and small-scale commercial uses. There are commercial uses located on the south side of East 24thh Street across from the site. Both of these commercial buildings are two stories in height. The proposed addition will be two stories in height and located on the corner of East 24th Street and 10th Avenue South. The expansion will be compatible with adjacent properties and the neighborhood.

3. *The enlargement, expansion, relocation, structural alteration or intensification will not result in significant increases of adverse, off-site impacts such as traffic, noise, dust, odors, and parking congestion.*

   The location of the expansion will be on the corner of East 24th Street and 10th Avenue South. The first floor of the building will be used for additional retail space and the second floor of the building will be used for office space. The proposed uses will not result in significant increases of adverse, off-site impacts such as noise, dust or odors.

   The addition will replace an existing six space surface parking area that has access drives on both East 24th Street and 10th Avenue South. The location of this parking area is problematic in that drivers often circulate through the parking lot, utilizing both East 24th Street and 10th Avenue South, until a spot opens up. While the addition will eliminate the six parking spaces in the lot, the parking requirement for the shopping center is being met.

   Improvements have been made to the parking lot based on the approved site plan and the recommendations in the TDMP. The recommendations were meant to help reduce adverse, off-site impacts such as traffic and parking congestion. These improvements include physically separating the public alley from the site, installing a pay booth at the entrance to the parking lot, designing the parking lot so it is continuous from Elliot Avenue South to 10th Avenue South and making the parking lot a one way. In addition, tenants are no longer able to park in the pay parking lot. Instead, they are required to apply for and pay for a parking permit in the parking lot located on the

northeast corner of East 24th Street and 10th Avenue South and tenants receive a lease discount if they walk to work.

The addendum to the TDMP that has been reviewed by both the Department of Public Works and the Department of Community Planning and Economic Development has further recommendations for to help reduce adverse, off-site impacts such as traffic and parking congestion. These recommendations include providing free short-term (20 minutes or less) parking in the pay parking lot, reducing parking fares to $1.00 per hour which will make use of the parking lot more convenient and reserving a convenient place within the parking lot for deliveries that must occur during business hours. The addendum to the TDMP also recommend that if utilization of the pay parking lot remains low that a limited amount of the spaces should be offered to tenants.

4. *The enlargement, expansion, relocation, structural alteration or intensification, because of improvements to the property, will improve the appearance or stability of the neighborhood.*

   The location of the expansion will be on the corner of East 24th Street and 10th Avenue South. The addition will be two stories and will connect the existing Gulet Deli and Grocery to the rest of the building. The addition will have windows on both street frontages which will maximize natural surveillance and visibility. The design of the addition will improve the appearance of the neighborhood.

   The addition will replace an existing six space surface parking area. It has been reported that this area of the property attracts crime and loitering. The addition will be located up to the corner of East 24th Street and 10th Avenue South. The addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. The placement and design of the addition will improve the stability of the neighborhood.

5. *In districts in which residential uses are allowed, the enlargement, expansion, relocation, structural alteration or intensification will not result in the creation or presence of more dwelling units on the subject property than is allowed by the regulations of the district in which the property is located.*

   The building is located on property zoned I1 Light Industrial District and IL Industrial Living Overlay District. The IL Industrial Living Overlay District does allow residential uses, however, no dwelling units are proposed as part of this expansion.

6. *The enlargement, expansion, relocation, structural alteration or intensification will not be located in the Floodway District.*

   The property is not located in the Floodway District.

## SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required findings and applicable standards in the site plan review chapter:

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

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

- The building addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. The addition will be located eight feet from the front property line along 10th Avenue South and up to the corner side property line along East 24th Street, there will be entrances at street level that can be accessed by guests and employees and there will be large windows on all sides of the addition that maximize the opportunities for people to observe adjacent spaces and the public sidewalk

- The addition will be located eight feet from the front property line along 10th Avenue South and up to the corner side property line along East 24th Street.
- Between the addition and the front property line along 10th Avenue South the applicant is proposing to provide bike racks and landscaping. The applicant is also working with Nice Ride Minnesota to locate a station on the corner of East 24th Street and 10th Avenue South.
- There will be two accessible entrances leading into the addition along 10th Avenue South and one non-accessible entrance leading into the addition along East 24th Street.
- The on-site parking is located towards the interior side of the site.
- The original building on the site was constructed in the early 1900's. Since this time several additions and modifications have been made to the building. The proposed addition will be constructed on the southeast corner of the property and on the west and north sides of the existing Gulet Deli and Grocery that is currently a freestanding building on the site. In an effort to tie all of the additions together the applicant is proposing to add awnings over all of the new first floor windows. There are existing blue awnings located over the first floor windows on the north, east and south walls of the building. The proposed awnings are to be maroon. CPED is recommending that all of the awnings, existing and proposed, be the same color.
- There are no areas of the addition that are over 25 feet in length and blank.
- The existing building consists of several exterior materials including painted brick, stucco, concrete block and lap siding. In addition to several materials, the building has been painted several different colors. The exterior materials proposed for the addition include brick veneer and stucco. Since there are already several exterior materials used on the building, CPED is recommending that the entire addition be made out of brick. It is also being recommending that the entire building be painted in a complementary color scheme.
- All four sides of the building look different than one another. Given this, CPED is recommending that the entire addition be made out of brick.
- Plain face concrete block will not be used as an exterior material on the addition.
- The windows in the addition are vertical in orientation and are evenly distributed along the building walls. The minimum window requirement is not being met on the first floor along East 24th Street or 10th Avenue South. Alternative compliance is needed. See Table 1.
- The entire ground floor of the building addition facing both East 24th Street and 10th Avenue South contains active functions.
- The majority of the existing building has a flat roof however; a small portion of it has a barrel roof. The roof pitch of the addition will be flat. The cornice on the addition is proposed to be stepped. The existing building envelope on East 24th Street is divided into three sections: the western section has a flat cornice, the middle section has a flat cornice and the eastern section has a stepped cornice line. The proposed stepped cornice does not match the profile of the stepped cornice on the eastern section of the building. Since all four side of the building look different than one another, CPED is recommending that the addition have a flat cornice.

**Table 1. Percentage of Windows Required for Elevations Facing a Public Street, Sidewalk, Pathway, or On-Site Parking**

| | Code Requirement | | Proposed | |
|---|---|---|---|---|
| **Nonresidential Uses** | | | | |
| 1st Floor facing 10th Avenue South | 30% minimum | 216 sq. ft. | 28% | 199 sq. ft. |
| 2nd Floor facing 10th Avenue South | 10% minimum | 70 sq. ft. | 19% | 128 sq. ft. |
| 1st Floor facing East 24th Street | 30% minimum | 154 sq. ft. | 26% | 133 sq. ft. |
| 2nd Floor facing East 24th Street | 10% minimum | 77 sq. ft. | 17% | 128 sq. ft. |
| 1st Floor facing the Parking Lot | 30% minimum | 125 sq. ft. | 31% | 128 sq. ft. |
| 2nd Floor facing the Parking Lot | 10% minimum | 78 sq. ft. | 16% | 128 sq. ft. |

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

- The three new entrances leading into the addition will be directly connected to the public sidewalk.
- There are no transit shelters being proposed as part of the addition.
- Vehicle ingress to the existing parking lot is from Elliot Avenue South and egress from the parking lot is from 10th Avenue South. No modifications to the parking lot are being proposed as part of the addition.
- The site is adjacent to the public alley on the block however; there is a gate separating the parking lot from the public alley. The purpose of the gate is to allow for adequate snow plowing of the parking area located at 2221 Elliot Avenue South which the applicant will be responsible for. CPED is recommending that this gate remain locked except for when snow plowing activities need to occur.
- There is no maximum impervious surface requirement in the I1 zoning district. According to the materials submitted by the applicant 95 percent of the site will be impervious.

**Landscaping and Screening** – ***Requires alternative compliance***

- The zoning code requires that at least 20 percent of the site not occupied by the building be landscaped. The landscaping requirement for this site is 7,340 square feet. The applicant is proposing 4,828 square feet of landscaping, or approximately 13 percent of the site not occupied by the building. Alternative compliance is needed. The tree and shrub requirement is 15 trees and 74 shrubs. There are a total of 16 trees and 94 shrubs on the site.
- The landscaping and screening requirements for parking and loading facilities that front along a public street, public sidewalk or public pathway or that abut or are across an alley from a residence or office residence district, or any permitted or conditional residential use, were reviewed and approved as part of the 2014 site plan review application. The parking lot has been reconstructed based on the approved site plan and the existing site is in conformance with the approved plan. The proposed addition does not impact the parking and loading area. CPED is recommending that the

landscaping be inspected on a yearly basis and that if any of the plants are not thriving that they be replaced with new plant materials of the same species.

**Table 2. Landscaping and Screening Requirements**

| | Code Requirement | Proposed |
|---|---|---|
| **Lot Area** | -- | 101,250 sq. ft. |
| **Building footprint** | -- | 64,552 sq. ft. |
| **Remaining Lot Area** | -- | 36,698 sq. ft. |
| **Landscaping Required** | 7,340 sq. ft. | 4,828 sq. ft. |
| **Canopy Trees (1: 500 sq. ft.)** | 15 trees | 16 trees |
| **Shrubs (1: 100 sq. ft.)** | 74 shrubs | 94 shrubs |

**Additional Standards** – ***Meets requirements***

- The on-site parking is located towards the interior side of the site. The perimeter of the parking lot is defined with 6-inch by 6-inch curbing. The Public Works Department has reviewed and approved the parking lot design for compliance with stormwater management standards.
- The building addition will not block views of important city elements.
- The building addition will not cast shadows on public spaces or adjacent residential properties.
- The building addition will have minimal wind effects on the surrounding area.
- The addition will be located up to the corner of East 24th Street and 10th Avenue South. The addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. There are lights located along the building walls and near the building entrances.
- This site is neither historically designated nor located in a historic district.

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

The proposed use is *nonconforming* in the I1 District.

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

- In January of 2004, the City Planning Commission approved a parking variance for the development. The parking variance that was approved was from 244 spaces to 102 spaces where 96 spaces were already varied. Since the required amount of parking spaces today (160) and the amount of parking spaces being provided on the site today (118) fall within the range of the variance from 2004 no additional parking is required.
- The bicycle parking requirement for the office uses within the building requires that 2 long-term spaces be provided. CPED is recommending that there be 2 bicycle parking spaces provided within the building for the office uses.

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

| | Minimum Vehicle Parking | Applicable Reductions | Total Minimum Requirement | Maximum Parking Allowed | Proposed |
|---|---|---|---|---|---|
| **Place of assembly** | 16 | Bicycle Incentive (2) | 14 | 65 | 118 |
| **General retail sales and services** | 94 | Bicycle Incentive (9) | 85 | 255 | |
| **Food and beverage** | 42 | Bicycle Incentive (4) | 38 | 180 | |
| **Office** | 26 | Bicycle Incentive (3) | 23 | 84 | |
| **Total** | **178** | **(18)** | **160** | **197** | **118** |

**Table 4. Bicycle Parking and Loading Requirements (Chapter 541)**

| | Minimum Bicycle Parking | Minimum Short-Term | Minimum Long-Term | Proposed | Loading Requirement | Proposed |
|---|---|---|---|---|---|---|
| **Place of assembly** | 0 | -- | -- | 27 | None | 1 |
| **General retail sales and services** | 10 | Not less than 50% | -- | | Low | |
| **Food and beverage** | 3 | Not less than 50% | -- | | Low | |
| **Office** | 3 | -- | Not less than 50% | | None | |
| **Total** | **16** | **7** | **2** | **27** | **None for the addition** | **1 existing loading space** |

**Building Bulk and Height** – ***Meets requirements***

**Table 5. Building Bulk and Height Requirements**

| | Code Requirement | Proposed |
|---|---|---|
| **Lot Area** | -- | 101,250 sq. ft. / 2.32 acres |
| **Gross Floor Area (GFA)** | -- | 83,869 sq. ft. |
| **Minimum Floor Area Ratio (GFA/Lot Area)** | Not applicable | Not applicable |
| **Maximum Floor Area Ratio (GFA/Lot Area)** | 2.7 | .83 |
| **Maximum Building Height** | 4 stories or 56 feet, whichever is less | 2 stories or 35 ft. |

**Lot Requirements** – ***Not applicable***

**Table 1. Lot Requirements Summary**

| | Code Requirement | Proposed |
|---|---|---|
| **Dwelling Units (DU)** | -- | 0 DUs |
| **Density (DU/acre)** | -- | 0 DU/acre |
| **Minimum Lot Area** | Not applicable | 101,250 sq. ft. / 2.32 acres |
| **Maximum Impervious Surface Area** | Not applicable | 95% |
| **Maximum Lot Coverage** | Not applicable | 64% |
| **Minimum Lot Width** | Not applicable | 344 ft., 10th Avenue South<br>245 ft., Elliot Avenue South |

**Yard Requirements** – ***Meets requirements***

**Table 2. Minimum Yard Requirements**

| | Zoning District | Overriding Regulations | Total Requirement | Proposed |
|---|---|---|---|---|
| **Front along 10th Avenue South** | 20 ft. for the first 25 ft. south of the residence district boundary | -- | 20 ft. for the first 25 ft. south of the residence district boundary | 20 ft. for the first 25 ft. south of the residence district boundary |
| **Front along Elliot Avenue South** | 15 ft. for the first 25 ft. south of the residence district boundary | -- | 15 ft. for the first 25 ft. south of the residence district boundary | 15 ft. for the first 25 ft. south of the residence district boundary |
| **Corner Side along East 24th Street** | 0 ft. | -- | 0 ft. | 0 ft. |
| **Interior Side (North)** | 7 ft. | -- | 7 ft. | 3 ft. on the northwest side of the property which is an existing condition AND 10 ft. on the northeast side of the property |

**Signs** – ***Meets requirements***

- Signs are subject to Chapters 531 and 543 of the Zoning Code. Newly established signs accessory to nonconforming uses in the OR2, OR3, Commercial, Industrial, and Downtown Districts shall be subject to the regulations of the district in which it is located. In the I1 zoning district there can be 1.5 square feet of signage for every 1 foot of primary building wall. However, if there is a freestanding sign on the zoning lot then signage is limited to 1 square foot for every 1 foot of primary building wall. Wall signs are limited to 180 square feet in size. Projecting signs are limited to 20 square feet in size and shall not extend outward from the building more than 4 feet. Both wall signs and projecting signs are limited to an overall height of 28 feet. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. The zoning code limits the number of freestanding signs on a zoning lot to one. Backlit signs are prohibited.
- There is an existing freestanding sign on the property that the applicant is proposing to remove. The applicant is proposing to install three new wall signs on the property. Each of the wall signs is 50 square feet in size. Two of the proposed wall signs will read "VILLAGE MARKET" and will be located on the addition. These two signs will be located 18 feet above grade. The third wall sign

will read "GULET DELI & GROCERY" and will be located on the existing Gulet Deli and Grocery building facing 10th Avenue South. This sign will be located 14 feet above grade.

**Refuse Screening** – ***Meets requirements***

- The trash and recycling containers are located within a fenced-in area along the north property line.

**Screening of Mechanical Equipment** – ***Meets requirements with Conditions of Approval***

- The plans do not reflect any new mechanical equipment either on the ground or on the roof of the addition. If new mechanical equipment is added to the site, CPED is recommending it be screened per the requirements of Chapter 535, Regulations of General Applicability.

**Lighting** – ***Meets requirements***

- There are lights located along the building walls and near the building entrances. CPED is recommending that any new lighting meet the requirements of Chapter 535, Regulations of General Applicability.

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

- The specific development standards for a shopping center are:

  Shopping center.
  (1) Only uses allowed in the zoning district in which the shopping center is located shall be allowed in the shopping center.
  (2) Uses which require a conditional use permit, site plan review or other land use approval shall comply with all review and approval requirements of this zoning ordinance.
  (3) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within 100 feet shall be inspected regularly for purposes of removing any litter found thereon.

  Trash receptacles have been placed near each of the building entrances to help reduce the amount of litter in the neighborhood. CPED is recommending that the applicant inspect the premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within 100 feet regularly for purposes of removing any litter found thereon.

**TP Overlay District Standards** – ***Meets requirements***

- The site is located in the TP Transitional Parking Overlay District and is in conformance with the regulations.

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

*The Minneapolis Plan for Sustainable Growth* identifies the site as Transitional Industrial and Urban Neighborhood on the future land use map. The proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

**Land Use Policy 1.6: Recognize that market conditions and neighborhood traditions significantly influence the viability of businesses in areas of the city not designated as commercial corridors and districts.**

1.6.1 Allow for retention of existing commercial uses and zoning districts in designated Urban Neighborhood areas, to the extent they are consistent with other city goals and do not adversely impact surrounding areas.

1.6.2 In parts of the city outside of designated corridors, nodes, and centers, limit territorial expansions of commercial uses and districts.

**Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.**

2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

2.8.8 Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.

2.8.9 Ensure that parking facilities do not under-price their parking fees as compared to transit fares except to support carpooling and vanpooling as primary commuting modes.

**Urban Design Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.**

10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.

10.9.2 Promote building and site design that delineates between public and private spaces.

**Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.**

10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.

10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.

10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.

10.10.7 Encourage the renovation of existing commercial buildings.

**Urban Design Policy 10.11: Seek new commercial development that is attractive, functional and adds value to the physical environment.**

10.11.1 Require the location of new commercial development (office, research and development, and related light manufacturing) to take advantage of locational amenities and coexist with neighbors in mixed-use environments.

10.11.2 Ensure that new commercial developments maximize compatibility with surrounding neighborhoods.

10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

10.11.4 Maximize the year round potential for public transit, biking, and walking in new developments.

**Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities.**

10.18.1 Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses.

10.18.2 Parking lots should maintain the existing street face in developed areas and establish them in undeveloped areas through the use of fencing, walls, landscaping or a combination thereof along property lines.

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

Not applicable.

**5. Alternative compliance.**

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

- **Window Percentages.** The minimum window requirement of 30 percent is not being met on the first floor along East 24th Street or 10th Avenue South. Along East 24th Street there are 28 percent windows provided and along 10th Avenue South there are 26 percent windows provided. The percentage of widows on the second story on both the East 24th Street and 10th Avenue South sides of the building exceed the minimum requirement of 10 percent. CPED is recommending that the City Planning Commission grant alternative compliance.
- **Twenty-Percent Landscaping Requirement.** The zoning code requires that at least 20 percent of the site not occupied by the building be landscaped. The landscaping requirement for this site is 7,340 square feet. The applicant is proposing 4,828 square feet of landscaping, or approximately 13 percent of the site not occupied by the building. If the applicant were to meet the 20 percent landscaping requirement on-site, several parking spaces would need to be removed. Since parking is at a premium in this location, CPED is recommending that the City Planning Commission grant alternative compliance to allow 13 percent landscaping on site.

## RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application(s) by Eagle Management for the properties located at 912 East 24th Street, 2301 Elliot Avenue South and 2218-20 10th Avenue South:

**A. Expansion of a Nonconforming Use.**

Recommended motion: **Approve** the application to add approximately 8,800 square feet of floor area to an existing shopping center in the I1 Light Industrial zoning district, subject to the following conditions:

1. Reserve a convenient place within the par parking lot for deliveries that must occur during business hours.

2. If utilization of the pay parking lot remains low the applicant shall consider offering a limited amount of the spaces to tenants.

