

**LAND USE APPLICATION SUMMARY**

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

<b>Expansion of a Legal Nonconforming Use</b>	To add approximately 8,800 square feet of floor area to an existing shopping center in the II Light Industrial zoning district.
<b>Site Plan Review</b>	For an approximately 8,800 square feet addition to an existing building.

**SITE DATA**

<b>Existing Zoning</b>	II Light Industrial District with IL Industrial Living Overlay District R2B Two Family District with TP Transitional Parking Overlay District
<b>Lot Area</b>	101,250 square feet / 2.35 acres
<b>Ward(s)</b>	6; adjacent to 9
<b>Neighborhood(s)</b>	Ventura Village; adjacent to Midtown Phillips
<b>Designated Future Land Use</b>	Transitional Industrial and Urban Neighborhood
<b>Land Use Features</b>	Community Corridor (Chicago Avenue, one block to the west) Commercial Corridor (Franklin Avenue, two blocks north) Growth Center (Wells Fargo/Hospitals Area)
<b>Small Area Plan(s)</b>	Not applicable

<b>Date Application Deemed Complete</b>	July 8, 2015	<b>Date Extension Letter Sent</b>	August 18, 2015	<b>Date Request for Extension of Time Limit Received</b>	September 11, 2015
<b>End of 60-Day Decision Period</b>	September 6, 2015	<b>End of 120-Day Decision Period</b>	November 5, 2015	<b>Time Limit Extended To</b>	December 31, 2015

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** The property is located in south Minneapolis along East 24<sup>th</sup> Street. The property stretches between 10<sup>th</sup> 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 24<sup>th</sup> Street and 10<sup>th</sup> 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 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South and a one-story addition would be constructed on the west and north sides of the existing Gulet Deli and Grocery. Within the addition there would be four new retail spaces, four office spaces and a place of assembly. The place of assembly would be relocated to the addition from the existing building. The space where the existing place of assembly is located would be converted to storage space. The applicant is also proposing to incorporate community gathering space on the second floor of the existing building.

In 2001, land use applications were approved allowing the building to be converted from a manufacturing use to a mixed-use development including an indoor farmers' market, a grocery store and deli, a coffee shop, warehousing space and manufacturing. Then in 2004, land use applications were approved allowing the entire building to be converted to a mixed-use development including an indoor farmers' market, food and beverage uses, production and processing uses and office space.

In June of 2006, as farmer's markets were becoming more popular in the City of Minneapolis, the City Council defined a farmers' market as an open-air establishment. Given this change in policy, it has been determined that farmers' market use within the building 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 II Light Industrial District. Shopping centers are not allowed in the II 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.

This development was discussed at the August 17, 2015, City Planning Commission hearing. At this meeting the project was continued to the September 21, 2015, City Planning Commission hearing. The City Planning Commission asked CPED staff and the applicant to explore ways to address the following issues:

- Traffic issues, including looking at converting Elliot and 10<sup>th</sup> to one-way streets.
- Travel Demand Management Plan (TDMP) strategies from the approved TDMP (January of 2015) that need to be implemented.
- Street signs in various languages.
- Adding additional parking attendants and security personnel.
- Trash.
- Loitering.

- Public gathering space within the building.
- Redesign of the addition with storefront glass and doors on 24<sup>th</sup>.

This development was discussed at the September 10, 2015, City Planning Commission Committee of the Whole meeting. At this meeting, staff and the applicant provided a summary of what has happened since the original City Planning Commission meeting. One of those items included another TDMP Update that was done after the existing parking lot on the corner of East 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South was closed to vehicles. At the September 21, 2015, and the October 19, 2015, City Planning Commission meetings, the TDMP Update was not complete. Given this, CPED recommended that this development project be continued to the November 2, 2015, City Planning Commission hearing.

The TDMP Update has been reviewed and approved by both the Department of Public Works and the Department of Community Planning and Economic Development. The applicant was asked to provide an update to the TDMP that was approved in January of 2015. The TDMP Update was to document the existing conditions and the level of effectiveness of those recommendations from the TDMP that were implemented. The requirements of the TDMP are not dependent on whether or not the proposed expansion is approved. The requirements that have been agreed to by all parties are binding and an audit of the TDMP will be conducted annually for a period of five years.

**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 farmers' market, a grocery store and deli, a coffee shop, warehousing space and manufacturing. 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 24<sup>th</sup> Street and 2321 10<sup>th</sup> Avenue South, an amendment to the previously approved conditional use permit to convert the entire building to a mixed-use development including an indoor farmers' market, food and beverage uses, production and processing uses and office 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 10<sup>th</sup> Avenue South. This allowed the parking lot for the building to be expanded onto this property.

In 2006, the City Council approved a zoning code text amendment that defined a farmers' market as an open-air establishment where primarily agricultural products such as raw vegetables, fruits, syrups, herbs, flowers, plants, nuts or handcrafted items are sold. It was at this time that the building became non-conforming.

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 10<sup>th</sup> 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 a new alley was proposed to be constructed out to 10<sup>th</sup> 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 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.

Planning Case #	Application	Description	Action
C-2046 V-421 PR-575	Conditional Use Permit Variance 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 Amendment to the previously approved Conditional Use Permit Variances 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 building to be expanded to 2220 10 <sup>th</sup> Avenue South.	Approved, 5/28/2004
BZZ-6475 Vac-1614	Expansion of a Legal Nonconforming Use	To add approximately 8,805 square feet of floor area to an existing shopping center in the II Light Industrial zoning district	Denied, 5/19/2014

	Rezoning	To add the TP Transitional Parking Overlay District to the property located at 2218 10 <sup>th</sup> Avenue South	Approved, 7/18/2014
	Conditional Use Permit	For a parking lot in the TP Overlay	Approved, 5/19/2014
	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, 5/19/2014
	Vacation of right-of-way	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

In addition to the land use approvals that have been granted for this site, two TDMP's have been completed. The first TDMP was prepared and approved in 2000. This TDMP was done in anticipation of the pending development that was subsequently approved in 2001 by the City Planning Commission. There were no conditions places on the approval of this TDMP. Then in 2003, a TDMP Update was prepared and approved in conjunction with the request to convert the entire building to a mixed-use development including an indoor farmers' market, food and beverage uses, production and processing uses and office space. As a condition of this TDMP, audits were to have been completed every two years for at least ten year or until the TDMP Update non-SOV mode split goals were reached. These audits were never completed.

**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 II Light Industrial zoning district based on the following findings:

- I. *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 features to this site are Chicago Avenue which is a designated Community Corridor and Franklin Avenue which is a designated Commercial 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. Commercial Corridors have historically been prominent destinations with a mixture of uses on them. The dominating uses are typically commercial in nature.

In addition, the Wells Fargo/Hospitals area is a designated Growth Center. This area is located just south of Downtown. It is home to several large institutional campuses including Wells Fargo Home Mortgage, Abbott Northwestern Hospital and Children's Hospital. Although these are not contiguous, together they form a large concentration of employment and a cluster of supporting uses such as various other medical clinics and offices. The surrounding area includes a mix of residential densities, typical of neighborhoods close to the Downtown core.

The sites location within close proximity of a designated Community Corridor, a Commercial Corridor and Growth Center is an attractive location for commercial uses. However, since the site is not located directly on a designated corridor 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 of varying densities and small-scale commercial uses. There are commercial uses located on the south side of East 24<sup>th</sup> 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 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South. The expansion will be compatible with adjacent properties and the neighborhood.