**B. Site Plan Review for an addition to an existing commercial building.**

Recommended motion: **Approve** the application for an 8,800 square foot addition to an existing building, subject to the following conditions:

1. Approval of the final site plan, landscaping plan, elevations and lighting plan by the Department of Community Planning and Economic Development
2. All site improvements shall be completed by August 17, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. All of the awnings, existing and proposed, shall be the same color.
4. Other than window area, the entire addition shall be made out of brick.
5. The entire building shall be painted in a complementary color scheme.
6. The addition shall have a flat cornice.
7. The gate that separates the parking lot from the public alley shall remain locked except for when snow plowing activities need to occur.
8. The landscaping shall be inspected on a yearly basis and if any of the plants are not thriving they shall be replaced with new plant materials of the same species.
9. There shall be not less than two bicycle parking spaces provided within the building for the office uses.
10. If new mechanical equipment is added to the site, it shall be screened per the requirements of Chapter 535, Regulations of General Applicability.
11. Any new lighting shall meet the requirements of Chapter 535, Regulations of General Applicability.
12. The applicant shall inspect the premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within 100 feet regularly for purposes of removing any litter found thereon per the requirements of Chapter 536, Specific Development Standards.

## ATTACHMENTS

1. Written description and findings submitted by applicant
2. Addendum to the TDMP
3. Zoning map
4. Site survey (if applicable)
5. Site plan, floor plans and elevations
6. Rendering
7. Photos
8. Correspondence

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

June 19, 2015

# STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET SITE PLAN REVIEW FOR ADDITION TO NON-CONFORMING USE)

**PROJECT DESCRIPTION:**
The proposed project consists of a 2 story, 8,769 SF addition to the existing Village Market Mall. The addition is located at the corner of 10th Avenue and East 24th Street. The addition will contain 6-7 shops on the lower level and office and common space on the upper level and also provide via an interior ramp an additional accessible entry to the main center of the mall from a key pedestrian access point from the neighborhood.

This project will require removal of the existing 6 space parking lot on the corner of which has also been identified as a traffic issue by Public Works. The exterior materials will include both brick and stucco (as a transition from the existing brick exterior on 24th Street side to the stucco exterior on the 10th Avenue side) While the corner addition is the only new SF proposed, the scope of work for the project will also include exterior painting, new awnings, and repairs to the existing building on all sides to improve the overall image of the entire Village Market project.

**LAND USE APPLICATIONS REQUIRED:**

- Site Plan Review for addition to non-conforming use

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

June 19,2015

# VILLAGE MARKET

## FINDINGS FOR EXPANSION OF NON-CONFORMING USE

1. *A rezoning of the property would be inappropriate.* The small size of the expansion (8,769 SF) in relation to a building of approximately 75,000 SF would be inappropriate for a re-zoning.

2. *The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.* The expansion of the building will not change the current Village Market impact on the neighborhood. The addition of the two-story structure on the corner will improve the appearance of the building and remove a parking lot which has been identified as a traffic issue in TDMP as well as by Public Works.

3. *The enlargement, expansion, relocation, structural alteration or intensification will not result in significant increases of adverse off-site impacts such as traffic, noise, dust, odors and parking congestion.* The expansion will have no significant impact on current traffic. The new parking lot with alley vacation has provided adequate parking and improved traffic flow with the one-way layout. Adequate delivery areas are also provided for tenants near the east entry. The north entries are also used for deliveries prior to normal business hours.

4. *The enlargement, expansion, relocation, structural alteration or intensification, because of improvements to the property, will improve the appearance or stability of the neighborhood.* The additions on the corner and to the Gullet Deli and Grocery Store will greatly improve a portion of the existing building that is very visible to the adjacent neighborhood.

5. *In districts in which residential uses are allowed, the enlargement, expansion, relocation, structural alteration or intensification will not result in the creation or presence of more dwelling units or rooming units on the subject property than is allowed by the regulations of the district in which the property is located.* Not applicable, no residential uses.

6. *The enlargement, expansion, relocation, structural alteration or intensification will not be located in the Floodway District.* Not applicable, not in a Floodway District.

SRF Consulting Group, Inc. | Engineers Planners Designers

# Memorandum

*SRF No. 0148505*

**To:** Omar Sabri
24th Mall, LLC

**From:** Matt Pacyna, PE, Senior Associate
Jordan Schwarze, PE, Senior Engineer

**Date:** July 31, 2015

**Subject:** Village Market Travel Demand Management Plan (TDMP) Update - Addendum

## Introduction

SRF has completed an addendum to the *Village Market TDMP Update* dated October 1, 2014, which was prepared for the proposed expansion of the Village Market located at 912 E 24th Street in the Phillips Neighborhood of the City of Minneapolis (see Figure 1). Although expansion of the Village Market is still pending, a number of TDMP considerations have been implemented, including improvements to off-street parking. This addendum documents existing conditions and the level of effectiveness of implemented TDMP considerations near the Village Market.

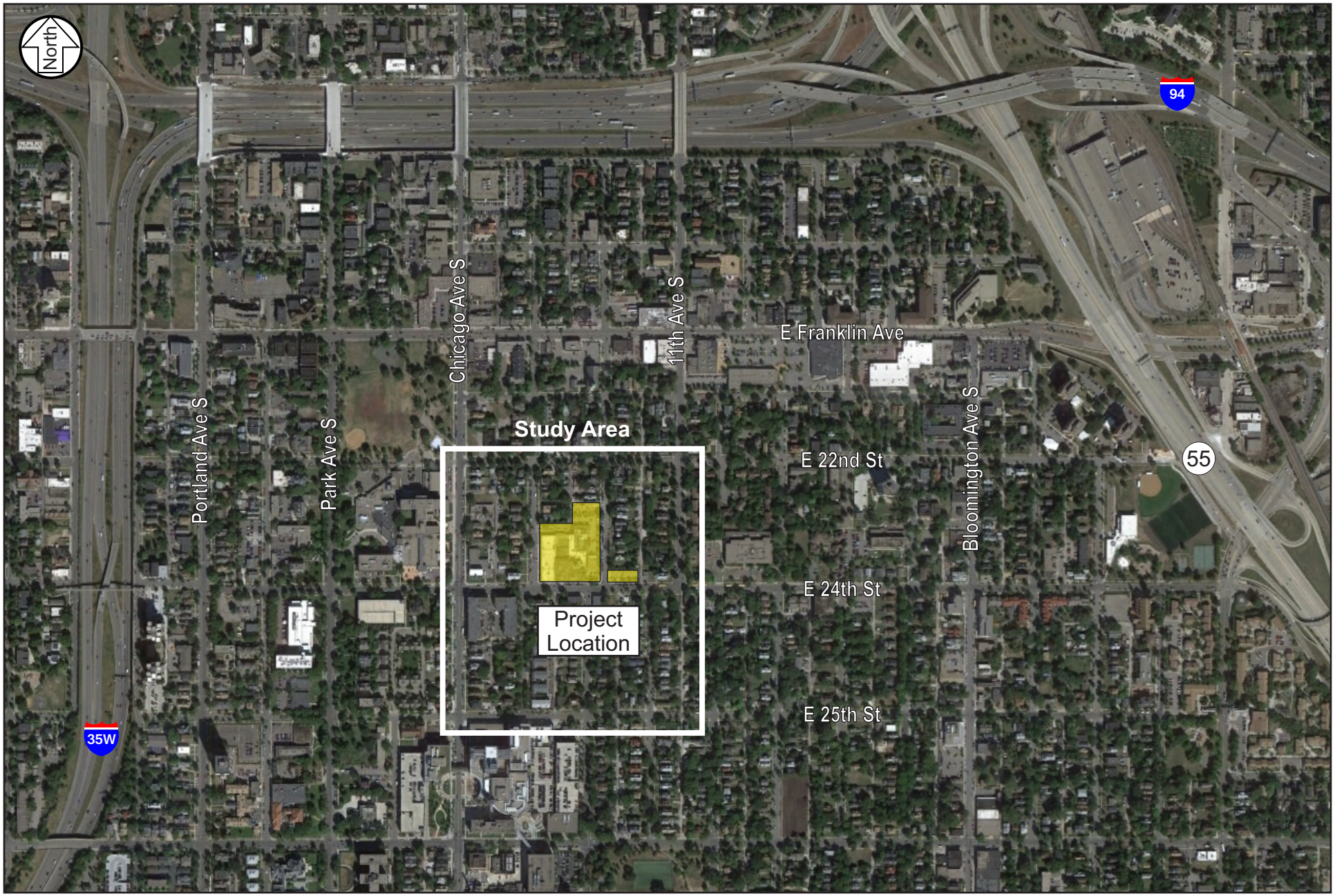
## Existing Conditions

The existing conditions were documented in order to estimate the level of effectiveness of implemented TDMP considerations with respect to previously documented conditions in June 2014.

### Parking TDMP Considerations

Since the issuance of the *Village Market TDMP Update*, the following TDMP parking considerations have been implemented:

- Prohibit tenants from utilizing the pay parking lot.
  - Require tenants to apply/pay for a parking permit in the east auxiliary lot if tenants choose to drive to the Village Market.
- Reconfigure the pay parking lot for west to east one-way traffic to improve maneuverability.
- Relocate the east pay parking lot access to the furthest southern extent to improve maneuverability.
- Reorient parking spaces as illustrated in the *Village Market TDMP Update*.
- Restrict pay parking lot access when full by attendant observation or ITS application.
- Provide a lease discount for tenants residing within walking distance of the Village Market.
- Review turning and backing movements into/from the residence located at 2221 Elliot Avenue S to ensure adequate room to complete these maneuvers.
  - *Field observations indicated that backing maneuvers were difficult to complete for a standard passenger car.*

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SRF Consulting Group, Inc.

## Project Location

Village Market TDMP Update - Addendum
Minneapolis, MN

0148505
July 2015

**Figure 1**

The following TDMP parking considerations were not implemented or are still pending:

- If a parking lot attendant is to be employed, incentivize carpooling by providing preferential parking spaces and/or reduced parking fares for carpools.
- Keep parking fares low (i.e. less than or equal to $1 per hour) to encourage patron use.
  - *Field observations indicated advertised parking fares as follows:*
    - *$0.50 for the first 20 minutes*
    - *$1.25 for 20 minutes to 1 hour*
    - *$2.50 for 1 hour to 2 hours*
    - *$3.75 for 2 hours to 3 hours*
    - *$5.00 for 3 hours to 4 hours*
    - *$8.00 for over 4 hours*
    - *$10.00 for over 7 hours*

These TDMP parking considerations remain applicable and are recommended for implementation.

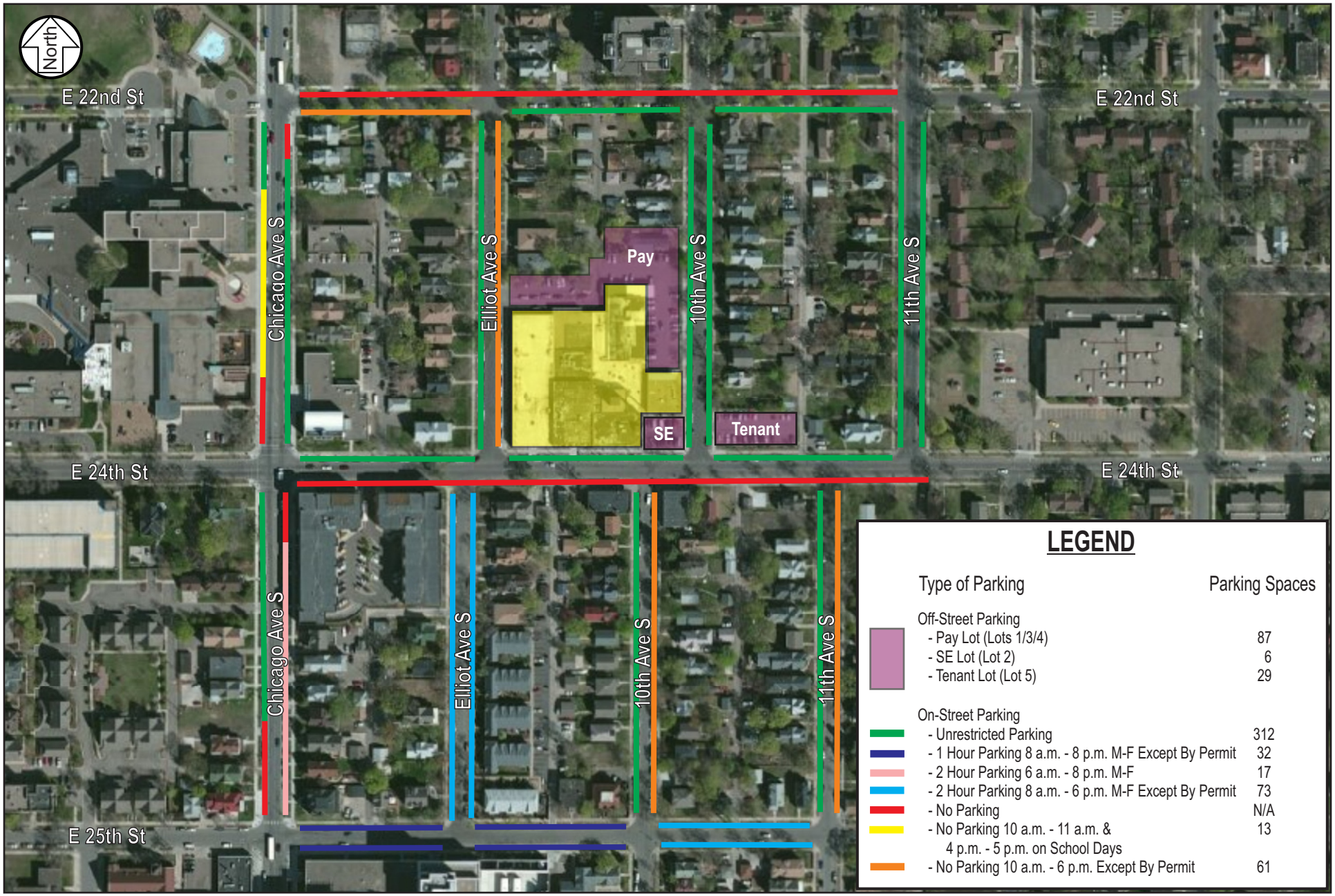
### Parking Inventory

A field inventory of off- and on-street parking conditions was conducted the week of June 22, 2015. An illustration of the existing parking locations inventoried is shown in Figure 2. Similar to the *Village Market TDMP Update*, observations were completed at the following times:

- Thursday – 6:00 a.m. to 7:00 a.m.
- Thursday – 12:00 p.m. to 1:00 p.m.
- Thursday – 5:00 p.m. to 6:00 p.m.
- Saturday – 12:00 p.m. to 1:00 p.m.

### Off-Street Parking Supply and Demand

With implementation of parking improvements, three separate off-street parking lots are now available. The largest off-street parking lot (87 spaces) is located north of the Village Market and is a pay lot reserved for patrons. The next largest off-street parking lot (29 spaces) is located in the northeast quadrant of the E 24th Street/10th Avenue S intersection and is a contract lot reserved for tenants. Based on information provided by Village Market ownership, approximately 75 tenants share the tenant parking lot by carpooling and timesharing. The smallest off-street parking lot (6 spaces) is located southeast of the Village Market and is an unrestricted lot. Although parking is currently available in the southeast lot, this lot will be eliminated to allow for the proposed Village Market expansion. A summary of the existing off-street parking supply and demand is shown in Table 1.

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SRF Consulting Group, Inc.

# Existing Parking Locations

Village Market TDMP Update - Addendum

Minneapolis, MN

0148505

July 2015

**Figure 2**

**Table 1 Off-Street Parking Supply and Demand Summary**

| Observation Period | Used Spaces/Available Spaces (Percent Utilization) | | | | |
|---|---|---|---|---|---|
| | June 2015 | | | | June 2014 |
| | Pay Lot (Lots 1/3/4) | SE Lot (Lot 2) | Tenant Lot (Lot 5) | Total | Total |
| Thursday: 6:00-7:00 A.M. | 0/87 (0%) | 0/6 (0%) | 0/29 (0%) | 0/122 (0%) | 0/126 (0%) |
| Thursday: 12:00-1:00 P.M. | 20/87 (23%) | 14/6 (233%) | 17/29 (59%) | 51/122 (42%) | 138/126 (110%) |
| Thursday: 5:00-6:00 P.M. | 39/87 (45%) | 9/6 (150%) | 17/29 (59%) | 65/122 (53%) | 130/126 (103%) |
| Saturday: 12:00-1:00 P.M. | 9/87 (10%) | 5/6 (83%) | 10/29 (34%) | 24/122 (20%) | 126/126 (100%) |

The off-street parking inventory indicates that the pay parking lot is not well utilized (i.e. less than 50 percent utilization during all observation periods). These observations show the pay parking lot can accommodate the anticipated increased parking demand of approximately 15 vehicles during peak parking conditions from the proposed Village Market expansion. The tenant parking lot was observed to be slightly more utilized than the pay parking lot. The unrestricted southeast lot, which will be eliminated, as consistently observed to be near or over capacity. Overall, off-street parking utilization is well below that of observations one year prior for the *Village Market TDMP Update*.

## Off-Street Parking Operations

Although off-street parking was not observed to be well utilized overall, pay parking lot data provided by Village Market ownership indicates a daily average of approximately 650 vehicles and an hourly average of approximately 50 vehicles. These numbers indicate a high rate of short-term parking and parking turnover. Additionally, parking lot operations were noted to be improved in both the pay and tenant lots. No double parking or idling was observed in either lot, as had been observed previously before parking lot improvements were implemented. Although entrances to these lots are both gated, no significant queuing was observed at the parking lot entrances. The pay and tenant lots are expected to remain after the proposed Village Market expansion; however, the southeast lot will be eliminated to allow for the proposed expansion. Operations in the southeast lot were observed to be unchanged, with double parking and idling being commonplace. The southeast lot has historically been troublesome from a traffic perspective, although the noted issues associated with the lot will be eliminated upon Village Market expansion.

## On-Street Parking Supply and Demand

On-street parking conditions within one block of the Village Market were also observed the week of June 22, 2015. A summary of the existing on-street parking supply and demand is shown in Table 2.

**Table 2 Overall On-Street Parking Supply and Demand Summary**

| Observation Period | Used Spaces/Estimated Available Spaces[1] (Percent Utilization) | | | |
|---|---|---|---|---|
| | June 2015 | | June 2014 | |
| | Streets Adjacent to Village Market[2] | Other Streets Within One Block of Village Market[3] | Streets Adjacent to Village Market[2] | Other Streets Within One Block of Village Market[3] |
| Thursday: 6:00-7:00 A.M. | 26/119 (22%) | 138/389 (35%) | 28/119 (24%) | 152/389 (39%) |
| Thursday: 12:00-1:00 P.M. | 92/119 (77%) | 223/389 (57%) | 86/119 (72%) | 182/389 (47%) |
| Thursday: 5:00-6:00 P.M. | 83/119 (70%) | 237/389 (61%) | 94/119 (79%) | 214/389 (55%) |
| Saturday: 12:00-1:00 P.M. | 89/119 (75%) | 184/389 (47%) | 95/119 (80%) | 187/389 (48%) |

(1) Partially restricted on-street parking zones (Ex. No Parking 10 a.m. – 6 p.m. Except by Permit) were counted as available spaces.
(2) Streets adjacent to the Village Market are defined as 24th Street between 10th Avenue and Elliot Avenue; 10th Avenue between 22nd Street and 24th Street; and Elliot Avenue between 22nd Street and 24th Street.
(3) Other streets within one block of the Village Market are defined as the on-street parking locations shown in Figure 2, excluding the previously defined streets adjacent to the Village Market.