Within the neighborhood there are several large public and institutional uses including Waite House, Children's Hospital, Abbot Northwestern Hospital, Phillips Eye Institute, Hope Academy and Peavey Park. The mix of uses within the proposed expansion would be complimentary to 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 addition would be constructed on the southeast corner of the site. A two-story addition would be constructed on the corner of East 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South and a one-story addition would be constructed on the west and north sides of the existing Gulet Deli and Grocery. Within the addition there would be four new retail spaces, four office spaces and a place of assembly. The place of assembly would be relocated to the addition from the existing building. The space where the existing place of assembly is located would be converted to storage space. A community gathering space would also be located on the second floor of the existing building.

The addition will replace an existing six space surface parking area that has access drives on both East 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South. The location of this parking area is problematic in that drivers often circulate through the parking lot, utilizing both East 24<sup>th</sup> Street and 10<sup>th</sup> 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 in 2014 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 ticketing system at the entrance to the parking lot, designing the parking lot so it is continuous from Elliot Avenue South to 10<sup>th</sup> 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 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South and tenants receive a lease discount if they walk to work.

The update to the TDMP that has been reviewed and approved by both the Department of Public Works and the Department of Community Planning and Economic Development has recommendations to help reduce adverse, off-site impacts such as traffic and parking congestion. These recommendations include, but are not limited to, providing free short-term (30 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, reserving a convenient place within the parking lot for deliveries that must occur during business hours and employing off-duty Minneapolis police officers on Fridays, Saturdays and Sundays from open to close to help with security and traffic operations on the site and in the public right-of-way. The update to the TDMP also recommends that if utilization of the pay parking lot remains low that a limited amount of the spaces should be offered to tenants. CPED is recommending that all of the TDMP (October 2015) requirements be met.

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 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South. 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 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South. The addition will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. The office space on the northeast corner of the addition will be occupied by building security. Once the public funding is in place to establish a Police Substation in the building this will be where that is located. The placement and design of the addition and the location of the building security office 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:

**I. 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 10<sup>th</sup> Avenue South and up to the corner side property line along East 24<sup>th</sup> 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 10<sup>th</sup> Avenue South and up to the corner side property line along East 24<sup>th</sup> Street.
- Between the addition and the front property line along 10<sup>th</sup> Avenue South the applicant is proposing to provide bike racks and landscaping. The applicant is also working with Nice Ride Minnesota to try and locate a station on the corner of East 24<sup>th</sup> Street and 10<sup>th</sup> Avenue South.
- Three of the eight ground floor uses in the addition will have an entrance facing either 10<sup>th</sup> Avenue South or East 24<sup>th</sup> Street. Of the remaining five ground floor uses two of them will have entrances facing the surface parking lot and the remaining three are internal to the building. In addition, there will also be an entrance added to the existing Gulet Deli and Grocery facing 10<sup>th</sup> Avenue South.
- 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 which 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 applicant is proposing to replace the existing awnings with maroon awnings which will match the new awnings. 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 metal. The metal material is used as an accent between the windows on the east and south elevations. CPED is 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 building be painted in a complementary color scheme.
- 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 of the building facing the parking lot. See Table I. Alternative compliance is needed.
- The entire ground floor of the building addition facing both East 24<sup>th</sup> Street and 10<sup>th</sup> 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.

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

	Code Requirement		Proposed	
<b>Nonresidential Uses</b>				
1 <sup>st</sup> Floor facing 10 <sup>th</sup> Avenue South	30% minimum	218 sq. ft.	45%	325sq. ft.
2 <sup>nd</sup> Floor facing 10 <sup>th</sup> Avenue South	10% minimum	89 sq. ft.	36%	320 sq. ft.
1 <sup>st</sup> Floor facing East 24 <sup>th</sup> Street	30% minimum	154 sq. ft.	44%	224 sq. ft.
2 <sup>nd</sup> Floor facing East 24 <sup>th</sup> Street	10% minimum	96 sq. ft.	28%	264 sq. ft.
1 <sup>st</sup> Floor facing the Parking Lot	30% minimum	127 sq. ft.	22%	92 sq. ft.
2 <sup>nd</sup> Floor facing the Parking Lot	10% minimum	96 sq. ft.	17%	162 sq. ft.

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

- All of the new ground floor uses 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 10<sup>th</sup> 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 is 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 6,826 square feet. The applicant is proposing 4,828 square feet of landscaping, or approximately 14 percent of the site not occupied by the building. Alternative compliance is needed. The tree and shrub requirement is 14 trees and 69shrubs. 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**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Lot Area</b>	--	101,250 sq. ft.
<b>Building footprint</b>	--	67,120 sq. ft.
<b>Remaining Lot Area</b>	--	34,130 sq. ft.
<b>Landscaping Required</b>	6,826 sq. ft.	4,828 sq. ft.
<b>Canopy Trees (1: 500 sq. ft.)</b>	14 trees	16 trees
<b>Shrubs (1: 100 sq. ft.)</b>	69 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 24<sup>th</sup> Street and 10<sup>th</sup> 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 II 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.
- To qualify for the bicycle incentive a total of 45 bicycle parking spaces need to be provided. CPED is recommending that there be a minimum of 45 bicycle parking spaces provided either on the site or in the right-of-way surrounding the development. Those spaces that are provided within the right-of-way must be approved by the City Engineer.
- 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 54I)**

	<b>Minimum Vehicle Parking</b>	<b>Applicable Reductions</b>	<b>Total Minimum Requirement</b>	<b>Maximum Parking Allowed</b>	<b>Proposed</b>
<b>Place of assembly</b>	13	Bicycle Incentive (1)	12	53	118
<b>General retail sales and services</b>	113	Bicycle Incentive (11)	102	302	
<b>Food and beverage</b>	45	Bicycle Incentive (5)	40	191	
<b>Office</b>	7	Bicycle Incentive (1)	6	37	
<b>Total</b>	<b>178</b>	<b>(18)</b>	<b>160</b>	<b>583</b>	<b>118</b>

**Table 4. Bicycle Parking and Loading Requirements (Chapter 54I)**

	<b>Minimum Bicycle Parking</b>	<b>Minimum Short-Term</b>	<b>Minimum Long-Term</b>	<b>Proposed</b>	<b>Loading Requirement</b>	<b>Proposed</b>
<b>Place of assembly</b>	0	--	--	27	None	1 existing loading space
<b>General retail sales and services</b>	12	Not less than 50% 6	--		Low	
<b>Food and beverage</b>	3	Not less than 50% 2	--		Low	
<b>Office</b>	3	--	Not less than 50% 2		None	
<b>Total</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>27</b>	<b>None for the addition</b>	<b>1 existing loading space</b>

**Building Bulk and Height – Meets requirements**

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

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Lot Area</b>	--	101,250 sq. ft. / 2.32 acres
<b>Gross Floor Area (GFA)</b>	--	86,650 sq. ft.
<b>Minimum Floor Area Ratio (GFA/Lot Area)</b>	Not applicable	Not applicable
<b>Maximum Floor Area Ratio (GFA/Lot Area)</b>	2.7	.85
<b>Maximum Building Height</b>	4 stories or 56 feet, whichever is less	2 stories or 31 ft.

**Lot Requirements – Not applicable**

**Table I. Lot Requirements Summary**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Dwelling Units (DU)</b>	--	0 DUs
<b>Density (DU/acre)</b>	--	0 DU/acre
<b>Minimum Lot Area</b>	Not applicable	101,250 sq. ft. / 2.32 acres
<b>Maximum Impervious Surface Area</b>	Not applicable	95%
<b>Maximum Lot Coverage</b>	Not applicable	66%
<b>Minimum Lot Width</b>	Not applicable	344 ft., 10 <sup>th</sup> Avenue South 245 ft., Elliot Avenue South

**Yard Requirements – Meets requirements**

**Table 2. Minimum Yard Requirements**

	<b>Zoning District</b>	<b>Overriding Regulations</b>	<b>Total Requirement</b>	<b>Proposed</b>
<b>Front along 10<sup>th</sup> Avenue South</b>	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
<b>Front along Elliot Avenue South</b>	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
<b>Corner Side along East 24<sup>th</sup> Street</b>	0 ft.	--	0 ft.	0 ft.
<b>Interior Side (North)</b>	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 II 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 southeast corner of the property that the applicant is proposing to remove. The applicant is showing on the elevations where new walls signs could be located. The proposed signs range between 30 and 50 square feet in size and the overall height of all of the signs is 14 feet above grade.

**Refuse Screening – Meets requirements with Conditions of Approval**

- The trash and recycling containers are located within a fenced-in area along the north property line. The enclosure that surrounds the containers is shorter than the containers themselves. CPED is recommending that the enclosure around the trash containers be designed to meet the requirements of Chapter 535, Regulations of General Applicability.

**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 with Conditions of Approval**

- 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. In addition to the on-site trash receptacles, CPED is recommending that a minimum of eight trash receptacles be distributed around the block and be maintained by the applicant. CPED is also 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 of the building facing the parking lot. Along this side of the building there are 22 percent windows provided. The percentage of widows on the second story of the building facing the parking lot exceeds 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 6,826 square feet. The applicant is proposing 4,828 square feet of landscaping, or approximately 14 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 14 percent landscaping on site.

**RECOMMENDATIONS**

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Eagle Management for the properties located at 912 East 24<sup>th</sup> Street, 2301 Elliot Avenue South and 2218-20 10<sup>th</sup> 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 II Light Industrial zoning district, subject to the following conditions:

1. All of the TDMP (October 2015) requirements shall be met.
2. The office space located on the northeast corner of the addition shall be occupied by building security and the Police substation.

3. The applicant shall employ off-duty Minneapolis police officers on Fridays, Saturdays and Sundays from open to close to help with security and traffic operations on the site and in the public right-of-way.
4. The applicant is encouraged to apply for a loading zone designation on East 24<sup>th</sup> Street. If applied for, the loading zone should accommodate a minimum of two vehicles.
5. The applicant shall provide the City of Minneapolis parking brochure to all tenants within the building.
6. The applicant shall post the City of Minneapolis parking brochure inside the building at all entrances.

**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 November 2, 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. The entire building shall be painted in a complementary color scheme.
5. The gate that separates the parking lot from the public alley shall remain locked except for when snow plowing activities need to occur.
6. 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.
7. There shall be a minimum of 45 bicycle parking spaces provided either on the site or in the right-of-way surrounding the development. Those spaces that are provided within the right-of-way must be approved by the City Engineer.
8. There shall be not less than two bicycle parking spaces provided within the building for the office uses.
9. The enclosure around the trash containers shall be designed to meet the requirements of Chapter 535, Regulations of General Applicability.
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. A minimum of eight trash receptacles shall be distributed around the block and shall be maintained by the applicant.
13. 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. TDMP Update
3. Zoning map
4. Site survey (if applicable)

5. Site plan, floor plans and elevations
6. Rendering
7. Photos
8. Correspondence

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 10<sup>th</sup> Avenue and East 24<sup>th</sup> 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 24<sup>th</sup> Street side to the stucco exterior on the 10<sup>th</sup> 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

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.

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

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

**Date:** July 31, 2015 (Original)  
October 22, 2015 (Update)

**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 measures have been implemented. Most notably, three off-street parking lots have been combined into a single, gated pay parking lot. This addendum documents existing conditions near the Village Market and the level of effectiveness of implemented TDMP measures.

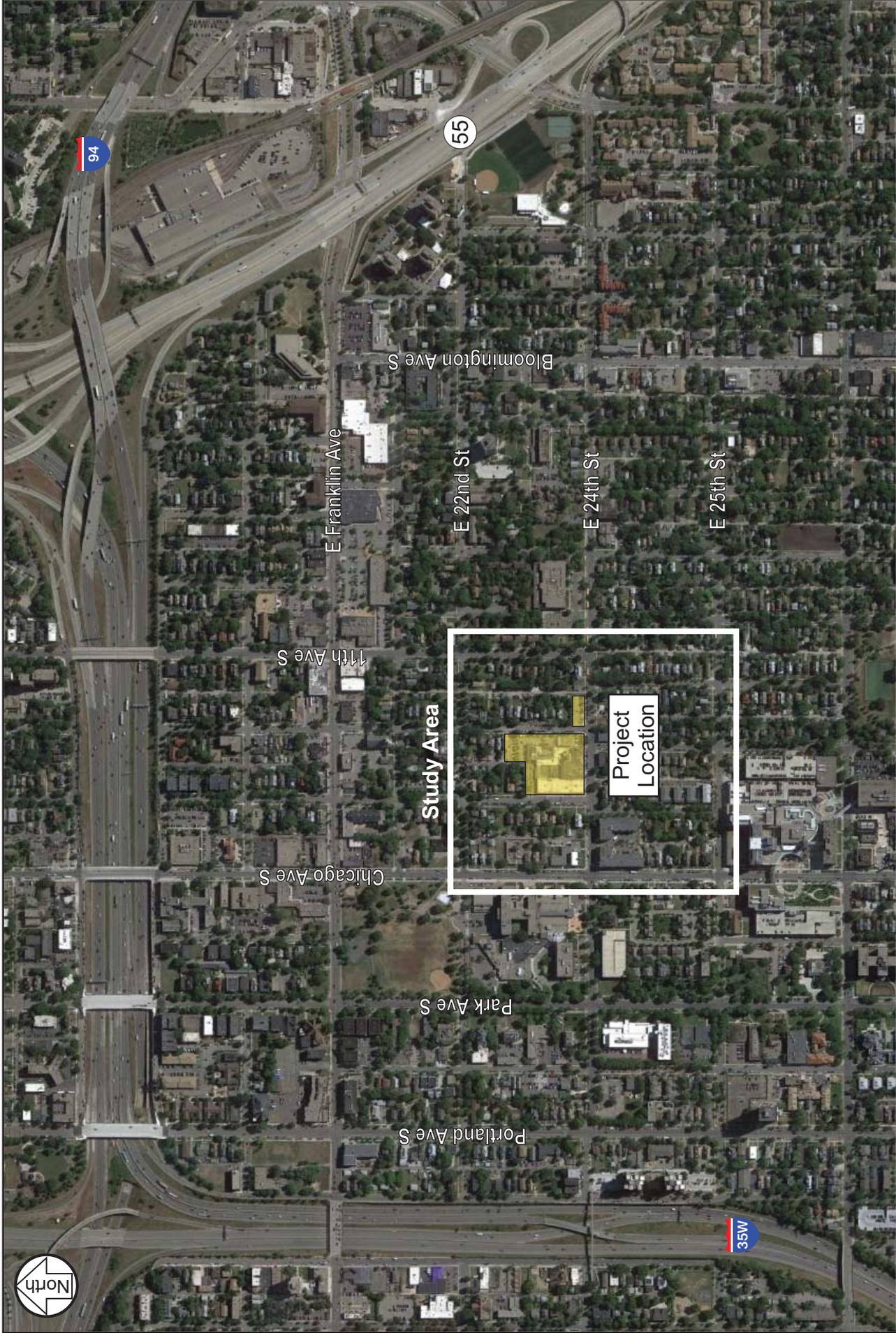
## Existing Conditions

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

## Parking TDMP Measures

Since the issuance of the *Village Market TDMP Update*, the following TDMP parking measures 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.
- 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.
  - *Note: Village Market ownership must provide proof of the lease discount to City of Minneapolis staff.*
- Review turning and backing movements into/from the residence located at 2221 Elliot Avenue S to ensure adequate room to complete these maneuvers.



**Figure 1**

However, the following TDMP parking measures 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 measures remain applicable and are recommended for implementation.