A summary of the existing unrestricted on-street parking supply and demand is shown in Table 3.

**Table 3 Unrestricted On-Street Parking Supply and Demand Summary**

| Observation Period | Used Spaces/Estimated Available Spaces (Percent Utilization) | | | |
|---|---|---|---|---|
| | June 2015 | | June 2014 | |
| | Streets Adjacent to Village Market[1] | Other Streets Within One Block of Village Market[2] | Streets Adjacent to Village Market[1] | Other Streets Within One Block of Village Market[2] |
| Thursday: 6:00-7:00 A.M. | 25/94 (27%) | 64/188 (34%) | 26/94 (28%) | 80/188 (43%) |
| Thursday: 12:00-1:00 P.M. | 83/94 (88%) | 153/188 (81%) | 85/94 (90%) | 114/188 (61%) |
| Thursday: 5:00-6:00 P.M. | 80/94 (85%) | 147/188 (78%) | 87/94 (93%) | 148/188 (79%) |
| Saturday: 12:00-1:00 P.M. | 85/94 (90%) | 114/188 (61%) | 88/94 (94%) | 122/188 (65%) |

(1) Streets adjacent to the Village Market are defined as 24th Street between 10th Avenue and Elliot Avenue; 10th Avenue between 22nd Street and 24th Street; and Elliot Avenue between 22nd Street and 24th Street.
(2) Other streets within one block of the Village Market are defined as the on-street parking locations shown in Figure 2, excluding the previously defined streets adjacent to the Village Market.

Utilizing the methodology of the *Village Market TDMP Update*, parking demand estimates were completed for observation periods occurring during Village Market business hours. Results of the parking demand estimates are shown in Table 4.

**Table 4 Parking Demand Estimates**

| Observation Period | June 2015 | | | | | June 2014 |
|---|---|---|---|---|---|---|
| | Observed Off-Street Parking | Adjacent Unrestricted Parking | Other Area Unrestricted Parking | Restricted Parking | Total Parking Demand | Total Parking Demand |
| Thursday: 12:00-1:00 P.M. | 51 | 58 | 44 | 8 | 161 | 221 |
| Thursday: 5:00-6:00 P.M. | 65 | 55 | 41 | 9 | 170 | 232 |
| Saturday: 12:00-1:00 P.M. | 24 | 60 | 25 | 7 | 116 | 216 |

While minimal change in on-street parking demand was observed, total parking demand decreased by more than 25 percent as compared with observations for the *Village Market TDMP Update* one year prior. The observed decrease in total parking demand may be the result of increased walking and transit use as well as increased carpooling from tenants and patrons.

### On-Street Parking Operations

As noted in the *Village Market TDMP Update*, vehicles were observed circulating the Village Market on adjacent streets in search of available spaces. Vehicles were also observed idling in the street waiting for spaces to open. With the low utilization of the pay parking lot, these issues are still present. Although spaces were available in the pay parking lot, the majority of patrons were still willing to search for free on-street parking nearby.

## Other TDMP Considerations

Since the issuance of the *Village Market TDMP Update*, a number of other TDMP considerations have been implemented:

### General (Pedestian)

- Ensure connectivity between existing sidewalks and new/modified building entrances.

### Bicycle

- Provide free bike locks to tenants.

The following other TDMP considerations were not implemented or are still pending:

### General (Pedestian)

- Meet with the City of Minneapolis to explore the possibility of a designated crosswalk along 24th Street in the vicinity of the Village Market.

### Bicycle

- Encourage bike rack use by installing appropriate lighting and landscaping to ensure a safe and aesthetically pleasing bicycle parking area.
- Provide updated bike route maps at the safety center within the proposed expansion.

### Transit and Shared Car

- Offer the sale of onsite discounted transit passes to tenants through the Metro Transit Metropass program.
- Provide relevant transit information at the safety center within the proposed expansion.
- Provide a "Guaranteed Ride Home" for alternative transportation users. Ensure qualified employees have a guaranteed ride home via a community vehicle up to six times per year.

### Deliveries

- Ensure that deliveries are made prior to 7:00 a.m. as part of the tenant lease agreement to prevent delivery trucks from blocking parking spaces or the parking lot travel lanes.
    - *Based on information provided by Village Market ownership, delivery vehicles are offered free parking in the pay parking lot from 7:00 to 9:00 a.m. Despite this, deliveries were observed after 9:00 a.m.*

These other TDMP considerations remain applicable and are recommended for implementation.

## Additional TDMP Considerations

A number of the previously recommended TDMP considerations have already been implemented by Village Market ownership and others are expected to be implemented upon construction of the proposed expansion. The implemented TDMP considerations have decreased total parking demand by more than 25 percent as compared with observations for the *Village Market TDMP Update* one year prior. However, minimal change in on-street parking demand, circulation, and idling was observed. To address these on-street issues, the following additional TDMP considerations are offered:

*The implementation of the following actions is the responsibility of the developer, manager or the building owner, should the owner sell the property. The existing or subsequent building owner agrees to fund, construct and maintain all of the actions identified.*

- Advertise free short-term parking (i.e. 20 minutes or less) in the pay parking lot.
  - This change in the parking fare structure would allow for pick-ups, drop-offs, deliveries, and other short-term trips to be completed free of charge within the pay parking lot, potentially reducing vehicle circulation and idling on adjacent streets.
    - Village Market ownership has indicated that the first 10 minutes within the pay parking lot are currently free; however, this is not advertised on the parking fare board.
- As recommended in the *Village Market TDMP Update* dated October 1, 2014, reduce parking fares to $1.00 per hour to encourage additional pay parking lot use.
  - In addition to the cost decrease, dollar increments would also make pay parking lot use more convenient for patrons paying fares in cash.
- Reserve a convenient space within the pay parking lot for deliveries that must occur during business hours in order to minimize deliveries being made on adjacent streets.
- If parking lot utilization remains low, consider offering a limited amount of employee contract parking within the pay parking lot (i.e. 25 percent or less of lot capacity) to maximize utilization.
  - Maintain an appropriate capacity of patron spaces by phasing in employee contract parking incrementally. Continue to monitor pay parking lot utilization to ensure that capacity for patron parking remains available.
  - Locate employee contract spaces away from Village Market entrances.

The additional TDMP considerations are intended to achieve a balance between increased pay parking lot utilization and reduced on-street parking demand, circulation, and idling, while maintaining available pay parking lot capacity for patrons and the documented decreased overall parking demand.

## Summary and Conclusions

The following summary and conclusions are offered for your consideration:

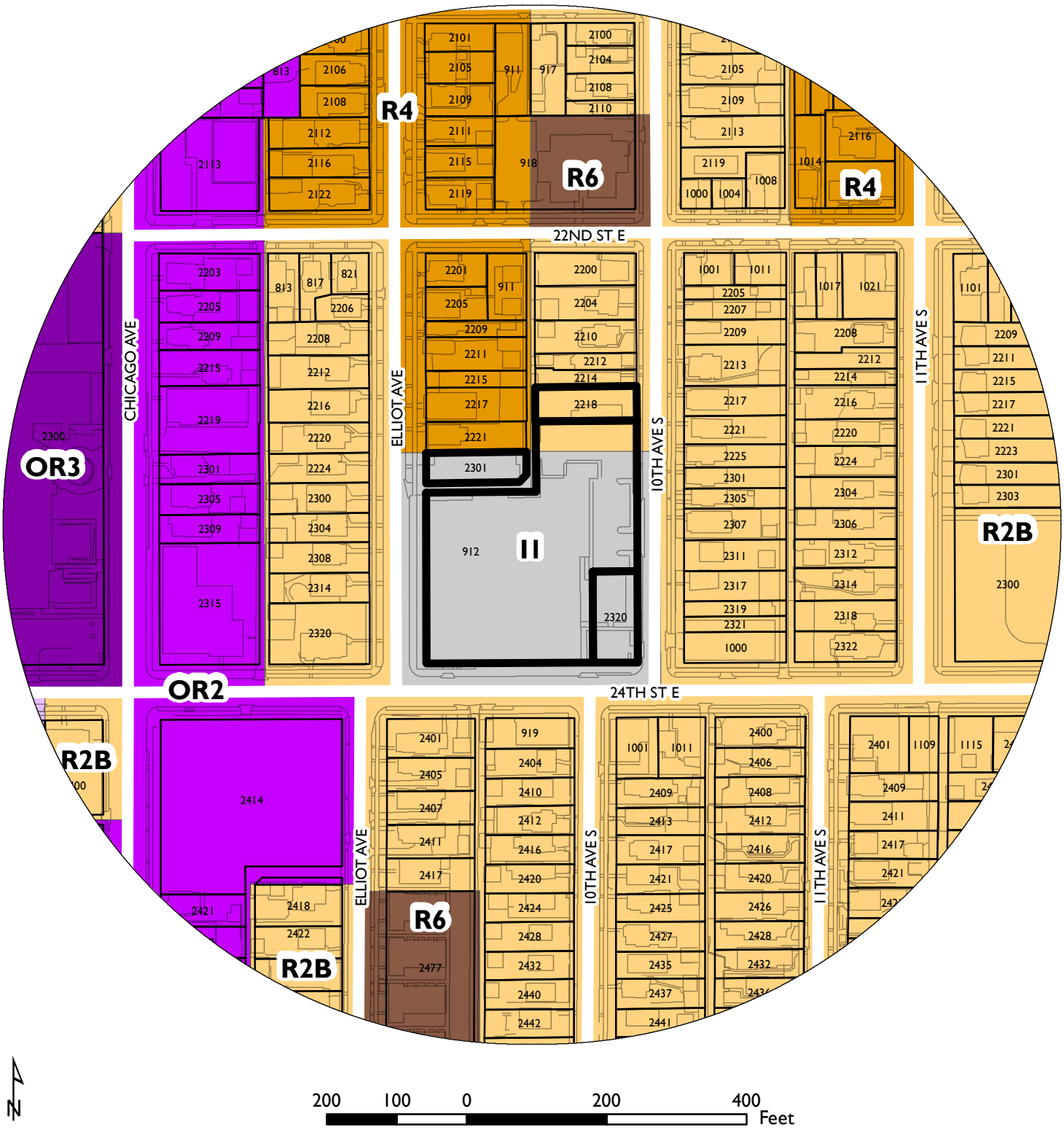
- A number of TDMP considerations have been made at the Village Market since the completion of the *Village Market TDMP Update* dated October 1, 2014.
- A field inventory of off- and on-street parking conditions was conducted the week of June 22, 2015 to determine the effectiveness of the implemented TDMP considerations.
  - The off-street parking inventory indicates that the pay parking lot is not well utilized (i.e. less than 50 percent utilization during all observation periods). These observations show the pay parking lot can accommodate the anticipated increased parking demand of approximately 15 vehicles during peak parking conditions from the proposed Village Market expansion. The tenant parking lot was observed to be slightly more utilized than the pay parking lot. The unrestricted southeast lot, which will be eliminated with the proposed Village Market expansion, was consistently observed to be near or over capacity. Overall, off-street parking utilization is well below that of observations one year prior.
- Although off-street parking was not observed to be well utilized overall, pay parking lot data provided by Village Market ownership indicates a daily average of approximately 650 vehicles and an hourly average of approximately 50 vehicles. These numbers indicate a high rate of short-term parking and parking turnover. Additionally, parking lot operations were noted to be improved in both the pay and tenant lots. No double parking or idling was observed in either lot, as had been observed previously before parking lot improvements were implemented. Although entrances to these lots are both gated, no significant queuing was observed at the parking lot entrances. Operations in the southeast lot were observed to be unchanged, with double parking and idling being commonplace. The noted issues associated with the southeast lot will be eliminated upon Village Market expansion.
- While minimal change in on-street parking demand was observed, total parking demand decreased by more than 25 percent as compared with observations for the *Village Market TDMP Update* one year prior.
- Minimal change in on-street parking demand, circulation, and idling was observed. To address these on-street issues, the following additional TDMP considerations are offered:
  - Advertise free short-term parking (i.e. 20 minutes or less) in the pay parking lot.
    - This change in the parking fare structure would allow for pick-ups, drop-offs, deliveries, and other short-term trips to be completed free of charge within the pay parking lot, potentially reducing vehicle circulation and idling on adjacent streets.
  - As recommended in the Village Market TDMP Update dated October 1, 2014, reduce parking fares to $1.00 per hour to encourage additional pay parking lot use.
    - In addition to the cost decrease, dollar increments would also make pay parking lot use more convenient for patrons paying fares in cash.
  - Reserve a convenient space within the pay parking lot for deliveries that must occur during business hours in order to minimize deliveries being made on adjacent streets.

- If parking lot utilization remains low, consider offering a limited amount of employee contract parking within the pay parking lot (i.e. 25 percent or less of lot capacity) to maximize utilization.
  - Maintain an appropriate capacity of patron spaces by phasing in employee contract parking incrementally. Continue to monitor pay parking lot utilization to ensure that capacity for patron parking remains available.
  - Locate employee contract spaces away from Village Market entrances.

- The additional TDMP considerations are intended to achieve a balance between increased pay parking lot utilization and reduced on-street parking demand, circulation, and idling, while maintaining available pay parking lot capacity for patrons and the documented decreased overall parking demand.

**Eagle Management, Village Market Expansion** **6th**

NAME OF APPLICANT WARD

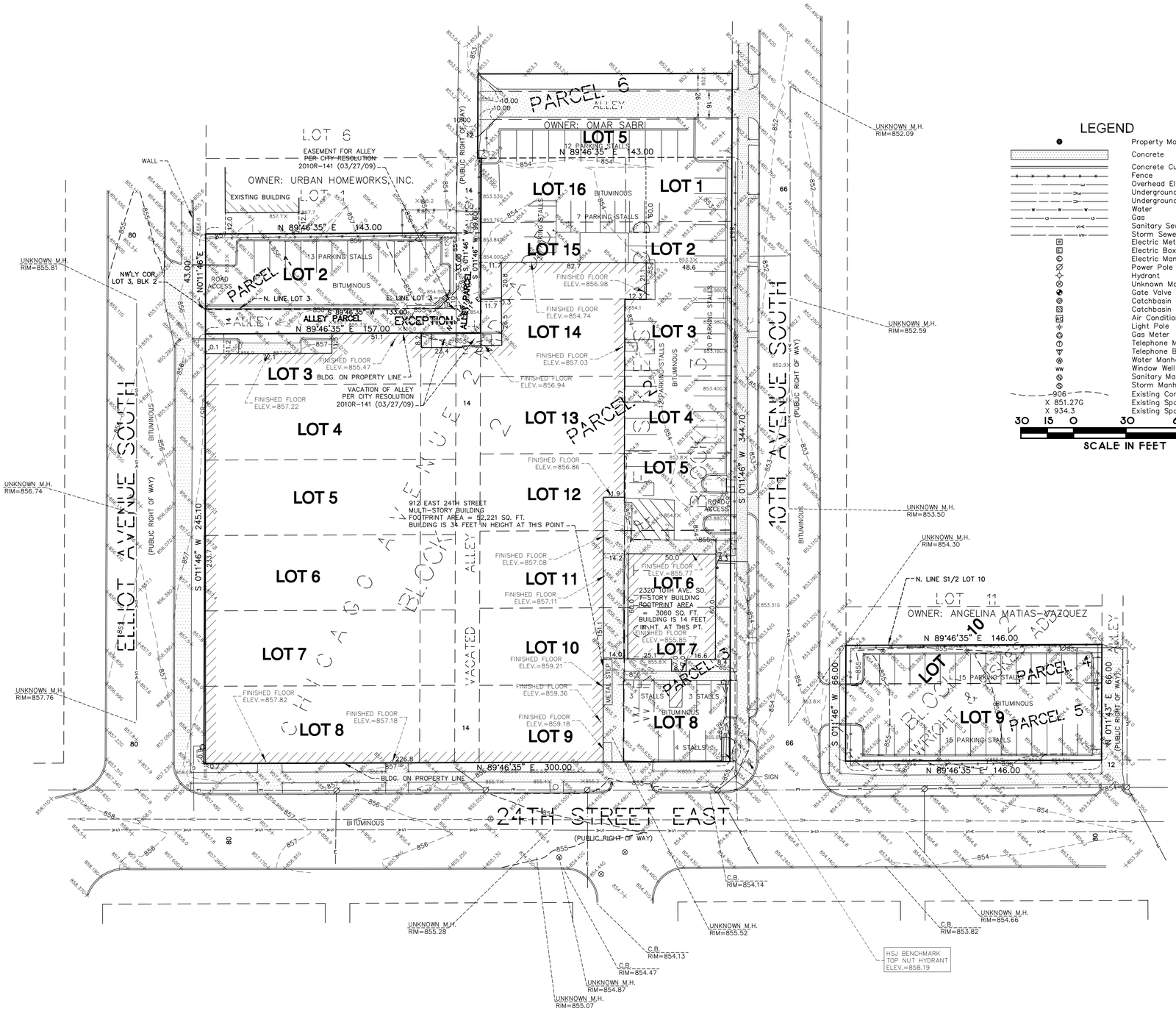



PROPERTY ADDRESS

**912 E 24th Street, 2301 Elliot Avenue S and 2218-20 10th Avenue S**

FILE NUMBER

**BZZ-7274**




## LEGEND

- Property Monument
- Concrete
- Concrete Curb
- Fence
- Overhead Electric
- Underground Electric
- Underground Telephone
- Water
- Gas
- Sanitary Sewer
- Storm Sewer
- Electric Meter
- Electric Box
- Electric Manhole
- Power Pole
- Hydrant
- Unknown Manhole
- Gate Valve
- Catchbasin
- Catchbasin
- Air Conditioning Unit
- Light Pole
- Gas Meter
- Telephone Manhole
- Telephone Box
- Water Manhole
- Window Well
- Sanitary Manhole
- Storm Manhole
- 906 — Existing Contour
- X 851.27G — Existing Spot Elevation Gutter
- X 934.3 — Existing Spot Elevation

30 15 0 30 60 90

SCALE IN FEET

## LEGAL DESCRIPTION

Parcel 1:
Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)
Property address: 2301 Elliot Ave. S., Minneapolis, MN
AREA = 6,099 square feet = 0.140 acres.

Parcel 2:
Lots 3 through 16 inclusive, Block 2, Chicago Avenue Second Addition to Minneapolis, except that part of Lot 3 described as follows:

Commencing at the Northwesterly corner of Lot 3, thence Easterly on the North line of said Lot 3 to the Northeast corner of said Lot 3; thence South on the East line of Lot 3, 22 feet; thence Northwesterly to a point 20 feet West of the East line and 14 feet South of the North line of said lot 3; thence Westerly parallel to the North line of said Lot 3, to the Easterly line of Elliot Avenue; thence North to place of beginning.
Together with that part of the vacated North and South alley in said Block lying South of the extension East across it of the South line of the North 22 feet of Lot 3 in said Block, according to the recorded plat thereof, Hennepin County, Minnesota.

Lots 1 through 5 inclusive, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota.
(Abstract property)
Property address: 912 24th Street East, Minneapolis, MN
AREA = 79,529 square feet = 1.822 acres.

Parcel 3:
Lots 6 and 7, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota.
(Abstract property)
Lot 8, Block 3, Wright & Fiskes Addition to Minneapolis, Hennepin County, Minnesota. (Torrens Certificate No. 1054385)
Property address: 2320 10th Avenue South, Minneapolis, MN
AREA = 8,243 square feet = 0.189 acres.

Parcel 4:
The South 1/2 of Lot 10, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota. (Abstract property) Property address: 2321 10th Ave. S., Minneapolis, MN
AREA = 3,212 square feet = 0.078 acres.

Parcel 5:
Lot 9, Block 2, Wright & Fiske's Addition to Minneapolis, according to the recorded plat thereof and situate in Hennepin County, Minnesota. (Abstract property)
Property address: 1000 24th Street East, Minneapolis, MN
AREA = 6,424 square feet = 0.147 acres.

Parcels not in current title:
Parcel 6:
Lot 5, Block 2, Jones Bell & Harris' Addition to Minneapolis, Hennepin County, Minnesota. (Abstract property)
Property address: 2218 10th Avenue South, Minneapolis, MN
AREA = 6,949 square feet = 0.160 acres.

Alley Parcel:
Portion of alley in Block 2, Chicago Avenue Second Addition to Minneapolis, Hennepin County, Minnesota, lying south of the easterly extension of the north line of Lot 2, Block 2, Chicago Avenue Second Addition to Minneapolis.
Property address: No address
AREA = 2,850 square feet = 0.065 acres.

Alley Easement Area:
AREA = 2,420 square feet = 0.056 acres.

## NOTES CORRESPONDING TO EASEMENTS:

9. Easement for cable/telecommunication services by Excelsior Development, LLC, as grantor, to KBL Cablesystems of Minneapolis L.P. by and through its general partner, KBL Cablesystems of Minneapolis, Inc., doing business as Time Warner Cable, as grantee, dated September 11, 2003, recorded September 12, 2005 as Doc. No. 8651528, granting an easement for telecommunication services, cables, lines over a portion of the subject property described at 912 24th Street East, Minneapolis, Minnesota. Affects portions of Parcels 1 and 2. (Blanket easement)

## STATEMENT OF POTENTIAL ENCROACHMENTS:

There are no visible above ground encroachments over or across any property lines of subject property.

## GENERAL NOTES:

1. The bearing system used is assumed.

2. The location of the underground utilities shown hereon, if any, are approximate only. PURSUANT TO MSA 216D CONTACT GOPHER STATE ONE CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.

3. Subject property is identified as being in "Panel Not Printed – No Special Flood Hazard Area" on Flood Insurance Rate Map, Community–Panel No. 27053C0359E, effective date September 2, 2004.

4. Total Site Area* = 113,306 square feet = 2.601 acres.
* Total Site Area includes all parcels (1 thru 5) per title commitment stated in General Note 8; AND Lot 5, Block 2, Jones Bell & Harris' Addition to Minneapolis; AND ALSO portion of alley lying south of the easterly extension of the north line Parcel 1. (Current title does not reflect depicted boundary.)

5. There are a total of 121 striped parking stalls on said properties.

6. All field measurements matched recorded dimensions within the precision requirements of ALTA/ACSM specifications.

7. This survey was made on the ground and in accordance with the Minimum Standard Detail Requirements for Land Title Surveys as adopted by ALTA and ACSM.

8. In preparing this survey I have relied upon the supporting documents and the Commitment for Title Insurance issued by WFG National Title Insurance Company, having an effective date of August 10, 2012 and bearing file number 3221-W035. This includes but is not limited to locating and identifying recorded descriptions (e.g. property and easement descriptions).

9. There is no observable evidence of cemeteries in the field or of record.

10. The surveyor was not provided with zoning information by the insurer pursuant to Table A Item 6a or 6b.

11. There is no visible above ground evidence of earth moving work, building construction or building additions within recent months.

12. There is no observable evidence of recent street or sidewalk construction or repairs.

13. There is no visible above ground evidence of the site being used as a solid waste dump, sump or sanitary landfill.

14. There are no visible party walls. There are no party walls designated by the client or by recorded Party Wall Agreements on subject property pursuant to Table A Item 10a.

15. There are no visible markings denoting wetlands as delineated by appropriate authorities.

16. Elevation datum is based on NAVD 88 data.
HSJBenchmark is located Top Nut Hydrant
(AS SHOWN ON SURVEY)
Elevation = 858.19

N

SCALE: 1 INCH = 30 FEET

[redacted]

**REVISIONS**

| Date: | |
|---|---|
| 5/28/14 | add proposed alley info. |
| 6/17/15 | add alley & improvements to parking lot |
| 6/19/15 | rev. areas, includes other parcels in areas |

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota

Thomas E. Hodorff, L.S.
Minnesota Reg. No. 23677

Date: May 20, 2014

**BOUNDARY AND TOPOGRAPHICAL SURVEY**

**For:**

EAGLE MANAGEMENT SERVICES LLC

**SITE:**

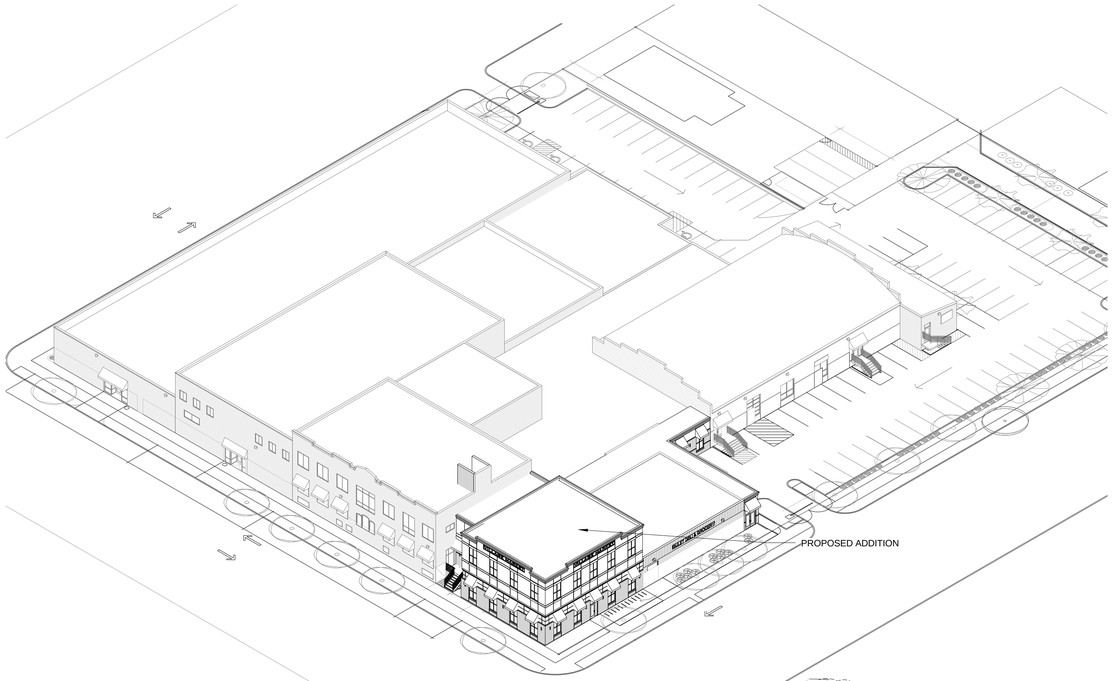
912 EAST 24TH STREET
MINNEAPOLIS, MINNESOTA

**HENNEPIN COUNTY**

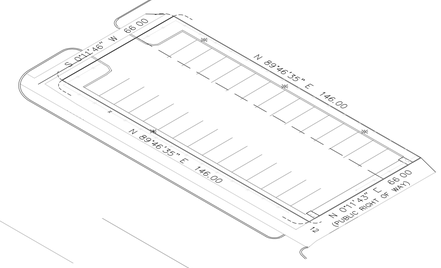

HARRY S. JOHNSON CO., INC.
LAND SURVEYORS
9063 Lyndale Avenue South
Bloomington, MN. 55437
Tele. 952-884-5341 Fax 952-884-5344
www.hsjsurveyors.com

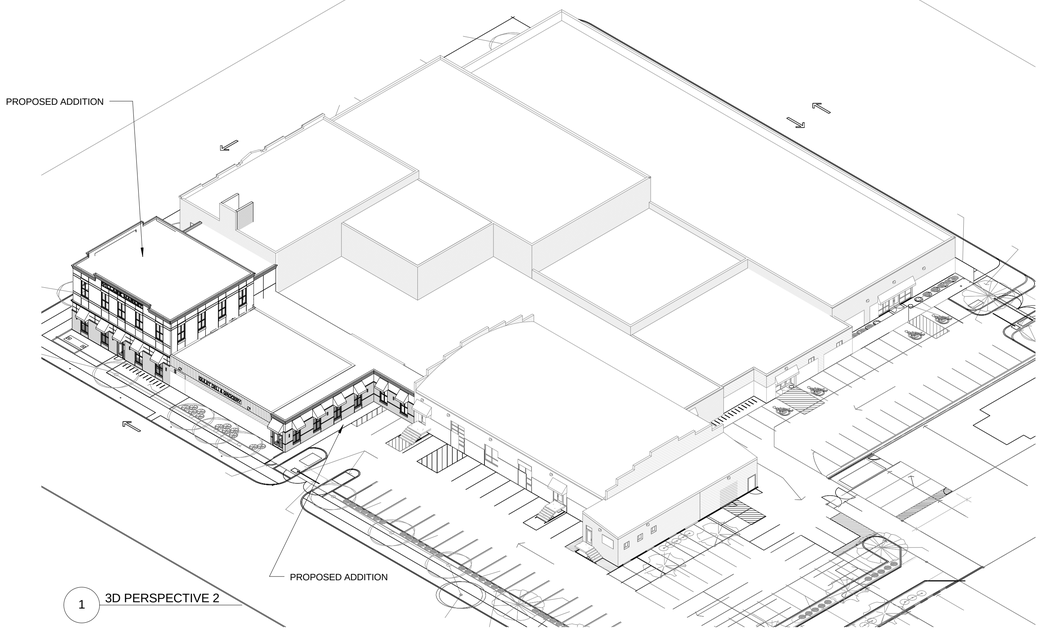

| Book | File No. |
|---|---|
| 636 | 1-3-8386T |
| Page | W.O. Number |
| 34 | 2014249 |
| CAD Technician | |
| CT | |
| Sheet No. | 1 OF 1 |

CAD File: 2014249.DWG
Path: J:\2014249\DWG

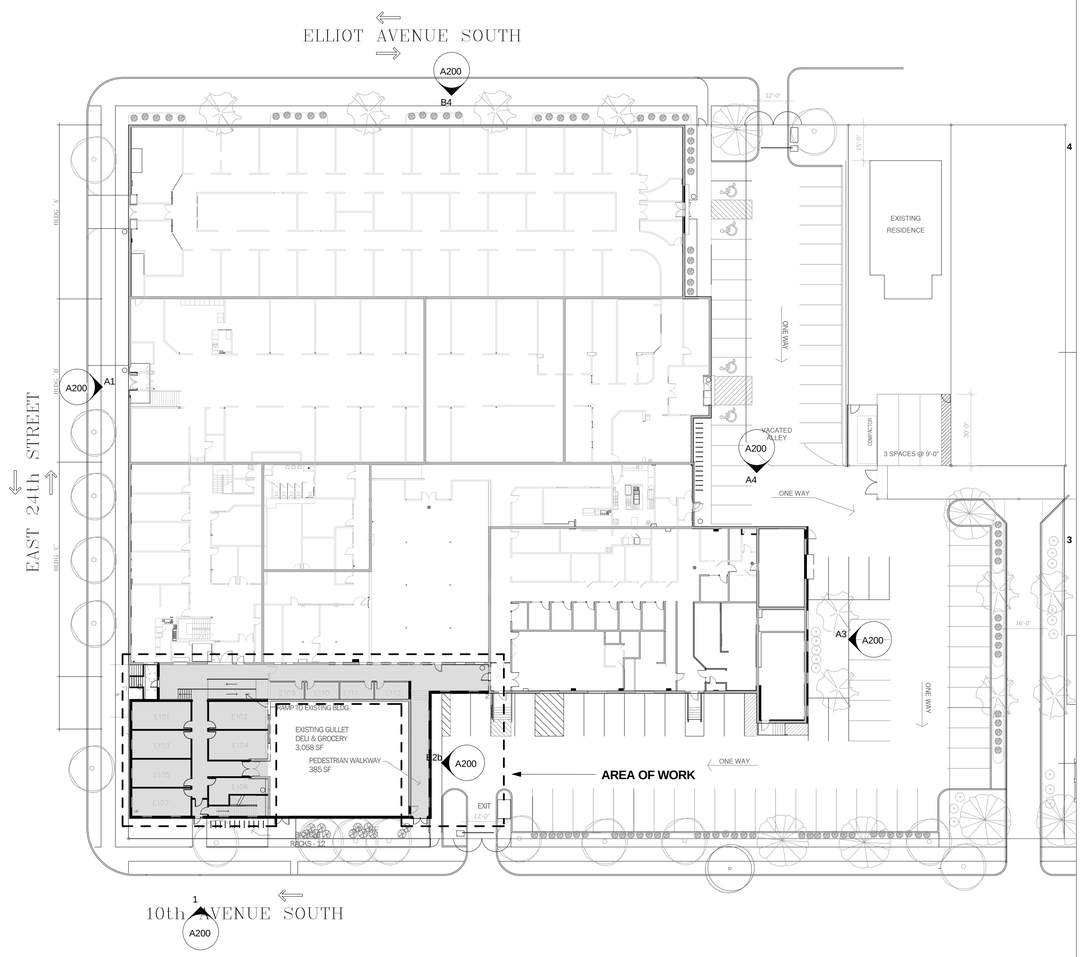


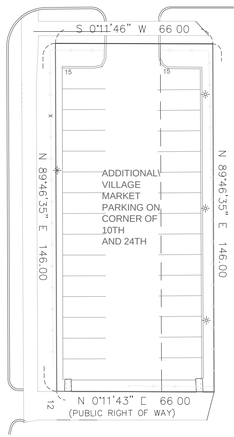

2 3D PERSPECTIVE




1 3D PERSPECTIVE 2




A1 KEY PLAN
1" = 30'-0"

DJR
ARCHITECTURE, INC
333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CIVIL

STRUCTURAL

CONTRACTOR

CLIENT

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 Architect under the laws of the State of Minnesota.
SCOTT NELSON
PRINT NAME
SIGNATURE
17444
REGISTRATION NUMBER
6.19.2015
DATE

PRELIMINARY- NOT FOR CONSTRUCTION

Project #:111-0025.2
Date: 6.19.2015
Drawn by: WP
Checked by: SN

| Issue: | Date: |
|---|---|
| Site Plan Review/Rezoning Submittal | 03.06.14 |
| 1 Revision 1 | 03.21.14 |
| 2 PDR SUBMITTAL | 04.29.14 |

Village Market
Enter address here

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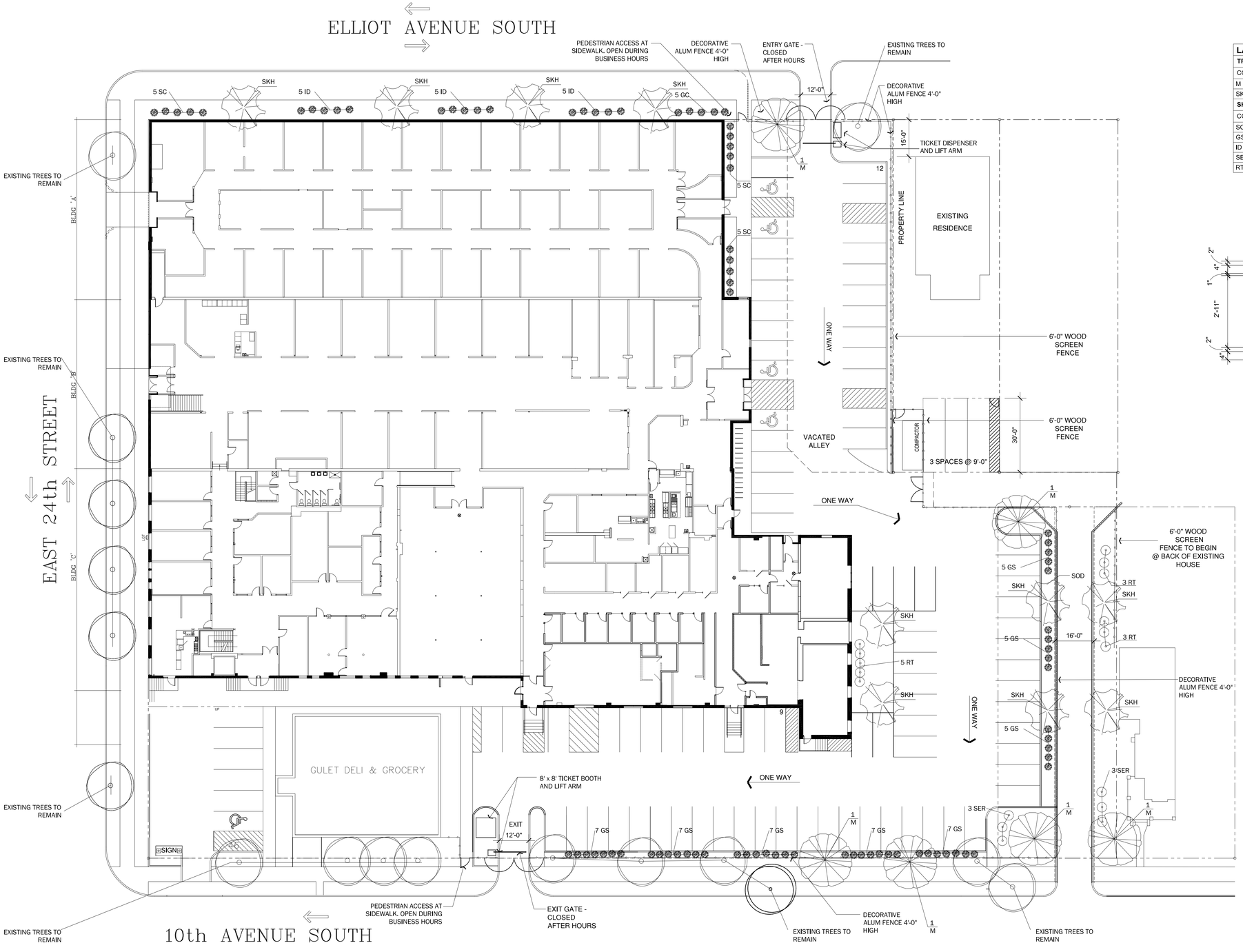
KEY PLAN AND 3D MODEL

A000

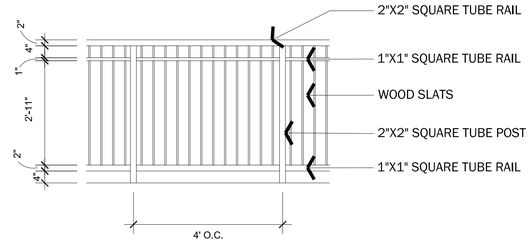



A1 PROPOSED LANDSCAPING PLAN
1" = 20'-0"

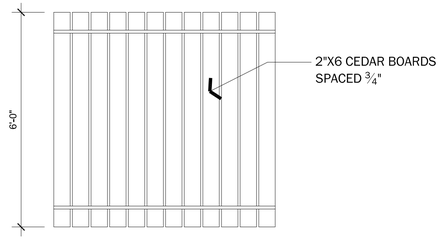
N

## LANDSCAPING SCHEDULE

| TREES | | | | |
|---|---|---|---|---|
| CODE | QUANTITY | COMMON NAME | SIZE | ROOT |
| M | 6 | SILVER MAPLE | 2.5" | B&B |
| SKH | 10 | SKYLINE HONEYLOCUST | 3" | B&B |
| **SHRUBS** | | | | |
| CODE | QUANTITY | COMMON NAME | SIZE | ROOT |
| SC | 15 | PURPLE LEAF SANDCHERRY | 5 GAL | POT |
| GS | 55 | GOLDFLAME SPIREA | 5 GAL | POT |
| ID | 7 | ISANTI DOGWOOD | 5 GAL | POT |
| SER | 6 | SERVICE BERRY | 5 GAL | POT |
| RT | 11 | RED TWIG DOGWOOD | 5 GAL | POT |




A3 ALUMINUM FENCE ELEVATION
1" = 20'-0"




A2 WOOD FENCE ELEVATION
1" = 20'-0"

FENCE KEY

PROPERTY LINE

4'-0" DECORATIVE ALUMINUM FENCE

6'-0" WOOD SCREEN FENCE

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333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CIVIL
MECHANICAL
STRUCTURAL
CONTRACTOR
CLIENT

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 Architect under the laws of the State of Minnesota.