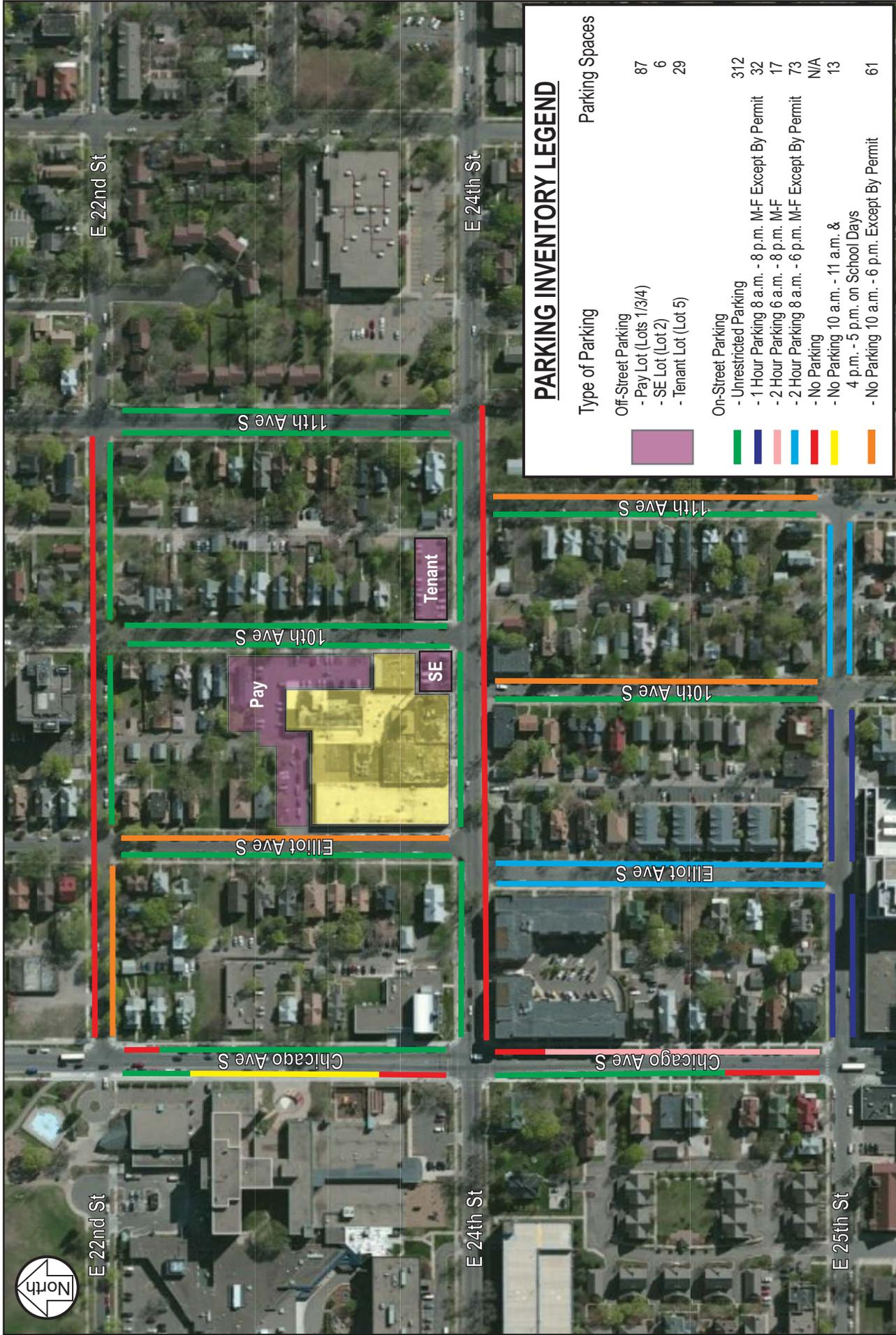
### **Parking Inventory**

Two field inventories of off- and on-street parking conditions were conducted. An illustration of the parking locations inventoried is shown in Figure 2. The first parking inventory was completed in late June 2015 while a small unrestricted parking lot immediately southeast of the Village Market was open. Similar to the *Village Market TDMP Update*, the June 2015 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.

At the request of the City of Minneapolis, another parking inventory was completed in early September 2015. It should be noted that the southeast lot was closed during this inventory. The September 2015 parking inventory included Friday observations in addition to similar Thursday and Saturday observations:

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



### PARKING INVENTORY LEGEND

Type of Parking	Parking Spaces
<b>Off-Street Parking</b>	
- Pay Lot (Lots 1/3/4)	87
- SE Lot (Lot 2)	6
- Tenant Lot (Lot 5)	29
<b>On-Street Parking</b>	
- Unrestricted Parking	312
- 1 Hour Parking 8 a.m. - 8 p.m. M-F Except By Permit	32
- 2 Hour Parking 6 a.m. - 8 p.m. M-F	17
- 2 Hour Parking 8 a.m. - 6 p.m. M-F Except By Permit	73
- No Parking	N/A
- No Parking 10 a.m. - 11 a.m. & 4 p.m. - 5 p.m. on School Days	13
- No Parking 10 a.m. - 6 p.m. Except By Permit	61

**Figure 2**

H:\Projects\18505\TS\Figures\Addendum\Fig02\_Parking Inventory.cdr

### Off-Street Parking Supply and Demand

With implementation of parking improvements, three separate off-street parking lots were available as of June 2015. 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 (30 spaces, only 29 spaces usable due to the location of an entrance gate) 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 the aforementioned southeast lot, which is unrestricted. It should be noted that the southeast lot was closed during the September 2015 parking inventory. The six parking spaces of the southeast lot will be displaced by the proposed Village Market expansion. A summary of the June 2015 off-street parking observations is shown in Table 1.

**Table 1 Off-Street Parking Observations – June 2015**

Observation Period	Used Spaces/Available Spaces (Percent Utilization)			
	Pay Lot (Lots 1/3/4)	SE Lot (Lot 2)	Tenant Lot (Lot 5)	Total
Thursday: 6:00-7:00 A.M.	0/87 (0%)	0/6 (0%)	0/30 (0%)	0/123 (0%)
Thursday: 12:00-1:00 P.M.	20/87 (23%)	14/6 (233%)	17/30 (57%)	51/123 (41%)
Thursday: 5:00-6:00 P.M.	39/87 (45%)	9/6 (150%)	17/30 (57%)	65/123 (53%)
Saturday: 12:00-1:00 P.M.	9/87 (10%)	5/6 (83%)	10/30 (33%)	24/123 (20%)

The June 2015 off-street parking inventory indicated that the pay parking lot was not well utilized (i.e. less than 50 percent utilization during all observation periods). The tenant parking lot was observed to be slightly more utilized than the pay parking lot. The unrestricted southeast lot, which would be eliminated to allow for the proposed Village Market expansion, was consistently observed to be near or over capacity.

The September 2015 off-street parking inventory observed the impacts of the southeast lot closure. An additional objective was to determine whether pay parking lot utilization had changed since the June 2015 observations. A summary of the September 2015 off-street parking observations is shown in Table 2.