PRINT NAME: SCOTT NELSON
SIGNATURE
LICENSE NUMBER: 47444
DATE

| Issue: | Date: |
|---|---|
| SITE PLAN REVIEW/ REZONING SUBMITTAL | 03.06.2014 |
| REVISION 1 | 03.27.2014 |
| FENCE PLAN | 04.01.2014 |
| PDR SUBMITTAL | 04.29.2014 |
| PERMIT REVISION | 08.11.2014 |

Project #:111-0025.0
Date: 2.19.2014
Drawn by: AP
Checked by: SN

Village Market
912 EAST 24TH STREET, MINNEAPOLIS, MN

SITE PLAN - PROPOSED LANDSCAPE PLAN

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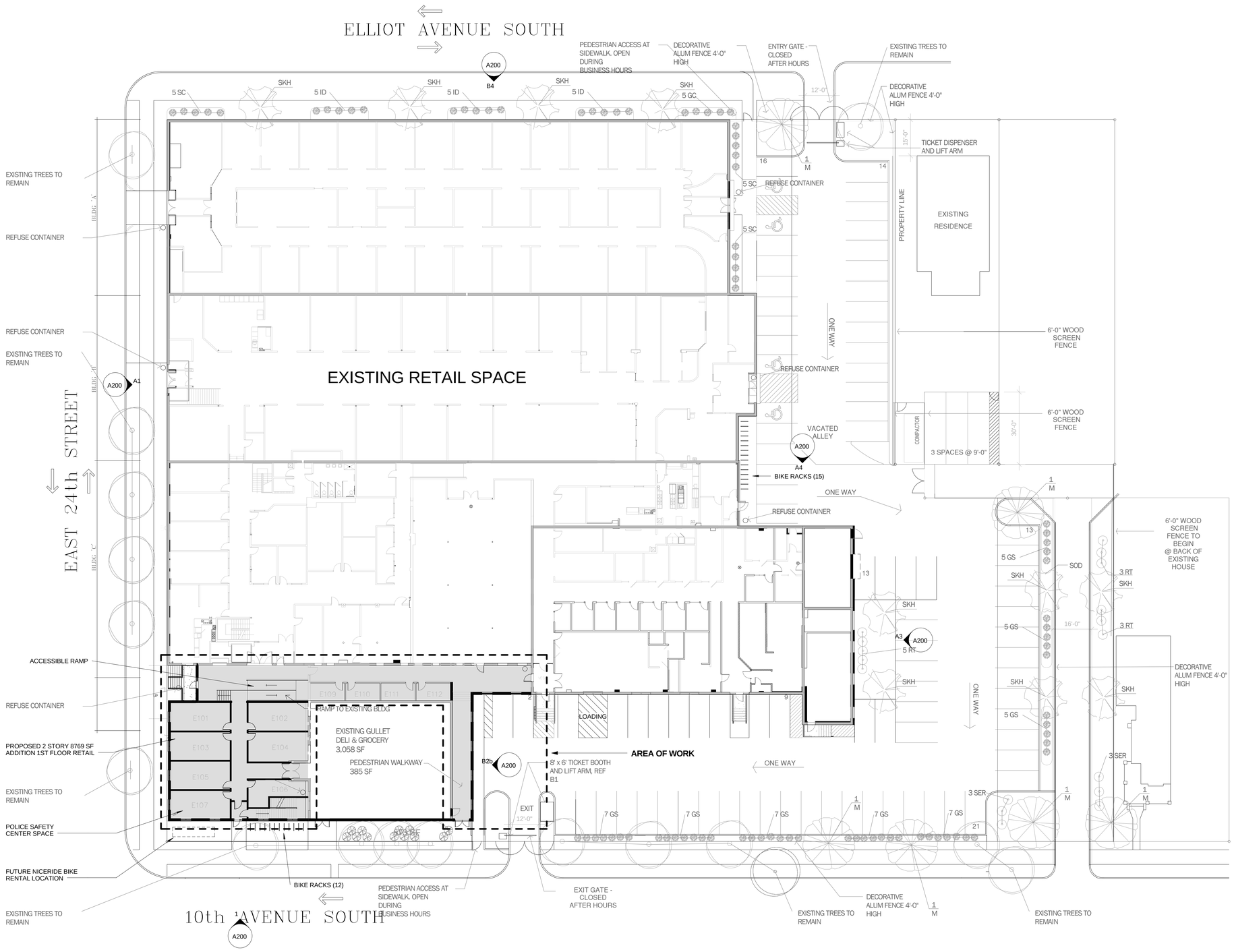
AL100




1 SITE PLAN/FIRST FLOOR PLAN
1" = 20'-0"

SITE AREA
Total Site Area: 106,090 SF

Site Area on Corner of 24th and 10th: 9636 SF

BUILDING DATA
Existing Building: 1st Floor = 59,358 SF
2nd Floor = 15,742 SF
Total = 75,100

Proposed Addition: 1st Floor = 5,194 SF
2nd Floor = 3,575 SF
Total = 8,769 SF

New Total with Addition: 83,869 SF

PARKING RECAP

| | Existing | Proposed |
|---|---|---|
| Standard: | 102 | 97 |
| Compact: | 14 | 14 |
| Handicap: | 7 | 7 |
| Total: | 123 | 117 |

FENCE KEY

PROPERTY LINE

4'-0" DECORATIVE ALUMINUM FENCE

6'-0" WOOD SCREEN FENCE

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Minneapolis, Minnesota 55401
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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 Architect under the laws of the State of Minnesota.
Scott Nelson
PRINT NAME
SIGNATURE
Designer
BUSINESS LICENSE NUMBER
6.19.2015
DATE

CLIENT
CONTRACTOR
STRUCTURAL
CIVIL

PRELIMINARY- NOT FOR CONSTRUCTION

Project #:111-0025.2
Date: 6.19.2015
Drawn by: WP
Checked by: SN

Issue: Date:

Village Market
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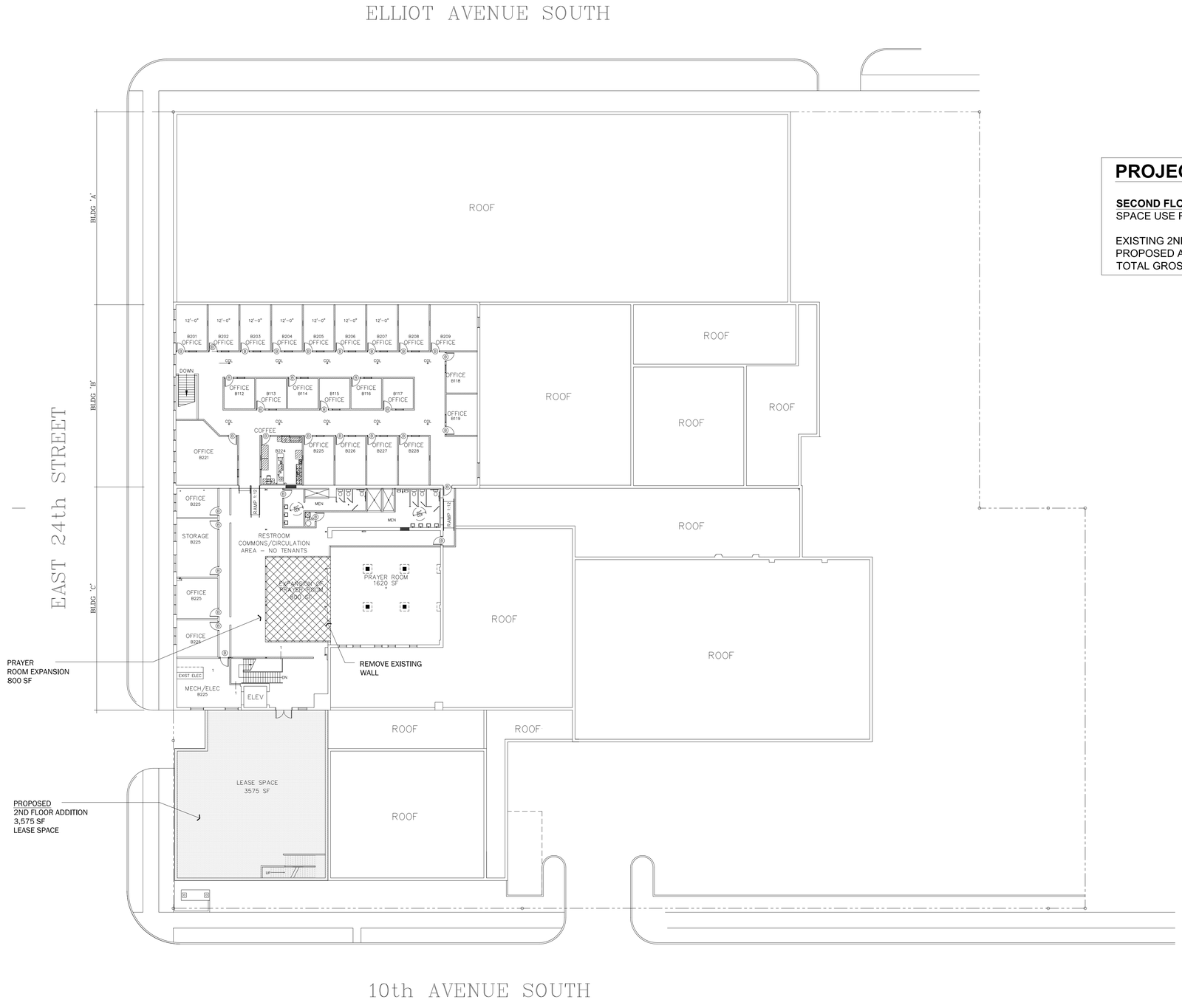
SITE PLAN/FIRST FLOOR PLAN

A100




## PROJECT DESCRIPTION

**SECOND FLOOR**
SPACE USE RECAP BREAKDOWNS

| | |
|---|---|
| EXISTING 2ND FLOOR SF | = 15,742 SF |
| PROPOSED ADDITION | = 3,575 SF |
| TOTAL GROSS SF 2ND FLOOR | = 19,317 SF |

A1 SECOND FLOOR PLAN
1" = 20'-0"

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Minneapolis, Minnesota 55401
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SCOTT NELSON
PRINTED NAME
SIGNATURE
17444
LICENSE NUMBER
02.04.2012
DATE

CLIENT | CONTRACTOR | STRUCTURAL | MECHANICAL | CIVIL

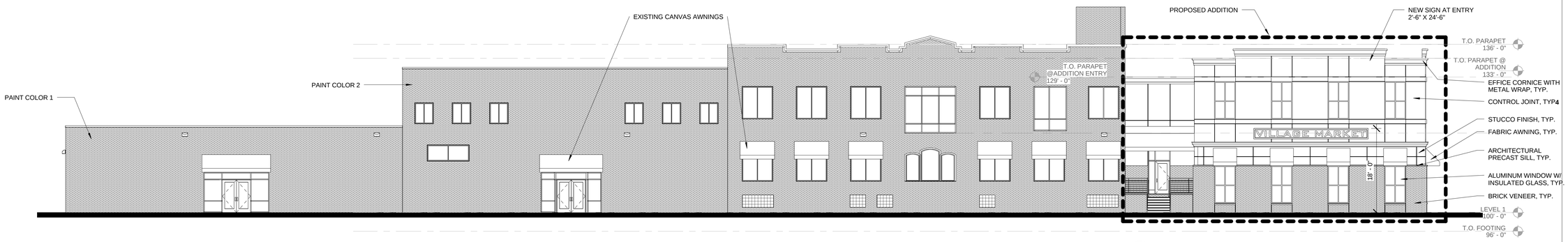
Project #: 111-0025.2
Date: 06.19.2015
Drawn by: Author
Checked by: Checker
WP
SN

| Issue: | Date: |
|---|---|
| PERMIT SUBMITTAL | 2.4.2013 |
| REVISED PERMIT SUBMITTAL | 2.11.2013 |
| REVISED PERMIT SUBMITTAL | 4.30.2013 |
| KULAN RESTAURANT REVISION | 7.08.2013 |
| SITE PLAN REVIEW | 3.6.2014 |
| REZONING SUBMITTAL | 3.27.2014 |
| REVISION 1 | 4.29.2014 |
| PDR SUBMITTAL | |

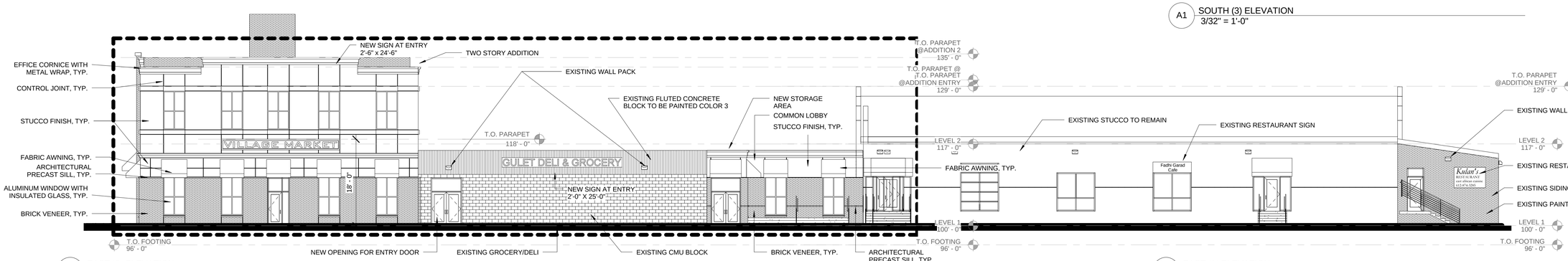
# VILLAGE MARKET
E 24TH ST AND 10TH AVE S

SECOND FLOOR PLAN - PROPOSED

# A101

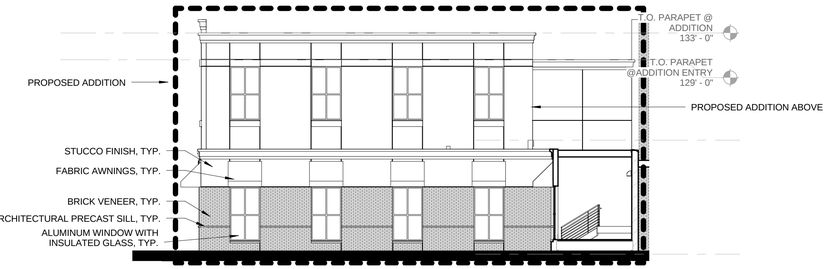



A1 SOUTH (3) ELEVATION
3/32" = 1'-0"

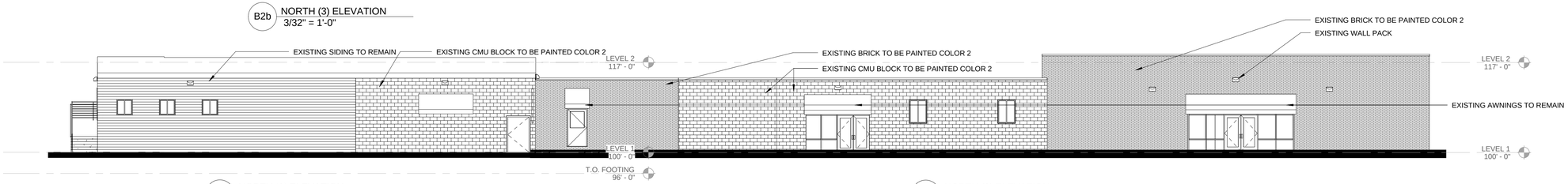



1 EAST (2) ELEVATION
3/32" = 1'-0"

A2 EAST (1) ELEVATION
3/32" = 1'-0"

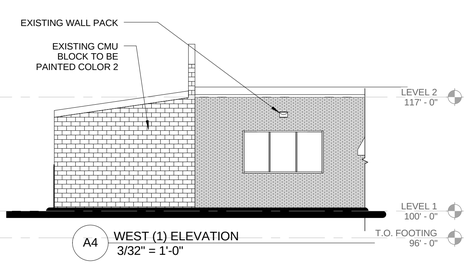



B2b NORTH (3) ELEVATION
3/32" = 1'-0"

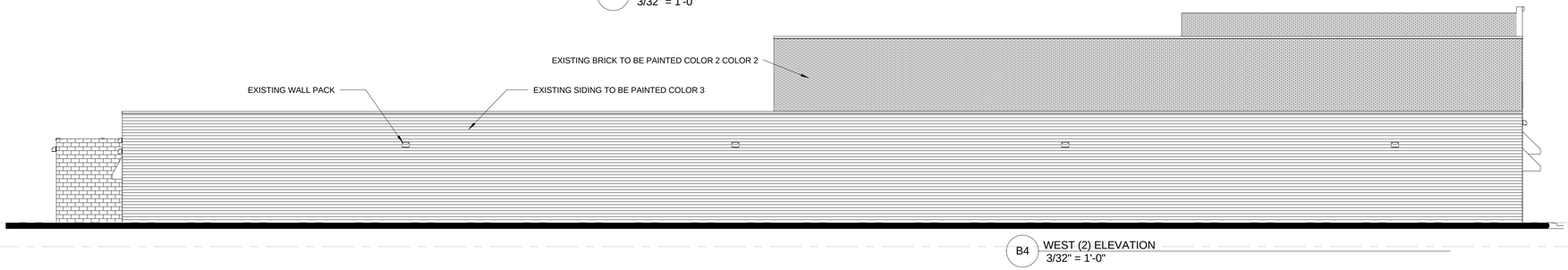



A3 NORTH (1) ELEVATION
3/32" = 1'-0"

C3 NORTH (2) ELEVATION
3/32" = 1'-0"