**Table 2 Off-Street Parking Observations – September 2015**

Observation Period	Used Spaces/Available Spaces (Percent Utilization)			
	Pay Lot (Lots 1/3/4)	SE Lot (Lot 2)	Tenant Lot (Lot 5)	Total
Thursday: 6:00-7:00 A.M.	3/87 (3%)	N/A	1/30 (3%)	4/117 (3%)
Thursday: 12:00-1:00 P.M.	46/87 (53%)	N/A	13/30 (43%)	59/117 (50%)
Thursday: 5:00-6:00 P.M.	60/87 (69%)	N/A	17/30 (57%)	77/117 (66%)
Friday: 6:00-7:00 A.M.	1/87 (1%)	N/A	1/30 (3%)	2/117 (2%)
Friday: 12:00-1:00 P.M.	57/87 (66%)	N/A	14/30 (47%)	71/117 (61%)
Friday: 5:00-6:00 P.M.	82/87 (94%)	N/A	16/30 (53%)	98/117 (84%)
Saturday: 12:00-1:00 P.M.	49/87 (56%)	N/A	12/30 (40%)	61/117 (52%)

The September 2015 off-street parking inventory indicated increased pay parking lot utilization (i.e. double digit percentage increases) during business hours as compared to the June 2015 inventory. However, only one observation period yielded a pay parking lot utilization rate greater than 70 percent (i.e. 94 percent on Friday evening). Available parking capacity within the pay lot indicated that patrons/employees displaced by the southeast lot closure still had the option to park on-site. No significant change was observed in the tenant parking lot. Overall, the observed off-street parking utilization was below that of the observed utilization in June 2014. A comparison of total off-street parking utilization during business hours over the three observation periods is shown in Table 3.

**Table 3 Off-Street Parking Total Utilization Comparison – Business Hours**

Observation Period	Total Off-Street Parking Utilization Used Spaces/Available Spaces (Percent Utilization)		
	June 2014	June 2015	September 2015
Thursday: 12:00-1:00 P.M.	138/126 (110%)	51/123 (41%)	59/117 (50%)
Thursday: 5:00-6:00 P.M.	130/126 (103%)	65/123 (53%)	77/117 (66%)
Friday: 12:00-1:00 P.M.	N/A	N/A	71/117 (61%)
Friday: 5:00-6:00 P.M.	N/A	N/A	98/117 (84%)
Saturday: 12:00-1:00 P.M.	126/126 (100%)	24/123 (20%)	61/117 (52%)

### Off-Street Parking Operations

Although overall off-street parking utilization was below that of the observed June 2014 utilization, operations were noted to be improved in both the pay and tenant parking lots. No double parking or idling was observed in the pay and tenant parking lots, 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 in June 2015, with double parking, idling, and backing maneuvers into the adjacent streets 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 in June and September of 2015. Summaries of the overall June 2015 and September 2015 on-street parking observations are shown in Tables 4 and 5, respectively. A detailed summary of on-street parking observations is presented in Appendix A.

**Table 4 Overall On-Street Parking Observations – June 2015**

Observation Period	Used Spaces/Estimated Available Spaces <sup>(1)</sup> (Percent Utilization)		
	Streets Adjacent to Village Market <sup>(2)</sup>	Other Streets Within One Block of Village Market <sup>(3)</sup>	Total
Thursday: 6:00-7:00 A.M.	26/119 (22%)	138/389 (35%)	164/508 (32%)
Thursday: 12:00-1:00 P.M.	92/119 (77%)	223/389 (57%)	315/508 (62%)
Thursday: 5:00-6:00 P.M.	83/119 (70%)	237/389 (61%)	320/508 (63%)
Saturday: 12:00-1:00 P.M.	89/119 (75%)	184/389 (47%)	273/508 (54%)

(1) Restricted on-street parking zones (e.g. 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.

**Table 5 Overall On-Street Parking Observations – September 2015**

Observation Period	Used Spaces/Estimated Available Spaces <sup>(1)</sup> (Percent Utilization)		
	Streets Adjacent to Village Market <sup>(2)</sup>	Other Streets Within One Block of Village Market <sup>(3)</sup>	Total
Thursday: 6:00-7:00 A.M.	24/119 (20%)	170/389 (44%)	194/508 (38%)
Thursday: 12:00-1:00 P.M.	97/119 (82%)	226/389 (58%)	323/508 (64%)
Thursday: 5:00-6:00 P.M.	113/119 (95%)	263/389 (68%)	376/508 (74%)
Friday: 6:00-7:00 A.M.	28/119 (24%)	193/389 (50%)	221/508 (44%)
Friday: 12:00-1:00 P.M.	104/119 (87%)	272/389 (70%)	376/508 (74%)
Friday: 5:00-6:00 P.M.	118/119 (99%)	256/389 (66%)	374/508 (74%)
Saturday: 12:00-1:00 P.M.	103/119 (87%)	269/389 (69%)	372/508 (73%)

- (1) Restricted on-street parking zones (e.g. 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.

The September 2015 on-street parking inventory indicated increased on-street parking utilization during business hours as compared to the June 2015 inventory. A comparison of total on-street parking utilization during business hours over the three observation periods is shown in Table 6.

**Table 6 On-Street Parking Total Utilization Comparison – Business Hours**

Observation Period	Total On-Street Parking Utilization <sup>(1)</sup> Used Spaces/Estimated Available Spaces (Percent Utilization)		
	June 2014	June 2015	September 2015
Thursday: 12:00-1:00 P.M.	268/508 (53%)	315/508 (62%)	323/508 (64%)
Thursday: 5:00-6:00 P.M.	308/508 (61%)	320/508 (63%)	376/508 (74%)
Friday: 12:00-1:00 P.M.	N/A	N/A	376/508 (74%)
Friday: 5:00-6:00 P.M.	N/A	N/A	374/508 (74%)
Saturday: 12:00-1:00 P.M.	282/508 (56%)	273/508 (54%)	372/508 (73%)

- (1) Restricted on-street parking zones (e.g. No Parking 10 a.m. – 6 p.m. Except by Permit) were counted as available spaces.

While overall parking totals indicated that on-street parking capacity is available, the majority of this capacity is limited to restricted parking zones (e.g. residential permit parking). To better illustrate the use of unrestricted on-street parking near the Village Market, summaries of the June 2015 and September 2015 unrestricted on-street parking observations are shown in Tables 7 and 8, respectively.

**Table 7 Unrestricted On-Street Parking Observations – June 2015**

Observation Period	Used Spaces/Estimated Available Spaces (Percent Utilization)		
	Streets Adjacent to Village Market <sup>(1)</sup>	Other Streets Within One Block of Village Market <sup>(2)</sup>	Total
Thursday: 6:00-7:00 A.M.	25/94 (27%)	64/188 (34%)	89/282 (32%)
Thursday: 12:00-1:00 P.M.	83/94 (88%)	153/188 (81%)	236/282 (84%)
Thursday: 5:00-6:00 P.M.	80/94 (85%)	147/188 (78%)	227/282 (80%)
Saturday: 12:00-1:00 P.M.	85/94 (90%)	114/188 (61%)	199/282 (71%)

(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.

**Table 8 Unrestricted On-Street Parking Observations – September 2015**

Observation Period	Used Spaces/Estimated Available Spaces (Percent Utilization)		
	Streets Adjacent to Village Market <sup>(1)</sup>	Other Streets Within One Block of Village Market <sup>(2)</sup>	Total
Thursday: 6:00-7:00 A.M.	23/94 (24%)	93/188 (49%)	116/282 (41%)
Thursday: 12:00-1:00 P.M.	92/94 (98%)	163/188 (87%)	255/282 (90%)
Thursday: 5:00-6:00 P.M.	96/94 (102%)	177/188 (94%)	273/282 (97%)
Friday: 6:00-7:00 A.M.	26/94 (28%)	113/188 (60%)	139/282 (49%)
Friday: 12:00-1:00 P.M.	96/94 (102%)	193/188 (103%)	289/282 (102%)
Friday: 5:00-6:00 P.M.	96/94 (102%)	168/188 (89%)	264/282 (94%)
Saturday: 12:00-1:00 P.M.	94/94 (100%)	180/188 (96%)	274/282 (97%)

(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.

June 2015 observations of unrestricted on-street parking indicated a total utilization rate between 70 percent and 85 percent during Village Market business hours. However, that rate increased to 90 percent or greater during the September 2015 observations. Unrestricted parking adjacent to the Village Market was observed to be near or over capacity for all September 2015 observations during business hours. However, it should be noted that restricted on-street parking utilization within the study area was relatively low (i.e. less than 50 percent) during all September 2015 observation periods completed during business hours. A comparison of unrestricted on-street parking utilization during business hours over the three observation periods is shown in Table 9.

**Table 9 Unrestricted On-Street Parking Total Utilization Comparison – Business Hours**

Observation Period	Unrestricted Total On-Street Parking Utilization Used Spaces/Estimated Available Spaces (Percent Utilization)		
	June 2014	June 2015	September 2015
Thursday: 12:00-1:00 P.M.	199/282 (71%)	236/282 (84%)	255/282 (90%)
Thursday: 5:00-6:00 P.M.	235/282 (83%)	227/282 (80%)	273/282 (97%)
Friday: 12:00-1:00 P.M.	N/A	N/A	289/282 (102%)
Friday: 5:00-6:00 P.M.	N/A	N/A	264/282 (94%)
Saturday: 12:00-1:00 P.M.	210/282 (74%)	199/282 (71%)	274/282 (97%)

### Parking Demand

Accurately measuring the peak parking demand of the Village Market is difficult due to the dispersion of tenant and patron vehicles parked throughout the adjacent neighborhood. Additionally, parking demand from other nearby parking generators (i.e. Children’s Hospital, Hope Academy, Phillips Tower Apartments, and businesses along Franklin Avenue) further complicates arriving at an accurate peak parking demand estimate for the Village Market. However, a reasonable parking demand estimate methodology was formulated in the *Village Market TDMP Update* dated October 1, 2014:

#### *Adjacent Unrestricted Parking*

A majority of the observed available parking spaces during business hours within this area were restricted as “No Parking 10 a.m. – 6 p.m. Except By Permit”. Given this observation and the high utilization of unrestricted parking in the same area during business hours, it is likely that most of the vehicles parked adjacent to the Village Market belong to tenants and patrons:

- 100% of vehicles parked adjacent to the Village Market in unrestricted parking spaces in excess of baseline counts were assumed to belong to tenants and patrons.

### *Other Area Unrestricted Parking*

Increases in other unrestricted parking within one block of the Village Market were also observed. While the Village Market is a significant generator of parking demand, other land uses exist in the study area that would also generate on-street parking demand during typical business hours:

- 50% of vehicles parked within one block of the Village Market in unrestricted parking spaces in excess of baseline counts were assumed to belong to tenants and patrons.

### *Restricted Parking*

A small number of Village Market tenants and patrons would be expected to utilize 1-hour/2-hour parking:

- 10% of vehicles parked within one block of the Village Market in restricted parking spaces were assumed to belong to tenants and patrons.

The resulting parking demand estimates for each of the year 2015 observation periods during Village Market business hours are presented in Table 10.

**Table 10 Parking Demand Estimates**

<b>Observation Period</b>	<b>Observed Off-Street Parking</b>	<b>Adjacent Unrestricted Parking</b>	<b>Other Area Unrestricted Parking</b>	<b>Restricted Parking</b>	<b>Total Parking Demand</b>
<b>June 2015</b>					
Thursday: 12:00-1:00 P.M.	51	58	44	8	161
Thursday: 5:00-6:00 P.M.	65	55	41	9	170
Saturday: 12:00-1:00 P.M.	24	60	25	7	116
<b>September 2015</b>					
Thursday: 12:00-1:00 P.M.	59	69	35	7	170
Thursday: 5:00-6:00 P.M.	77	73	42	10	202
Friday: 12:00-1:00 P.M.	71	70	40	9	190
Friday: 5:00-6:00 P.M.	98	70	27	11	206
Saturday: 12:00-1:00 P.M.	61	68	33	10	172

A comparison of parking demand estimates during business hours over the three observation periods is shown in Table 11.

**Table 11 Village Market Parking Demand Estimate Comparison – Business Hours**

<b>Observation Period</b>	<b>June 2014</b>	<b>June 2015</b>	<b>September 2015</b>
Thursday: 12:00-1:00 P.M.	221	161	170
Thursday: 5:00-6:00 P.M.	232	170	202
Friday: 12:00-1:00 P.M.	N/A	N/A	190
Friday: 5:00-6:00 P.M.	N/A	N/A	206
Saturday: 12:00-1:00 P.M.	216	116	172

The parking demand estimate comparison indicates that overall parking demand within a one-block radius of the Village Market remains below observed June 2014 levels. While on-street parking conditions were observed to be unchanged, overall parking demand within a one-block radius of the Village Market had decreased more than 25 percent from June 2014 to June 2015. The majority of this decreased overall demand could be observed in the on-site pay parking lot, as parking capacity remained available. The observed decrease in total parking demand within a one-block radius of the Village Market may have been the result of increased walking, transit use, and carpooling by tenants and patrons, but is also likely a product of parking dispersion beyond the one-block radius study area.

During the September 2015 observations, an increase in both off- and on-street parking demand was observed in comparison to the June 2015 conditions. Total parking demand had decreased more than 10 percent from June 2014 to September 2015. However, unrestricted parking within a one-block radius of the Village Market was observed to be near or over capacity during business hours. Although increased walking, transit use, and carpooling may have occurred, it is also likely that parking dispersion beyond the one-block radius study area had also occurred.

Given the proposed expansion is a small increase in leasable area (i.e. approximately 6.5 percent) compared to the existing Village Market, addressing existing on-street traffic/parking issues would be expected to accommodate the potentially added parking demand of the proposed expansion.

### **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 or bike lane waiting for spaces to open or to perform drop-offs/pick-ups and deliveries. These behavioral type traffic/parking issues are still present. Furthermore, illegal parking near intersections contributed to poor sight distance conditions. Although spaces were typically available in the on-site pay parking lot, parking observations indicate that free unrestricted on-street parking near the Village Market is generally preferred by patrons/employees.

## Other TDMP Measures

Since the issuance of the *Village Market TDMP Update*, other TDMP measures have been implemented:

### General (Pedestrian)

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

### Bicycle

- Provide free bike locks to tenants.
  - *Note: Village Market ownership must provide proof of the free bike locks to City of Minneapolis staff.*

However, the following other TDMP measures were not implemented or are still pending:

### General (Pedestrian)

- Meet with the City of Minneapolis to explore the possibility of a designated crosswalk along 24th Street in the vicinity of the Village Market.
  - *Note: The City of Minneapolis will not consider a designated crosswalk along 24th Street due to safety concerns caused by offset intersections. Therefore, this TDMP measure will no longer be considered.*

### 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 police substation 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 police substation 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 have been observed after 9:00 a.m.*
  - *This measure will be revised to allow deliveries until 8:30 a.m. based on a 9:00 a.m. business opening.*

Unless otherwise noted, these other TDMP measures remain applicable and are recommended for implementation.