A4 WEST (1) ELEVATION
3/32" = 1'-0"




B4 WEST (2) ELEVATION
3/32" = 1'-0"

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Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

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CLIENT

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SCOTT NELSON
PRINT NAME

SIGNATURE

17444
REGISTRATION NUMBER

7.7.2015
DATE

PRELIMINARY: NOT FOR CONSTRUCTION

Project #:111-0025.2
Date: 7.7.2015
Drawn by: WP
Checked by: SN

| Issue: | Date: |
|---|---|
| Site Plan Review/Rezoning Submittal | 03.06.14 |
| Revision 1 | 03.27.14 |
| PDR SUBMITTAL | 04.29.14 |
| LAND USE SUBMITTAL | 06.19.15 |

Village Market
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EXTERIOR ELEVATIONS

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A200

# Village Market

Minneapolis, Minnesota

July 7, 2015

## Exterior Rendering

11-025.2

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VILLAGE
MARKET
GULET
DELI & GROCERY
GULET GROCERY & HALAL M
GOAT MEAT • BEEF • CHICKEN • CAMEL
612-874-6970

VILLAGE
MARKET
GULET
DELI & GROCERY
GULET GROCERY & HALAL M
GOAT MEAT • BEEF • CHICKEN • CAMEL & MORE GROCER
612-874-6970

VILLAGE MARKET

GULET DELI & GROCERY

STOP

DO NOT ENTER

pepsi

PEPSI PRODUCTS NOW HERE

OPEN

GULET GROCERY & HALAL ME
GOAT MEAT • BEEF • CHICKEN • CAMEL & MORE GROCERY
We ACCEPT EBT 612• 874•6970
GULET DELI & GROCERY
80
PRIZM

GULET GROCERY & HALAL MEAT
GOAT MEAT • BEEF • CHICKEN • CAMEL & MORE GROCERY ITEMS
WE ACCEPT EBT
612 • 874 • 6970
GULET DELI & GROCERY
OPEN
ENTER
GULET DELI & GROCERY
pepsi

EXCELSIOR BAKING CO
5596
651-644-2414

NO
PARKING
8AM-6PM
DAILY
EXCEPT
BY PERMIT

Minnesota
736 DHL

NO LOITERING
POLICE ENFORCED
WARNING
AUTOS/TRUCKS ONLY
VILLAGE MARKET
PAID
PARKING
VIOLATORS WILL
BE TOWED AT
OWNER'S EXPENSE.
CEDAR
612-721-6645
3527 DIGHT AVE
LIC 13050008 MIN TOW $226

PARKING FEES

OPEN

VILLAGE MARKET
PAID
PARKING
VIOLATORS WILL
BE TOWED AT
OWNER'S EXPENSE.
CEDAR
612-721-6645
3527 DIGHT AVE
LIC 13050008 MIN TOW522B

# PARKING FEES

**ONLY .50 cents the first 20 Minutes**

| | |
|---|---|
| • 20 MIN – 1 HOUR | $1.25 |
| • 1 HOURS - 2 HOURS | $2.50 |
| • 2 HOURS - 3 HOURS | $3.75 |
| • 3 HOURS - 4 HOURS | $5.00 |
| • OVER 4 HOURS | $8.00 |
| • OVER 7 HOURS | $10.00 |

**LOST TICKET** $10.00

**No over night parking. Violators will be towed at owners expense.**

OPEN

AUTOMOBILE TRAFFIC ONLY

AUTOMOBILE TRAFFIC ONLY

VILLAGE MARKET
BANS GUNS IN
THESE PREMISES
NO
LOITERING
NO PARKI

VILLAGE MARKET
NO BANS GUNS IN W
THESE PREMISES
LOITERING
NO TRESPASSING
303 PBC
T220N

NO MAN
DELIVERY
ONLY
733 HJM

BULAALE FASHION LLC
912 East 24th Street Unit 138B
Minneapolis, Minnesota 55404
ph. 612-203-2232 / 612-872-2960

DO NOT
BLOCK
DRIVE

BULAALE FASHION LLC
912 East 24th Street Unit 138B
Minneapolis, Minnesota 55404
ph. 612-203-2232 / 612-872-2960

DO NOT
BLOCK
DRIVE

DO NOT BLOCK
CONTAINER
CAUTION

NO
OVERNIGHT
PARKING

612-874-3285

Kulan
Restaurant
EAST AFRICAN CUISINE
612-874-3285

Kulan
Restaurant
EAST AFRICAN CUISINE
612-874-3285
OPE
Fatiki Garad
Cafe

dhi Garad
Cafe
OPEN
WIFI
ACURA
641 KLD

Fadhi Garad
Cafe
ACURA
641 KLD

922
DO NOT
ENTER
AUTOMOBILE
TRAFFIC ONLY

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

July 7, 2015 (* Revised)

Abde Warsame
City Council - Ward 6
350 S. 5th St., Room 307
Minneapolis, MN 55415

# STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET SITE PLAN REVIEW & APPLICATION FOR EXPANSION OF NON-CONFORMING USE

**PROJECT DESCRIPTION:**
The proposed project consists of a 2 story, 8,769 SF addition to the existing Village Market Mall. The addition is located at the corner of 10th Avenue and East 24th Street. The addition will contain 6-7 shops on the lower level and office and common space on the upper level and also provide via an interior ramp an additional accessible entry to the main center of the mall from a key pedestrian access point from the neighborhood.

This project will require removal of the existing 6 space parking lot on the corner of which has also been identified as a traffic issue by Public Works. The exterior materials will include both brick and stucco (as a transition from the existing brick exterior on 24th Street side to the stucco exterior on the 10th Avenue side) While the corner addition is the only new SF proposed, the scope of work for the project will also include exterior painting, new awnings, and repairs to the existing building on all sides to improve the overall image of the entire Village Market project.

**LAND USE APPLICATIONS REQUIRED:**

- Site Plan Review for addition to non-conforming use
- Application for expansion of non-conforming use

*** Previous letter did not note that an application for expansion of non-conforming use was required.**

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

July 7, 2015 (* Revised)

Ventura Village Neighborhood Organization
2020 Bloomington Avenue
Minneapolis, MN 55404

# STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET SITE PLAN REVIEW & APPLICATION FOR EXPANSION OF NON-CONFORMING USE

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- Site Plan Review for addition to non-conforming use
- Application for expansion of non-conforming use

*** Previous letter did not note that an application for expansion of non-conforming use was required.**

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

July 7, 2015 (* Revised)

Midtown Phillips Neighborhood Association, Inc.
2748 11th Avenue South
Minneapolis, MN 55407

# STATEMENT OF PROPOSED USE / PROJECT NARRATIVE FOR VILLAGE MARKET SITE PLAN REVIEW & APPLICATION FOR EXPANSION OF NON-CONFORMING USE

**PROJECT DESCRIPTION:**
The proposed project consists of a 2 story, 8,769 SF addition to the existing Village Market Mall. The addition is located at the corner of 10th Avenue and East 24th Street. The addition will contain 6-7 shops on the lower level and office and common space on the upper level and also provide via an interior ramp an additional accessible entry to the main center of the mall from a key pedestrian access point from the neighborhood.

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**LAND USE APPLICATIONS REQUIRED:**

- Site Plan Review for addition to non-conforming use
- Application for expansion of non-conforming use

*** Previous letter did not note that an application for expansion of non-conforming use was required.**

## Dvorak, Hilary A.

**From:** Cano, Alondra
**Sent:** Wednesday, July 29, 2015 1:59 PM
**To:** Dvorak, Hilary A.
**Subject:** FW: Sabri's application for expansion of the Village Market

For the public record.

---

**From:** Marj Magnuson [mailto:marjbauer@hotmail.com]
**Sent:** Wednesday, July 29, 2015 11:08 AM
**To:** Cano, Alondra
**Subject:** Sabri's application for expansion of the Village Market

I live on the 2400 block of 11th Ave. People on this block are again opposed to this expansion for the same reasons as the previous proposal. Nothing has changed; the traffic and parking issues are the same if not worse. The traffic analysis done previously will show the problems. Sabri enclosed the two parking lots with fence and put in a gate so people will have to pay to park. That is fine but it did not solve the parking problem. In fact, they are half empty many times because, like we do, people will park four blocks away to avoid paying for parking. An expansion will only bring more cars into the area.

Marjorie Magnuson

**Dvorak, Hilary A.**

**From:** Cano, Alondra
**Sent:** Thursday, July 30, 2015 9:38 AM
**To:** Dvorak, Hilary A.
**Cc:** Kusz, Lisa M.
**Subject:** FW: Village Market Expansion

For the public record.

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**From:** Connie [mailto:traveler332003@yahoo.com]
**Sent:** Thursday, July 30, 2015 9:22 AM
**To:** Cano, Alondra
**Subject:** Village Market Expansion

Ms. Cano,
I am writing with serious concern regarding the proposed expansion of the Mall located on 24th St. at 10th Ave. I have lived in the neighborhood for over 20 years. We have worked very hard to create a pleasant, livable community. We have a very active block club, a community garden on our block and host several events year round for our neighbors. In the past several years since the Mall was developed, there has been increasing problems with traffic, parking, loitering, trash, destruction of property, noise and crime. There are groups of men hanging around the surrounding area, including on our block to the point that our children fear going past the area to walk to the library. Customers park on our street and disregard any parking regulations leaving residents with no place to park. They stand at their cars or even sit on the front steps of residents and are loud with shouting to one another and music from their vehicles.
This is a residential neighborhood. We work and when we are home want to relax and enjoy our homes and our yards. Bringing even more customers who are not residents into the area will only increase all of the above mentioned issues. It is not acceptable that we have to put up with the deteriorating conditions and declining enjoyment of living in our homes because of the poor planning for a business venture of this size that should be not located in a residential neighborhood. It has already outgrown the space and the solution is to relocate to an appropriate size and zoned location, not the ridiculous proposal to squeeze even more people and businesses into a already overcrowded space.
We are strongly opposed to any expansion of the Mall and would ask that our rights for a livable community be respected.

Connie Magnuson
Property Owner

**Dvorak, Hilary A.**

**From:** Jeremy Archer <jarcher@archland.net>
**Sent:** Thursday, July 30, 2015 2:04 PM
**To:** Cano, Alondra; Bender, Lisa; Dvorak, Hilary A.
**Subject:** Feedback Regarding the Expansion of the 24TH STREET VILLAGE MALL

Council members,

I am writing to **strongly oppose** the expansion of the 24th Street Village Mall. I submitted this same letter last May. However, the circumstances surrounding the expansion of the property have not changed. In fact, they have only grown worse.

My family and I have lived in this neighborhood (just one block south of the mall) for over eight years. The mall is a constant issue for the residents of this neighborhood and its expansion will amplify those issues.

I would strongly encourage the City not to approve this expansion for the following reasons:

1) The mall produces an inappropriate amount of traffic on residential streets surrounding the premise. Traffic is simply too great already to support additional visitors to the premise. At times, 24th is completely impassable. The two T intersections here within close proximity of each other (on 24th) magnifies this problem. The site is a constant location for accidents and near-misses. Simply, the residential streets cannot safely support the excess traffic. It is neither safe nor wise to support further traffic increase.

2) The mall already causes excessive parking issues for residents around the mall. These parking issues are so severe at times (especially during snow emergencies) that often residents who live in the area are unable to park within close proximity of their homes. There have been multiple times that I've had to park multiple blocks from my home. Increasing the number of cars requiring parking within a residential neighborhood that is already very short on off-street parking is an offense to the residents who've decided to stay here as instruments of stability in a border-line neighborhood. As a result, some streets now have permit-only parking. I'd like to remind you that these permits are paid for by residents. As a result, many of us now pay out of our own pockets to handle the City's mistakes in allowing the mall and the issues that accompany it to continue to operate.

3) Property values within this neighborhood are still extremely depressed. We have not seen the same recovery within the Phillips / Ventura Village that a good share of Minnesotans have. The expansion of commercial properties that have had so long of a troubled history within the neighborhood will only increase this problem for property owners. You are as well aware as I am that with decreasing property values also comes a variety of other more serious issues.

4) The mall currently shares an ally with many residential homes. At MANY times the ally is completely blocked, backed up or unusable due to traffic, illegally parked cars or loitering pedestrians. This is neither safe nor appropriate for the residents of that block.

5) As I understand, the current property is already over-occupied, under code on parking requirements and other city ordinances. Why the City would even consider of an expansion such as this is extremely disappointing. It should be the business of local government to enforce our laws, statutes and ordinances - not reward disregard for them.

Sincerely,

Jeremy Archer
2439 11th Ave S
jarcher@archland.net
612-270-3059

**Dvorak, Hilary A.**

**From:** Gomez, Aisha
**Sent:** Thursday, July 30, 2015 4:46 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.
**Subject:** FW: Concern about the proposed expansion

For the record.

Thanks,
Aisha

**From:** Mark Muller [mailto:mnmuller@gmail.com]
**Sent:** Thursday, July 30, 2015 3:55 PM
**To:** Cano, Alondra
**Cc:** Gomez, Aisha
**Subject:** Concern about the proposed expansion

Hi Alondra,

Good to see you on the street outside of McKnight the other day. As you know, I live on 11th Avenue down the street from the 24th Street mall, and I share my neighbors' concerns about any expansion of the Mall. I love that the old bakery has been re-purposed and is thriving, but the Mall is taking up space well outside the property boundaries. I never drive on the streets by the mall because of the chaos. It really feels like the property is out of control.

Thanks for raising these concerns about the proposal,

Mark Muller

## Dvorak, Hilary A.

**From:** Cano, Alondra
**Sent:** Thursday, July 30, 2015 4:57 PM
**To:** Kusz, Lisa M.; Dvorak, Hilary A.
**Subject:** FW: Village Market Expansion - Voice your Concern

FYI

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**From:** William E Bryant CPA, CVA [mailto:web@bryant-cpa.com]
**Sent:** Thursday, July 30, 2015 12:51 PM
**To:** Bender, Lisa
**Cc:** Cano, Alondra; Connie Magnuson (traveler332003@yahoo.com); Betty Bryant (betsbetty@aol.com); Thor Adam (thorbjorn.adam@gmail.com); Larry & Marj Magnuson (marjbauer@hotmail.com); Greeley, Donald; Jared Wass; Amy Smith (asmithon11th@yahoo.com); Brendan Lebsack (brendan.lebsack@gmail.com); Anna Lebsack (annajohanek@gmail.com); Krueger, Luther; singdancesavetheworld@gmail.com
**Subject:** Village Market Expansion - Voice your Concern

Lisa Bender & Alondra Cano:

RE: Village Market Expansion

I am a resident on 25th & 11th Avenue South and I am writing you to express a concern over the proposed expansion plans for the Somali Village Market. Currently, there is not enough parking spaces available to accommodate the existing Market congestion. Therefore, to expand without any consideration to improve adequate parking needs, would just add more chaos and inconvenience to an already congested Traffic/Parking problem.

I also want to add that I'm very concerned with the congregating of people around Private Property. I have a good understanding of Islam through my Comparative Religious Studies and I have many Muslim friends. So I understand why Muslims enjoy congregating at the Mosque and Market Places as part of their Traditions, before and after each of their 5 daily prayers, especially the Al-Jum'ah Prayer on Friday afternoons. But some of that congregation has spilled over onto Private Property, for which individual homeowners living nearby experience people standing in front of their homes and sitting on their retaining walls, conversing is a very loud and unacceptable manner. This is very intrusive and an invasion of privacy for those Home Owners. I believe that some type of Public Notice should be Posted in the Somali Village Market, telling people to be respectful of the Private Property of surrounding Homeowners, requesting that they meet and socialize only around the Mosque and Coffee Shops that permit this congregation on that property.

This is of course, all the more reason not to create more problems with more unmanageable expansion. Thank you.

PS: I am also copying the remarks below from Connie Magnuson, for which I agree with her on every point.

**From:** Connie [mailto:traveler332003@yahoo.com]
**Sent:** Thursday, July 30, 2015 9:22 AM
**To:** Cano, Alondra
**Subject:** Village Market Expansion

Ms. Cano,
I am writing with serious concern regarding the proposed expansion of the Mall located on 24th St. at 10th Ave. I have lived in the neighborhood for over 20 years. We have worked very hard to create a pleasant, livable community. We have a very active block club, a community garden on our block and host several events year round for our neighbors. In the past several years since the Mall was developed, there has been increasing problems with traffic, parking, loitering, trash, destruction of property, noise and crime. There are groups of

men hanging around the surrounding area, including on our block to the point that our children fear going past the area to walk to the library. Customers park on our street and disregard any parking regulations leaving residents with no place to park. They stand at their cars or even sit on the front steps of residents and are loud with shouting to one another and music from their vehicles.
This is a residential neighborhood. We work and when we are home want to relax and enjoy our homes and our yards. Bringing even more customers who are not residents into the area will only increase all of the above mentioned issues. It is not acceptable that we have to put up with the deteriorating conditions and declining enjoyment of living in our homes because of the poor planning for a business venture of this size that should be not located in a residential neighborhood. It has already outgrown the space and the solution is to relocate to an appropriate size and zoned location, not the ridiculous proposal to squeeze even more people and businesses into a already overcrowded space.
We are strongly opposed to any expansion of the Mall and would ask that our rights for a livable community be respected.

Connie Magnuson
Property Owner

**William E. Bryant** CPA, CVA, CMAP
***Bryant Development Group, LLC***
***Network Investments, Inc***
2524 Eleventh Avenue South
Minneapolis, MN 55404
Tel 612.872.9684 Fax 612.879.9954
View Professional Services available at:
http://www.bryant-cpa.com/

**Dvorak, Hilary A.**

**From:** Amy Wass <amywass@gmail.com>
**Sent:** Friday, July 31, 2015 6:51 AM
**To:** Bender, Lisa; Dvorak, Hilary A.; Kusz, Lisa M.
**Subject:** Village Market Expansion

Dear Ms. Cano,

Recently, our neighborhood was made aware that expansion on the Village Market Mall (located on 24th St and 10th Ave) was again under consideration. As a member of the neighborhood where this business is located, we are writing with serious concerns.

We have lived in our neighborhood for 7 years and even in that short time, our active block club has worked hard to create a neighborhood that is welcoming, safe and healthy for those who live here. Since the Mall was developed, there have been marked increases in traffic, parking, loitering, trash, destruction of property, noise and crime. Our family lives one block away on 10th Ave and will not drive through that corner because it is very difficult to safely navigate the groups of people standing on street corners or in the street. We also do not feel safe walking alone or with our children through that area as we have been harassed and heckled on several occasions when we did walk through there.

We appreciate businesses and development, but only the kind that increases the liveability of our neighborhood and contributes to the safety of our families. We desire that this neighborhood be a place we can come home to spend our evenings enjoying family time and our neighborhood without calling police for destruction of property, fixing the things that have been carelessly trampled, driving around and around to find parking, or being harassed on a walk.

We should not be the ones who reap the consequences of a poorly planned business venture that is already too large for a residential neighborhood. To expand this Mall into an already overcrowded space is unwise and we fear, will continue to cause increased deterioration of the kind listed above. We strongly oppose the expansion of the Mall and would ask that our city listen to those of us who live with it daily and feel the tangible outcomes of an already overcrowded business space.

Thank you for your time!
Jared & Amy Wass
Property Owners

## Dvorak, Hilary A.

**From:** William E Bryant CPA, CVA <web@bryant-cpa.com>
**Sent:** Friday, July 31, 2015 3:11 PM
**To:** Dvorak, Hilary A.
**Cc:** Gomez, Aisha
**Subject:** FW: Village Market Expansion - Voice your Concern

Hilary Dvorak:

See below. I am one of many concerned residents about Village Market expansion. The current Market is already overcrowded and cannot manage the congestion of traffic and intrusion upon Private Property.

Thanks.

**William E. Bryant CPA, CVA, CMAP**
***Bryant Development Group, LLC***
***Network Investments, Inc***

**From:** William E Bryant CPA, CVA
**Sent:** Thursday, July 30, 2015 12:51 PM
**To:** lisa.bender@minneapolismn.gov
**Cc:** Alondra.Cano@minneapolismn.gov; Connie Magnuson (traveler332003@yahoo.com) <traveler332003@yahoo.com>; Betty Bryant (betsbetty@aol.com) <betsbetty@aol.com>; Thor Adam (thorbjorn.adam@gmail.com) <thorbjorn.adam@gmail.com>; Larry & Marj Magnuson (marjbauer@hotmail.com) <marjbauer@hotmail.com>; Don Greeley (Donald.Greeley@minneapolismn.gov) <Donald.Greeley@minneapolismn.gov>; Jared Wass <jared.wass@hopeingod.org>; Amy Smith (asmithon11th@yahoo.com) <asmithon11th@yahoo.com>; Brendan Lebsack (brendan.lebsack@gmail.com) <brendan.lebsack@gmail.com>; Anna Lebsack (annajohanek@gmail.com) <annajohanek@gmail.com>; Krueger, Luther <Luther.Krueger@minneapolismn.gov>; singdancesavetheworld@gmail.com
**Subject:** Village Market Expansion - Voice your Concern

Lisa Bender & Alondra Cano:

RE: Village Market Expansion

I am a resident on 25th & 11th Avenue South and I am writing you to express a concern over the proposed expansion plans for the Somali Village Market. Currently, there is not enough parking spaces available to accommodate the existing Market congestion. Therefore, to expand without any consideration to improve adequate parking needs, would just add more chaos and inconvenience to an already congested Traffic/Parking problem.

I also want to add that I'm very concerned with the congregating of people around Private Property. I have a good understanding of Islam through my Comparative Religious Studies and I have many Muslim friends. So I understand why Muslims enjoy congregating at the Mosque and Market Places as part of their Traditions, before and after each of their 5 daily prayers, especially the Al-Jum'ah Prayer on Friday afternoons. But some of that congregation has spilled over onto Private Property, for which individual homeowners living nearby experience people standing in front of their homes and sitting on their retaining walls, conversing is a very loud and unacceptable manner. This is very intrusive and an invasion of privacy for those Home Owners. I believe that some type of Public Notice should be Posted in the Somali Village Market, telling people to be respectful of the Private Property of surrounding Homeowners, requesting that they meet and socialize only around the Mosque and Coffee Shops that permit this congregation on that property.

This is of course, all the more reason not to create more problems with more unmanageable expansion. Thank you.

PS: I am also copying the remarks below from Connie Magnuson, for which I agree with her on every point.

**From:** Connie [mailto:traveler332003@yahoo.com]
**Sent:** Thursday, July 30, 2015 9:22 AM
**To:** Cano, Alondra
**Subject:** Village Market Expansion

Ms. Cano,
I am writing with serious concern regarding the proposed expansion of the Mall located on 24th St. at 10th Ave. I have lived in the neighborhood for over 20 years. We have worked very hard to create a pleasant, livable community. We have a very active block club, a community garden on our block and host several events year round for our neighbors. In the past several years since the Mall was developed, there has been increasing problems with traffic, parking, loitering, trash, destruction of property, noise and crime. There are groups of men hanging around the surrounding area, including on our block to the point that our children fear going past the area to walk to the library. Customers park on our street and disregard any parking regulations leaving residents with no place to park. They stand at their cars or even sit on the front steps of residents and are loud with shouting to one another and music from their vehicles.
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We are strongly opposed to any expansion of the Mall and would ask that our rights for a livable community be respected.

Connie Magnuson
Property Owner

**William E. Bryant CPA, CVA, CMAP**
***Bryant Development Group, LLC***
***Network Investments, Inc***
2524 Eleventh Avenue South
Minneapolis, MN 55404
Tel 612.872.9684 Fax 612.879.9954
View Professional Services available at:
http://www.bryant-cpa.com/

## Dvorak, Hilary A.

**From:** Jared Wass <jaredwass@gmail.com>
**Sent:** Saturday, August 01, 2015 9:05 PM
**To:** Bender, Lisa; Dvorak, Hilary A.; Kusz, Lisa M.
**Subject:** Village Market Expansion in Phillips

Dear Ms. Cano,

Recently, our neighborhood was made aware that expansion on the Village Market Mall (located on 24th St and 10th Ave) was again under consideration. As a member of the neighborhood where this business is located, we are writing with serious concerns.

We have lived in our neighborhood for 7 years and even in that short time, our active block club has worked hard to create a neighborhood that is welcoming, safe and healthy for those who live here. Since the Mall was developed, there have been marked increases in traffic, parking, loitering, trash, destruction of property, noise and crime. Our family lives one block away on 10th Ave and will not drive through that corner because it is very difficult to safely navigate the groups of people standing on street corners or in the street. We also do not feel safe walking alone or with our children through that area as we have been harassed and heckled on several occasions when we did walk through there.

We appreciate businesses and development, but only the kind that increases the livability of our neighborhood and contributes to the safety of our families. We desire that this neighborhood be a place we can come home to spend our evenings enjoying family time and our neighborhood without calling police for destruction of property, fixing the things that have been carelessly trampled, driving around and around to find parking, or being harassed on a walk.

We should not be the ones who reap the consequences of a poorly planned business venture that is already too large for a residential neighborhood. To expand this Mall into an already overcrowded space is unwise and we fear, will continue to cause increased deterioration of the kind listed above. We strongly oppose the expansion of the Mall and would ask that our city listen to those of us who live with it daily and feel the tangible outcomes of an already overcrowded business space.

Thank you for your time!
Jared Wass
Property Owner

## Dvorak, Hilary A.

**From:** Gomez, Aisha
**Sent:** Monday, August 03, 2015 10:26 AM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.
**Subject:** FW: Planning Commission hearing on Mall expansion - August 17th

FYI- for the record.

Aisha

-----Original Message-----
From: Raquel Bloom [mailto:icmpls2@earthlink.net]
Sent: Friday, July 31, 2015 1:52 PM
To: Gomez, Aisha
Subject: Re: Planning Commission hearing on Mall expansion - August 17th

Hi, Aisha. It is so disappointing to hear that the owner of the Village Market is re-submitting a proposal to expand. None of the issues that caused the denial of this proposal last year has been addressed. The trash, traffic violations, illegal parking, noise, loitering and other issues have continued. Our alley is frequently blocked by vehicles illegally loading and unloading people going to or from and products for the mall. The bike lanes are blocked by vehicles as well. We frequently call 911 because some of those loitering on the block and in our alley end up fighting. We are constantly telling people to please not hang out on our steps. Multiple times, we have caught people using the side and back of our house to go to the bathroom and smoke pot. In fact neighbors south and north of my house have left the neighborhood because they are concerned for the safety of their children and could no longer take the livability issues on our block. It is very sad to lose good neighbors and friends. The bottom line is that this is a residential neighborhood and will never be an appropriate location for any mall. Expanding the mall will only intensify these issues even more.

I have some questions for your office:

1. What is Alondra's position on this proposal?
2. Do you have a copy of the staff report on this proposal?
3. Are you able to provide statistics on the 911 calls within a 2-block perimeter of the mall?
4. Are you able to provide statistics on traffic enforcement within the same perimeter?
5. Has the mall been inspected by the city within the last year? What were their findings?
6. Who should we contact to voice our opposition to this proposal?
7. Do you have a copy of the minutes from the Planning commission meeting last year 5/19/14 when a similar proposal was denied?

I would like to have the information as soon as possible.

Thank you,

Raquel Bloom

## Dvorak, Hilary A.

**From:** Timothy Novotny <judenovotny@yahoo.com>
**Sent:** Monday, August 03, 2015 1:35 PM
**To:** Bender, Lisa; Dvorak, Hilary A.; Kusz, Lisa M.
**Subject:** Expansion of 24th Street Village Mall at 10th Ave S.

Greetings,

This email is in regards to the proposed expansion of the 24th Street Village Mall at 10th Ave in south Minneapolis.

I am a homeowner at 2432 11th Ave South and I am adamantly opposed to this expansion, and I'm opposed to the mall being there in it's current state. I don't profess to know what the operator claims to have as far as the number of retailers, parking spots, or the daily average number of patrons. However, what I DO know is the reality of the situation.

The parking problems alone should be enough to close the mall down and have it moved to a properly zoned retail area. The problems are as follows:

1. There are very few parking spots available for retailer shoppers They park on the street in an ever-expanding arc extending for blocks from the mall. This already causes a gross inconvenience to the vast majority of residents within a 2-block radius of the mall.
2. The small parking lot has one access point just off 24th Street on 10th Ave. Cars waiting to turn into the lot are backed up 6-8 cars deep back on 24th Street in both directions. I have literally sat for 3-4 minutes to drive 1 block west from 11th Ave to 10th Ave on 24th Street when I've made the mistake of turning that direction.
3. The traffic generated down 11th Ave (and many other streets) is hazardous. The speed and frequency of automobiles is unsafe for the narrow streets since they are not laid out for high-density traffic flow.
4. The amount of litter generated from food bags, coffee cups, wrappers, etc., is a blight to our neighborhood. It is constantly unsightly which affects our property values. This continues despite our efforts to have the retailers provide adequate garbage receptacles.
5. The noise from customers talking loudly and yelling across and down the street to one another without concern or the neighborhood residents is unacceptable.
6. The traffic density, double parking, and unattended vehicles parked 2-3 feet from the curb are an obstruction to emergency vehicles and school buses.

The retail mall adds nothing to our neighborhood, makes no effort to correct problems it has created, yet has the audacity to ask for addition waivers and variances.

It was ill advised and shortsighted to have allowed the retail space to exist from the outset. Now with a sizable expansion proposed, with little, IF ANY, real addition parking is outrageous! The addition to this mall project must be denied and dismissed. There is NO ALTERNATIVE PLAN THAT WOULD BE ACCEPTABLE. There is no reason to ask them to go back to the drawing board for a revamped plan. NO EXPANSION SHOULD BE ALLOW....PERIOD!

Thank you for your time,
Tim Novotny
2432 11th Ave S
612-423-0843

**Dvorak, Hilary A.**

**From:** Connie <traveler332003@yahoo.com>
**Sent:** Wednesday, August 05, 2015 10:13 AM
**To:** mayor@ci.minneapolis.mn.us; Bender, Lisa; Dvorak, Hilary A.; Kusz, Lisa M.; mforney@minneapolisparks.org
**Subject:** Village Mall Expansion Proposal

I am writing with serious concern regarding the proposed expansion of the Mall located on 24th St. at 10th Ave. I am a home owner and have lived in the neighborhood for over 20 years. We have worked very hard to create a pleasant, livable community. We have a very active block club, a community garden on our block and host several events year round for our neighbors. In the past several years since the Mall was developed, there has been increasing problems with traffic, parking, loitering, trash, destruction of property, noise and crime.

There are multiple groups of men hanging around the surrounding area, including on our block, on our property, to the point that our children fear going past the area to walk to the library or ride their bike down the block. Customers park on our street and disregard any parking regulations leaving residents with no place to park. They stand at their cars or even sit on the front steps of resident's homes and are loud with shouting to one another and music from their vehicles. I understand that this is a social aspect of those coming to the Mall. however, the large numbers and invasive presence on the street and on personal property is very intimidating.

The traffic in the area is not only inconvenient but dangerous. Cars are all jammed up to try to park, so cars are swerving around other cars. Also, drivers that think the bike lane is a place to wait while someone is shopping. I have been almost hit on my bicycle twice having to maneuver around cars parked in the bike lane.

This is a residential neighborhood. We work and have families and when we are home want to relax and enjoy our homes and our yards. Bringing even more customers who are not residents into the area will only increase all of the above mentioned issues. It is not acceptable that we have to put up with the deteriorating conditions and declining enjoyment of living in our homes because of the poor planning for a business venture of this size that should be not located in a residential neighborhood. It outgrew the space long ago and the solution is to relocate to an appropriate size and zoned location, not the ridiculous proposal to squeeze even more people and businesses into a already overcrowded space. It is completely and devastatingly unfair to our residents.

We are strongly opposed to any expansion of the Mall and would ask that our rights for a livable community be respected that the recommendation to relocate the Mall be strongly considered.

Connie Magnuson. Ph.D.

Property Owner-26 years

**Dvorak, Hilary A.**

**From:** Kristin Borski <borskikl@gmail.com>
**Sent:** Thursday, August 06, 2015 6:56 PM
**To:** Dvorak, Hilary A.
**Subject:** Village Market Expansion

Ms. Dvorak,
I am writing in regards to the potential expansion of the Village Market on 24th St. and 10th Ave. I have lived across the street from the Village Market for 13 months now, and when I found out that the mall might be expanding, I had immediate concerns.
I live and work in this neighborhood, and plan to continue doing so for many years. Over the past months I have consistently been inconvenienced, made to feel unsafe, and even had significant damage to my property because of the high volume of traffic and non-residents to the area. This is a neighborhood, not a commercial zone.
After a long day of teaching neighborhood children at my school, I want to relax. However, I often find myself having to leave my apartment and go somewhere else because it is so noisy from people shouting and cars horns honking at traffic jams.
In particular, parking is a horrendous problem. My housemates and I have called the police multiple times because people are parked illegally in the permit only zone and we have no place to park. This is particularly disturbing to me when it is late and I have to park blocks away from my apartment and walk home, alone, in the dark because there are so many cars. I have also been stuck in traffic, right in front of my apartment, for up to 10 minutes because of people trying to access the mall. This is unacceptable in a residential area, and a larger Market would only compound this problem.
I value the cultural importance of the Village Market, but this location does not serve the volume of patrons, or the greater good of the community. The Village Market deserves a commercial area where there is ample parking and space for vendors to have thriving businesses. I want to invite friends over to my place and show them the positive aspects of the Phillips neighborhood, but don't feel that I can because they are greeted with no place to park, pedestrians dangerously crossing the street, and horrible traffic.
As an active voter and community member, I urge you to oppose any expansion of the mall. This is what is best for the neighborhood, taxpayer dollars, and the Village Market.

Kristin Borski
2302 Elliot Ave S

--
Kristin L. Borski
Lower School Music Specialist
Hope Academy
www.hopeschool.org

**Dvorak, Hilary A.**

**From:** Deirdre Olson <deirdre@deirdreandcompany.com>
**Sent:** Friday, August 07, 2015 1:47 PM
**To:** Dvorak, Hilary A.
**Subject:** Regarding Public Hearing Monday Aug.17 at 4:30

Hello Hillary,

I cannot attend the hearing, but I would like my opinion to be heard. As someone with a house in the neighborhood, I am strongly against any additional expansion at 912 E 24th St and 2301 Elliot Ave s, etc.

There is so much congestion in the area due to insufficient parking, that is is very difficult to drive in the neighborhood. If expansion is granted, I sincerely hope the City requires a significant increase in off street parking.

Thank you for your time,

Deirdre Olson
2209 Elliot Avene South

**Dvorak, Hilary A.**

**From:** Ellen Kleven <ekleven87@gmail.com>
**Sent:** Friday, August 07, 2015 3:20 PM
**To:** Bender, Lisa; Kusz, Lisa M.; Dvorak, Hilary A.
**Subject:** Somali Mall Expansion at 24th and 10th

To whom it may concern,

I am a tenant in a home across the street from the Somali mall. Since moving here last August, I have observed entirely inadequate parking, garbage everywhere, and groups of men loitering on the corner, a neighbor's retaining wall, and even on my front steps. The car horns are incessant and maddening. The noise makes naps and bedtime routines difficult and concentration on projects in my home is, at times, difficult. The strange men everywhere make me uneasy and I don't enjoy walking down the street. Once, I noted someone parking in the neighboring alley driveway and walking through the yard to get to the mall. The house was vacant at that time.

Please don't allow for expansion.

Sincerely,

Ellen Kleven

**Dvorak, Hilary A.**

**From:** Jonathan Schwinck <jaschwinck@gmail.com>
**Sent:** Sunday, August 09, 2015 8:23 PM
**To:** Dvorak, Hilary A.
**Subject:** Questions about Public Hearing

Hilary-
I received a notice that the shopping center in my neighborhood is trying to expand again (Village Market at E 24th St/10th Ave S). Can you please share any information you have about their plans this time around?

As a resident homeowner on the same block as the market, my family and I already suffer regularly from the previous parking variances granted to this shopping center. We are happy about the recent improvements in the parking situation and the vacation of the alley, but the plain fact is that there are still far more cars than spaces and an expansion would only make the situation worse for us and our neighbors.

Shoppers headed for the market are still regularly blocking traffic, performing U-turns mid-block (regardless of oncoming cars), competing aggressively for spots, shouting and honking at one another, etc. In other words, the traffic problems have not gone away. The only real improvement is that our alley is not obstructed by shoppers as often anymore.

I was coming home earlier this week, headed West on 24th St toward the market. There were two separate vehicles double parked (blocking the bike lane and part of the traffic lane) between 11th Ave and 10th Ave. There were several groups of pedestrians in the roadway (not crossing, just loitering and talking). I turned to go north on 10th and was immediately blocked by a car just sitting in the middle of the road, waiting for a spot to open up. It's one thing if they're waiting for someone actively pulling out of a parking spot, but this car and others like it regularly turn onto our street and then just sit still, sometimes for several minutes, waiting for someone to leave the market and open up a parking spot. I wish this were uncommon in my neighborhood, but it happens several times a week, all times of day.

Thank you for considering my comments. I look forward to receiving any more information you have about this attempted expansion.

--Jonathan Schwinck-

**Dvorak, Hilary A.**

**From:** Corrie Zoll <corrie.zoll@gmail.com>
**Sent:** Monday, August 10, 2015 2:54 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparks.org; Katherine Blauvelt

Good afternoon.

I am writing to express my hope that the Minneapolis Planning Commission will DENY the proposed expansion of the 24th Street Village Mall. I live with my family approximately 500 feet from the site. This Mall places a SERIOUS burden on neighborhood that is already asked to bear more environmental and economic burden than most neighborhoods.

Here are several reasons why the Planning Commission should say NO to this expansion:

*This site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. The Mall of America has 520 shops (and twenty times the square footage).

*This shopping mall with 350 stores in it has 123 off-street parking spaces. Less than half the number of shops.

*350 shops with 123 parking spaces puts a big burden on residential parking and traffic.

*In reaction to the mall's impact on parking, a majority of households on eight separate nearby blocks signed petitions to create a critical parking area.

*Two years after the critical parking area was created, MORE THAN HALF of nearly 8,000 parking citations in the three affected neighborhoods so far this year were given within 1500 feet of the mall.

*This proposal increases mall space my more than 10% and DECREASES off-street parking by 5%

*The parking requirements for this site assume that only 50% of users at the site will arrive by automobile. This is unrealistic at ANY shopping mall.

*The largest single use on this site is a mosque. The expansion application and travel study describe the use of the site but fail to mention the mosque. Parking requirements do not seem to include mosque users.

*The area around the mall has been identified by the Minneapolis Police department as a high priory area for crime.

*The traffic plan assumes the site will include a "Safety Center" operated by the Minneapolis Police Department. 3rd Precinct Commander Mike Sullivan confirms there will be no "Safety Center" at this site.

My neighbors and I are very pleased to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. This site provides a bad example for New American entrepreneurs of how we do business in the City of Minneapolis. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses.

Thank you,

Corrie Zoll
Midtown Phillips resident.

## Dvorak, Hilary A.

**From:** Patrick Larkin <patrickjameslarkin@gmail.com>
**Sent:** Monday, August 10, 2015 3:09 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparks.org
**Subject:** Thoughts on the Somali mall expansion

Some thoughts on the proposed mall expansion:

Having lived at 10th ave and 25th street (2501 10th Ave S), about 1 block from the mall, I never had a problem finding off-street parking for the year and a half I lived there (just moved in June). I could imagine the parking being worse a little nearer the mall...

What about getting the mall to rent parking space from the hospital parking ramps, if parking is truly a concern? The hospital has an overabundance of parking, and the ramp nearest to the mall at 10th and 25th is NEVER full.

I think it's cool that the Somali community has a cultural hub so close to where they live. Beyond that, what else could one imagine going into that site? Where else is there a suitably sized building in Phillips or Cedar Riverside for the mall?

I think that 10th and 24th should have a four-way traffic signal, a four-way stop, better markings. It's a messy intersection, and the people who use the mall and cross 24th at that intersection deserve better.

I like that the property owners are talking about improving the building's facade as part of the renovation. Perhaps they'll envision adding windows someday...

Thank you,

Patrick Larkin

## Dvorak, Hilary A.

**From:** betsbetty@aol.com
**Sent:** Monday, August 10, 2015 3:36 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparks.org
**Subject:** 24th Street Mall Expansion

I am a resident on 2500 block of 11th Ave S. I have lived and owned a home there with my husband for over 30 years. Over the 30 years on our block we have experienced many many changes, both good and bad. Fortunately, lately many changes are for the better in Midtown. Over the years my husband and I have always been very involved in the neighborhood while trying to keep things positive and moving forward.
I am also a long time employee of Allina, and served on the community advisory committee when it was active.

I tell you all this so that you can understand how much I oppose the expansion of the Somali Village Market. The market obviously serves a valuable purpose to our Somali community however it is poorly placed in that the market never has had adequate parking to accommodate the numbers of people that come there on a day to day basis, not to mention the increase in that traffic on Fridays. I would suggest that a better location might be suggested rather than allow an expansion to the current footprint.

The 24/2500 blocks of 10th and 11th Ave S currently have restricted and/or limited parking for residents. We have to purchase parking stickers for our cars so that we can have a place to park by our homes. This is due partly to the hospitals and school nearby and the traffic and parking issues created by employees that do not want to pay to park in the Allina ramps. The additional traffic that is created by the Somali Village market only makes this more difficult for the homeowners and renters that live on these blocks. It's difficult to drive down our streets. There are cars double parked often while the drivers are carrying on conversations with one another. They often block the ends of the alleys and we can't get in to our garages.
This additional traffic also creates increased noise, litter and generally people hanging around on the street corners which can tend to be intimidating. This is a livability issue here for the people of our neighborhood. We have a strong block club, as the 3rd precinct will tell you. The 11th Ave block club has had a good reputation and are well respected in the Midtown neighborhood. We have worked very hard to make our blocks safe and attractive for the residents here. Yet we are constantly having to battle the issues that the Somali market brings to our blocks.

I have been told that Omar Sabri held a meeting stating that he believes putting parking meters around the block of the Somali market will solve the parking problems of the neighborhood. I beg to differ on that and believe that it will drive them more into the neighborhood to park for free rather than pay a meter.

Again, I feel the expansion of the Somali village market will only cause more traffic and parking problems than we already have. They have never provided adequate parking for the people that currently go in and out of the market. An expansion will only serve to make the situation worse.
Officers from the 3rd precinct that visited our block on NNO stated that police calls to the market and immediate area around the mall are more this year than other years.
I assume a quick search of 911 calls to that property will be valuable in your decision to grant or deny this expansion.

to sum up some views of myself and my neighbors:

Here are several reasons why the Planning Commission should say NO to this expansion:

1. This site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. The Mall of America has 520 shops (and twenty times the square footage).
2. This shopping mall with 350 stores

in it has 123 off-street parking spaces. Less than half the number of shops.

3. 350 shops with 123 parking spaces puts a big burden on residential parking and traffic.

4. In reaction to the mall's impact on parking, a majority of households on eight separate nearby blocks signed petitions to create a critical parking area.

5. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in the three affected neighborhoods were given within 1500 feet of the mall.

6. This proposal increases mall space my more than 10% and DECREASES off-street parking by 5%

7. The parking requirements for this site assume that only 50% of users at the site will arrive by automobile. This is unrealistic at ANY shopping mall.

8. The largest single use on this site is a mosque. The expansion application and travel study describe the use of the site but fail to mention the mosque. Parking requirements do not seem to include mosque users.

9. The area around the mall has been identified by the Minneapolis Police department as a high priory area for crime.

10. The traffic plan assumes the site will include a "Safety Center" operated by the Minneapolis Police Department. 3rd Precinct Commander Mike Sullivan confirms there will be no "Safety Center" at this site.

11. My neighbors and I are very pleased to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. This site provides a bad example for New American entrepreneurs of how we do business in the City of Minneapolis. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses.

Thank you,

Betty Bryant

2524 11th Ave S

**Dvorak, Hilary A.**

**From:** Renae Kemp <renae.kemp@cru.org>
**Sent:** Monday, August 10, 2015 3:38 PM
**To:** Cano, Alondra; Bender, Lisa; Dvorak, Hilary A.; Kusz, Lisa M.
**Subject:** Mall Expansion on 24th and 10th

To those concerned:

I am writing regarding the proposed expansion to the mall on 10th Ave and 24th St. While I have enjoyed shopping at the mall on several occasions, its presence has led to a lot of negative effects in the neighborhood, in which I also live. The streets are often congested with vehicles, parking on the streets are full, and men are often standing around on the sidewalks. I want people to be able to start and run viable businesses, but I don't believe expanding this mall is a good location for this to happen. Other actions need to be taken to address the issues I mentioned before this should be considered.

Respectfully,

--
Renae Kemp
Midtown Phillips Resident

## Dvorak, Hilary A.

**From:** Tony Abeln <tonyabeln@gmail.com>
**Sent:** Monday, August 10, 2015 3:44 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparks.org
**Subject:** Somali mall

To whom it may concern,

As a neighbor of the Philips neighborhood. I am burdened for Somali market down the street on 24th and 10th.

1. This site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. The Mall of America has 520 shops (and twenty times the square footage).

2. This shopping mall with 350 stores in it has 123 off-street parking spaces. Less than half the number of shops.
3. 350 shops with 123 parking spaces puts a big burden on residential parking and traffic.

My neighbors and I are very pleased to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. This site provides a bad example for New American entrepreneurs of how we do business in the City of Minneapolis. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses.

Please consider this as you are a key official to help promote stability to my neighborhood and for the betterment of Minneapolis.

Thanks, Tony Abeln

**Dvorak, Hilary A.**

**From:** Maren Hokanson <maren.hokanson@gmail.com>
**Sent:** Monday, August 10, 2015 4:44 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparks.org
**Subject:** Opposition to 24th St Mall Expansion

Dear Mayor Hodges, Councilmember Cano, and members of City Planning Commission,

I'm writing to all of you to ask you to vote NO on the planned expansion of the mall on 24th street. This proposed expansion puts a serious burden on our neighborhood, which is already asked to bear more of a traffic, economic, and environmental burden than many of the neighborhoods in Minneapolis.

I moved to the Phillips neighborhood in 2012 and love where I live. One of the things I think is wonderful about my block is the mall. It creates community and economic/entrepreneurial opportunities for the area, and is an important part of the neighborhood's diverse cultural reputation. I'm proud to call Ward 9 home.

However, the proposed expansion does not support residents of our neighborhood like it should. For example, the site was originally approved for around 40 vendors, and now holds as many as 350. With only 123 parking spaces for all these shops, it creates a parking burden as well as traffic hazards for the area, around which there are many children, pedestrians, and bikers (including myself). The proposed expansion has unrealistic assumptions and plans for traffic and parking, thus exacerbating many of the already present problems.

This expansion, with its ill-thought-out plans on parking, traffic, space increase, and effect on residents, is bad for Phillips. The mall is a wonderful community space, and the business owners deserve a better place to work. The residents deserve a safer neighborhood. There is a way to make economic development mutually beneficial to neighbors and businesses, and this expansion plan is not it.

Please vote NO on the proposed expansion on August 17, and thank you for your continued efforts to make Minneapolis work for everyone.

In solidarity,
Maren Hokanson

## Dvorak, Hilary A.

**From:** Jon Peterson <jon.peterson.music@gmail.com>
**Sent:** Monday, August 10, 2015 4:44 PM
**To:** Dvorak, Hilary A.
**Subject:** Don't expand shopping mall

*This site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. The Mall of America has 520 shops (and twenty times the square footage).

*This shopping mall with 350 stores in it has 123 off-street parking spaces. Less than half the number of shops.

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*Two years after the critical parking area was created, MORE THAN HALF of nearly 8,000 parking citations in the three affected neighborhoods so far this year were given within 1500 feet of the mall.

*This proposal increases mall space my more than 10% and DECREASES off-street parking by 5%

*The parking requirements for this site assume that only 50% of users at the site will arrive by automobile. This is unrealistic at ANY shopping mall.

**Dvorak, Hilary A.**

**From:** Katherine Blauvelt <katherineblauvelt@hotmail.com>
**Sent:** Monday, August 10, 2015 5:22 PM
**To:** Kusz, Lisa M.; Dvorak, Hilary A.
**Subject:** Please oppose Village Market expansion (Planning Commission vote 8/17)

Lisa & Hilary,
Please send this to the planning commission members and include in their Monday August 17 packet.

Dear Planning Commission members,

My name is Katherine Blauvelt, my husband, two kids and I live 3 doors south of the 24th street & 11th avenue intersection, in other words, very close to the 24th street Village Market mall.

I write to respectfully ask you to vote no on August 17 on the proposed 24th street village mall expansion. This is the second time this application has come before you, and conditions have not improved to warrant support.

The Village Market is a mall and mosque in the middle of a residential neighborhood - As a nonconforming use, it was never zoned or developed for what is actually in the building - which to date is over 300 businesses (I can't believe that number myself, but Mr. Sabri said it at a neighborhood meeting) and a popular Mosque. I wholeheartedly support the African entrepreneurs that do business in the Mall - they bring real assets to the community. It's simply a matter of the site growing to its natural limit, and it's in no one's interests anymore to allow more growth.

You are asked by the developer to approve an over 8,000 square foot expansion and he argues that will improve traffic flow on 24th & 10th and make the building look nicer. This site that creates intense negative impacts on livability and safety for the neighborhood. It is unfortunate and unacceptable to follow the developer's logic that the only way to make things better is to submit to more expansion.

Indeed, in exchange for these so-called improvements as outlined in the application, there is no assurance of actual benefits for the neighborhood. There is nothing in the city's own regulations that limit the number of new tenants. There could be as many as 50 new businesses with customers, which would bring dozens of new cars to the neighborhood that is already maxed out.

The TDMP for the site, which the Planning Commission asked for the last time around, says parking can be accommodated...if 50% of the visitors come by bus or by bike. That is an absurdly high number that will never be achieved. Just seeing that should tell you how far from reality any actual benefits an expansion will bring are.

Now is not the time to take a leap of faith, and hope that the hypothetical benefits of improving the area to marginally improve traffic flow will be greater than the additional real pressures of people and traffic. Please take a more thoughtful approach and hold off on approval until actual progress has been made. During the winter months, parking is at a crisis point. During snow emergencies, mall goers simply ignored the rules (they

need a place to park!) and parked and because vehicles were on the streets, our streets were not plowed. Emergency vehicles could not travel down 11th avenue. Nothing in the proposed expansion would fix this issue. You know that winter will come to Minnesota again, that is certain - It is the responsibility of the city to have addressed this issue before allowing more cars onto our streets.

It is your duty to recognize this mall for what it is - a site in desperate need of attention, not greater use. As such, you should not condone or allow additional expansion until you have brought the city, residents, developer, mall tenants and community groups together to come up with solutions and implemented them.

very respectfully,
Katherine Blauvelt
612-816-4465

**Dvorak, Hilary A.**

**From:** James Carnes <jamiecarnes@hotmail.com>
**Sent:** Monday, August 10, 2015 5:41 PM
**To:** Dvorak, Hilary A.
**Subject:** Properties located at 912 e 24th str

This is not a business district nor a industrial zone
This is a Somali mall and the owners of this building have neglected to provide them with parking it has ruined our neighborhood people can't even come over here and visit because they don't provide them with parking how are they going to justify in addition when they don't provide their customers or their employees with parking adequate parking they take up so much parking on the street that they argue with the parking officers and I've seen them throw the parking ticket at the officer parking is just crazy over here we've even went as far as to but parking restrictions on one side of the street it doesn't seem to matter to them I would rather see the whole place closed cuz this is a neighborhood not a business district but I have checked 100000% to them adding on square footage to a building that shouldn't even be what it is a shopping mall that's absolutely ridiculous thank you for your time and I hope you make a copy of this and give it to the to the owners of this building we have tried to have a meeting with them and they point at us and say that were racist and that's absolutely ridiculous

Sent via the Samsung Galaxy Note® 3, an AT&T 4G LTE smartphone

**Dvorak, Hilary A.**

**From:** Jacob Brunton <jacobtyler623@yahoo.com>
**Sent:** Monday, August 10, 2015 6:23 PM
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparks.org
**Subject:** Somali Mall Expansion

Hello,

My wife and I have recently moved to 2302 Elliot Ave S. (directly across from the mall), and while we greatly appreciate the ethnic diversity of this neighborhood, we are appalled at the results of the city allowing (and perhaps even encouraging) such a busy establishment in the middle of a residential area. Please correct me if I'm wrong, but it seems highly unlikely that any "American" establishment similar in size of business, with such a comparably small parking lot on their own premises, would be permitted to operate in such a densely populated residential area. It seems that the businesses, the patrons, *and* the residents would all do better if this mall were relocated to an area which could sufficiently handle the parking and traffic needed—particularly if it is going to continue to do so well, and grow so quickly.

We have one (very tight) garage spot, but with both of us working and with me going to school, we need two vehicles. I've been letting my wife use the garage while I park on the street. In the month that we've been here, I've received 3 parking tickets (for either parking in the "permit only" zone 15 minutes before I was allowed to, or for parking "within 5 ft. of a driveway or alley entrance"—which I didn't even know was a law). I fully intend to get a parking permit to remedy this, but it's very frustrating that we should *have to* get parking permits when we *live* here. All the while, the streets are absolutely clogged with stand-still traffic and parked cars bumper-to-bumper because of the mall. We regularly have to spend 30-40 minutes circling the over-crowded blocks to find a legal parking spot.

This is just our experience in the very short time that we've been here, but below are several other very salient factors which we would urge you to consider as you contemplate the future plans for this establishment.

1. This site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. The Mall of America has 520 shops (and twenty times the square footage).
2. This shopping mall with 350 stores in it has 123 off-street parking spaces. Less than half the number of shops.
3. 350 shops with 123 parking spaces puts a big burden on residential parking and traffic.
4. In reaction to the mall's impact on parking, a majority of households on eight separate nearby blocks signed petitions to create a critical parking area.
5. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in the three affected neighborhoods were given within 1500 feet of the mall.
6. This proposal increases mall space my more than 10% and DECREASES off-street parking by 5%
7. The parking requirements for this site assume that only 50% of users at the site will arrive by automobile. This is unrealistic at ANY shopping mall.
8. The largest single use on this site is a mosque. The expansion application and travel study describe the use of the site but fail to mention the mosque. Parking requirements do not seem to include mosque users.
9. The area around the mall has been identified by the Minneapolis Police department as a high priory area for crime.
10. The traffic plan assumes the site will include a "Safety Center" operated by the Minneapolis Police Department. 3rd Precinct Commander Mike Sullivan confirms there will be no "Safety Center" at this site.
11. My neighbors and I are very pleased to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. This site provides a bad example for New American entrepreneurs of how we do business in the City

of Minneapolis. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses.

Thank you very much for your time.

Jacob & Hannah Brunton
2302 Elliot Ave. S.
Minneapolis, MN

## Dvorak, Hilary A.

**From:** Solomon <solabebe@yahoo.com>
**Sent:** Monday, August 10, 2015 9:58 PM
**To:** Dvorak, Hilary A.
**Subject:** Mall expansion

Hi Hilary, My name is Hayat Adugna living 2445 10th Ave. South minneapolis 55404. I have got your e-mail from my neighbors and send me about the mall expansion . Really this mall makes a big problem for the neighborhood from day to day the crime rate is significantly increased . Especially now if expanded the area will be from bad to worst. I have two kids if the mall doesn't move some where I have plan to move another place. This area is very close to my work but the only problem the mall and one dollars store at the corner of 24 and 10th. I hope the action which the city will take helping the family living this neighborhood especially who have kids. Thank you and God bless you
Hayat Adugna
Sent from my iPhone

**Dvorak, Hilary A.**

**From:** Tomhave Blauvelt, Martha <MTomhave@CSBSJU.EDU>
**Sent:** Tuesday, August 11, 2015 10:06 AM
**To:** Dvorak, Hilary A.
**Subject:** expansion plan for shopping mall at 10th Avenue South and East 24th Street

**Importance:** High

Dear Ms. Dvorak,

I am writing to voice my opposition to the expansion plan for the shopping mall at 10th Ave South and East 24th Street. My daughter and son in law live just around the corner from that site. I visit them regularly from my home in St. Cloud, not only for family get togethers but for rest after appointments with my neurologist. I have a neurological disorder which is similar to MS, and my treatment is in Minneapolis.

Whenever I visit that neighborhood, I plan to come very early because finding a parking spot is so difficult. In winter it verges on impossible. I could hardly believe it when I heard that increasing the traffic is being considered.

Over the years that I have visited my daughter and son in law in that neighborhood, I have seen it struggle and start to blossom, with homes better cared for, a community garden, peaceable diversity, bike lanes to encourage ecological transportation, and the growth of families with young children. Active neighbors who care about their community have made it better. I have great respect for their efforts.

Why would the city of Minneapolis go against its own rules in order to make this neighborhood worse? This community needs city measures to make it more livable, not more crowded and unsafe.

I write as a mother concerned for the safety of little children. The many children in that neighborhood will be put at risk with increased traffic.

A number of times already, I have seen little children step into the street and just miss being plowed down. Once, while struggling to park my car in the small space available, three Somali children decided to stand by the back bumper. They were no more than five years old. I shudder to think what might have happened if I hadn't seen them. Perhaps the plan purports to help the Somali community, but in fact it makes their neighborhood less safe.

I also write as a person with a future of increasing disability, concerned for how I and others can safely get around.

Please do NOT SUPPORT this expansion plan!
With thanks,
Martha Tomhave Blauvelt