## Summary and Conclusions

The following summary and conclusions are offered for your consideration:

- Although a number of TDMP measures have been implemented by the Village Market, a number of TDMP measures are pending.
- Despite observed increases in on-site parking utilization from June 2015 to September 2015, parking spaces were available in the pay parking lot (i.e. 30% or greater of pay lot capacity) for all but one observation period during business hours. Available parking capacity within the pay lot indicated that patrons/employees displaced by the southeast lot closure still had the option to park on-site.
  - Overall off-street parking utilization observed in the year 2015 was below that of the observed June 2014 utilization. However, operations were noted to be improved in both the pay and tenant parking lots. The southeast lot, where double parking, idling, and backing maneuvers into the adjacent streets were observed to be commonplace, will be eliminated to allow for the proposed Village Market expansion.
- The unrestricted on-street parking utilization rate within one block of the Village Market was consistently high during September 2015 observations (i.e. 90% or greater for all observations completed during business hours).
  - However, the restricted (primarily permit) on-street parking utilization rate within one block of the Village Market was consistently low during September 2015 observations (i.e. less than 50% for all observations completed during business hours).
- No change was observed in on-street traffic/parking issues. Furthermore, illegal parking near intersections contributed to poor sight distance conditions. Although spaces were typically available in the on-site pay parking lot, parking observations indicate that free unrestricted on-street parking near the Village Market is generally preferred by patrons/employees.
- Given the proposed expansion is a small increase in leasable area (i.e. approximately 6.5 percent) compared to the existing Village Market, addressing existing on-street traffic/parking issues would be expected to accommodate the potentially added parking demand of the proposed expansion.
  - To address on-street traffic/parking issues, TDMP measures (City and Resident Considerations and Village Market Requirements) are recommended on the following pages.

## **TDMP Measures**

### **City of Minneapolis Consideration**

The following optional TDMP consideration is offered to the City of Minneapolis:

- Improve intersection sight distance by installing signing prohibiting parking in the immediate vicinity of intersections to minimize illegal, sight-obstructive parking.
  - By minimizing sight obstructions, this measure would be expected to improve motorist/pedestrian/bicyclist safety at intersections.

### **Area Resident Consideration**

The following optional TDMP consideration is offered to area residents:

- Should on-street parking capacity remain a concern, area residents may request additional residential permit parking in the vicinity of the Village Market to ensure the availability of on-street parking capacity.
  - By limiting the availability of free unrestricted on-street parking in the vicinity, this measure would also be expected to encourage Village Market patrons/employees to utilize the pay parking lot, carpool, use transit, bike, or walk.

### **VILLAGE MARKET REQUIREMENTS**

The following additional TDMP measures are required of the Village Market:

*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.*

- Incentivize carpooling by providing preferential parking spaces and/or reduced parking fares for carpools.
- Advertise free short-term parking (i.e. 30 minutes or less) in the pay parking lot in order to minimize vehicle idling on adjacent streets.
- As recommended in the *Village Market TDMP Update* dated October 1, 2014, keep parking fares low (i.e. less than or equal to \$1 per hour) to encourage patron use.
- 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.
- Coordinate outreach via community leaders (i.e. the on-site mosque Imam) regarding parking/traffic behavioral issues such as idling on adjacent streets and parking in bike lanes/travel lanes/restricted areas.

- Employ an off-duty Minneapolis police officer during times recommended by the Minneapolis City Planning Commission. The off-duty police officer would be expected to conduct periodic sweeps on-site and in the immediate surrounding area to direct traffic/advice patrons and employees of traffic and parking regulations/move illegally parked vehicles.
- 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 police substation within the proposed expansion.
- Offer the sale of onsite discounted transit passes to tenants through the Metro Transit Metropass program.
- Provide relevant transit information at the police substation 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.
- Ensure that deliveries are made prior to 8:30 a.m. as part of the tenant lease agreement to prevent delivery trucks from blocking parking spaces or travel lanes in the pay parking lot.
- Reconfigure the tenant parking lot entrance gate to allow all 30 parking spaces to be usable.

The following parking audit TDMP measures are also required of the Village Market:

- Audit Methodology – A methodology similar to this TDMP addendum will be used to audit off-/on-street parking utilization and traffic circulation near the Village Market.
- Initial Audit – Once the proposed expansion is 75% occupied, the Village Market will conduct the initial audit of off-/on-street parking utilization and traffic circulation.
- Ongoing Audits – Including the initial audit, the Village Market will conduct annual audits of off-/on-street parking utilization and traffic circulation for a period of five years (i.e. four additional annual audits after the completion of the initial audit).
- TDMP Revisions – Based upon the audits, the TDMP may be revised to more effectively manage parking and traffic circulation on the project site and in the surrounding area.

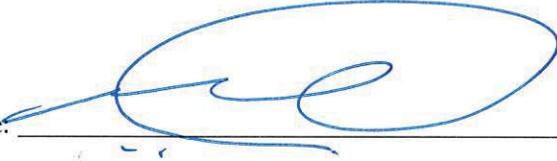
## Village Market TDMP Update Addendum Approval

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### 24th Mall, LLC

Name: Omar Sabri

Title: Owner

Signature: 

Date: 10-23-15

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### City of Minneapolis Department of Community Planning and Economic Development

Name: Steve Poor

Title: CPED Development Services Director

Signature: 

Date: 10/26/15

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### City of Minneapolis Department of Public Works

Name: Steve Mosing, P.E., PTOE

Title: Traffic Operations Engineer

Signature: 

Date: 10/26/15

## **Appendix A**

### **On-Street Parking Inventory Detailed Summary**

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, June 5, 2014 - AM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	8	5	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	7	4	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	3	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	8	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	4	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	8	14	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	2	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	4	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	7	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	3	7	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	1	1	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	2	4	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	10	14	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	8	7	
Elliot Ave	22nd St	24th St	25	28	2	7	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	15	10	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	4	11	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, June 5, 2014 - Midday On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	13	17	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	13	8	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	0	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	10	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	5	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	8	12	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	12	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	12	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	11	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	5	3	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	0	1	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	1	1	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	19	4	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	24	23	
Elliot Ave	22nd St	24th St	25	28	1	26	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	5	7	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	5	22	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, June 5, 2014 - PM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	10	10	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	14	3	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	1	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	12	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	7	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	16	16	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	13	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	14	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	13	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	4	2	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	2	8	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	7	3	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	9	22	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	24	24	
Elliot Ave	22nd St	24th St	25	28	7	25	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	4	8	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	5	25	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Saturday, June 7, 2014 - Midday On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	8	7	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	5	4	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	2	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	13	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	7	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	12	14	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	11	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	13	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	10	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	7	4	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	5	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	0	2	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	8	22	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	26	24	
Elliot Ave	22nd St	24th St	25	28	7	25	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	10	4	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	6	21	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

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On-Street Parking Inventory - Detailed Summary

Thursday, June 25, 2015 - AM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	12	12	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	4	7	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	3	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	13	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	8	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	4	5	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	0	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	6	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	0	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	1	4	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	0	2	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	2	5	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	10	10	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	8	6	
Elliot Ave	22nd St	24th St	25	28	1	5	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	8	14	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	6	8	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, June 25, 2015 - Midday On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	8	16	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	15	9	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	5	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	15	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	19	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	10	17	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	14	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	12	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	12	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	6	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	1	1	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	8	3	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	6	12	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	24	25	
Elliot Ave	22nd St	24th St	25	28	9	22	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	5	11	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	2	23	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, June 25, 2015 - PM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	12	9	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	12	7	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	4	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	11	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	13	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	16	23	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	14	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	11	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	14	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	3	3	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	1	3	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	4	6	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	22	9	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	20	24	
Elliot Ave	22nd St	24th St	25	28	3	25	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	9	14	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	2	26	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Saturday, June 27, 2015 - Midday On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	7	4	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	7	6	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	2	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	12	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	8	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	14	16	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	8	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	14	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	11	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	8	2	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	6	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	2	2	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	8	17	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	26	24	
Elliot Ave	22nd St	24th St	25	28	4	21	
Elliot Ave	24th St	25th St	26	27	11	5	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	6	17	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, September 3, 2015 - AM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	14	16	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	13	2	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	4	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	9	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	4	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	8	10	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	0	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	2	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	10	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	1	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	3	4	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	1	2	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	12	5	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	7	9	
Elliot Ave	22nd St	24th St	25	28	1	5	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	15	12	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	4	16	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, September 3, 2015 - Midday On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	14	19	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	18	12	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	4	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	11	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	5	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	14	19	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	13	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	13	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	11	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	6	2	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	5	1	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	5	5	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	3	17	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	27	25	
Elliot Ave	22nd St	24th St	25	28	5	27	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	8	8	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	2	24	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Thursday, September 3, 2015 - PM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	21	16	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	18	5	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	9	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	12	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	7	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	21	26	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	15	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	13	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	14	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	3	3	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	3	4	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	3	4	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	5	18	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	27	29	
Elliot Ave	22nd St	24th St	25	28	17	27	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	16	6	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	9	25	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Friday, September 4, 2015 - AM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	20	18	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	19	5	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	3	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	11	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	5	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	5	11	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	2	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	1	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	10	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	2	6	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	4	3	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	2	4	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	9	8	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	7	14	
Elliot Ave	22nd St	24th St	25	28	2	4	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	14	9	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	4	19	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Friday, September 4, 2015 - Midday On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	15	18	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	20	12	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	4	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	12	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	9	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	22	25	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	14	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	15	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	13	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	6	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	2	1	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	9	10	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	2	24	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	28	25	
Elliot Ave	22nd St	24th St	25	28	8	28	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	11	7	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	7	24	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Friday, September 4, 2015 - PM On-Street Parking Inventory

Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	10	16	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	15	3	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	5	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	12	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	8	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	21	25	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	15	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	12	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	15	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	6	4	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	3	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	6	9	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	5	19	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	30	25	
Elliot Ave	22nd St	24th St	25	28	22	29	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	11	11	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	10	22	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

Appendix A  
On-Street Parking Inventory - Detailed Summary

Saturday, September 5, 2015 - Midday On-Street Parking Inventory

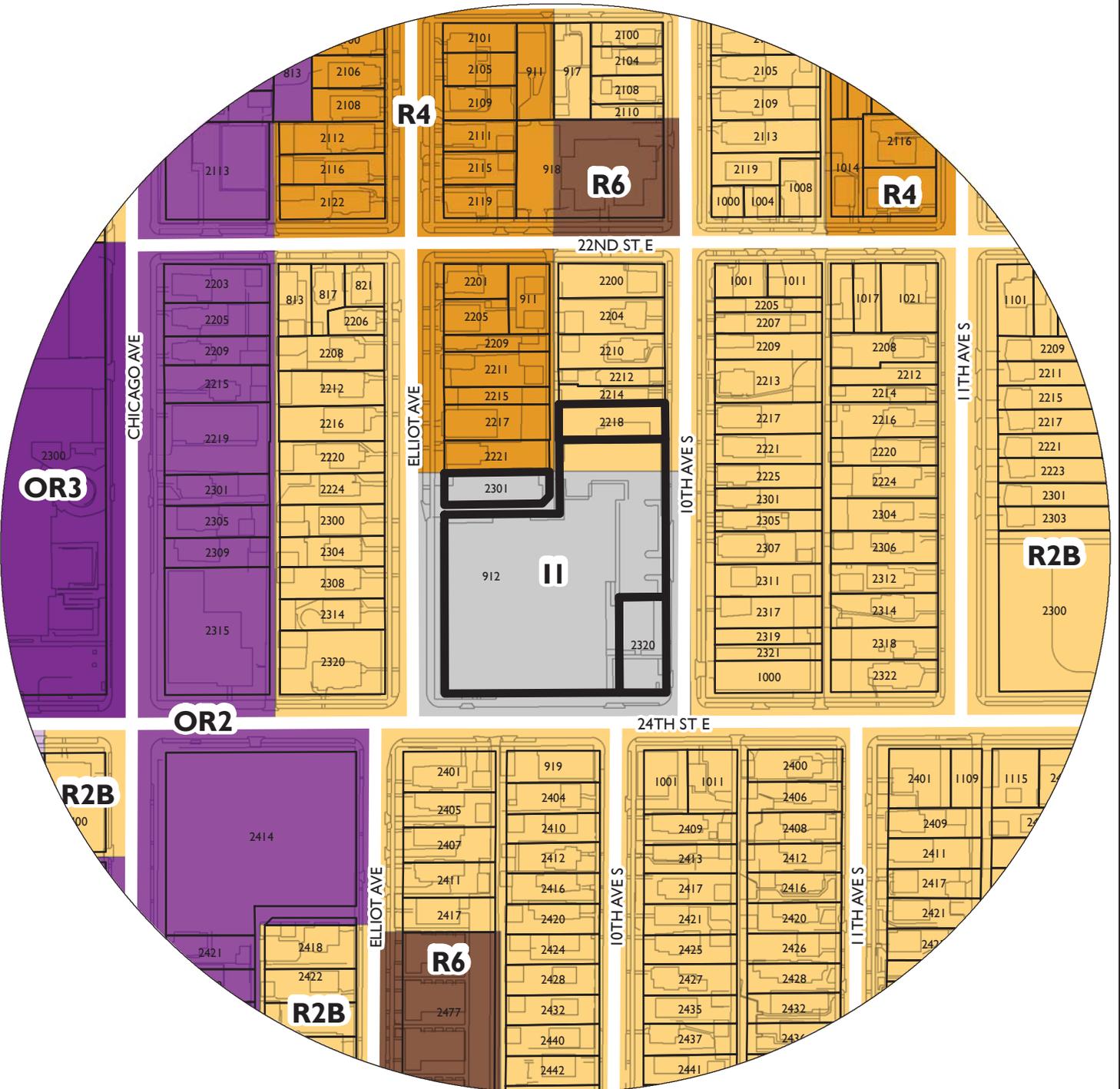
Street Name	Between		Supply E/S	Supply W/N	Demand E/S	Demand W/N	Notes
Chicago	25th St	24th St	17	17	16	20	2 Hour Parking 6am-8pm Monday - Friday (East Side)
Chicago	24th St	22nd St	21	17	17	6	No Parking School Days 10am-11am & 4pm-5pm (West Side)
22nd St	Chicago Ave	Elliot Ave	12	0	4	0	No Parking (North Side) No Parking 10am-6pm Except By Permit (South Side)
22nd St	Elliot Ave	10th Ave	13	0	11	0	No Parking (North Side)
22nd St	10th Ave	11th Ave	10	0	8	0	No Parking (North Side) (1 Handicap Loading Only Spot)
11th Ave	22nd St	24th St	22	28	20	23	Bike Lane (Both Directions)
24th St	11th Ave	10th Ave	0	14	0	12	No parking (South Side) Bike Lane (Both Directions)
24th St	10th Ave	Elliot Ave	0	14	0	13	No parking (South Side) Bike Lane (Both Directions)
24th St	Elliot Ave	Chicago Ave	0	13	0	13	No parking (South Side) Bike Lane (Both Directions)
25th St	Chicago Ave	Elliot Ave	8	8	7	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	Elliot Ave	10th Ave	6	10	3	5	1 Hour Parking 8am-8pm Except By Permit (North & South Sides)
25th St	10th Ave	11th Ave	10	10	7	6	2 Hour Parking 8am-6pm Except By Permit (North and South Sides)
11th Ave	25th St	24th St	24	22	5	24	No Parking 10am-6pm Except By Permit (East Side)
10th Ave	24th St	22nd St	27	25	28	27	
Elliot Ave	22nd St	24th St	25	28	9	26	No Parking 10am-6pm Except By Permit (East Side)
Elliot Ave	24th St	25th St	26	27	13	9	2 Hour Parking 8am-6pm Except By Permit (East and West Sides)
10th Ave	25th St	24th St	26	28	9	26	No Parking 10am-6pm Except By Permit (East Side) (1 Handicap Parking Spot)

# Eagle Management, Village Market Expansion

6th

NAME OF APPLICANT

WARD

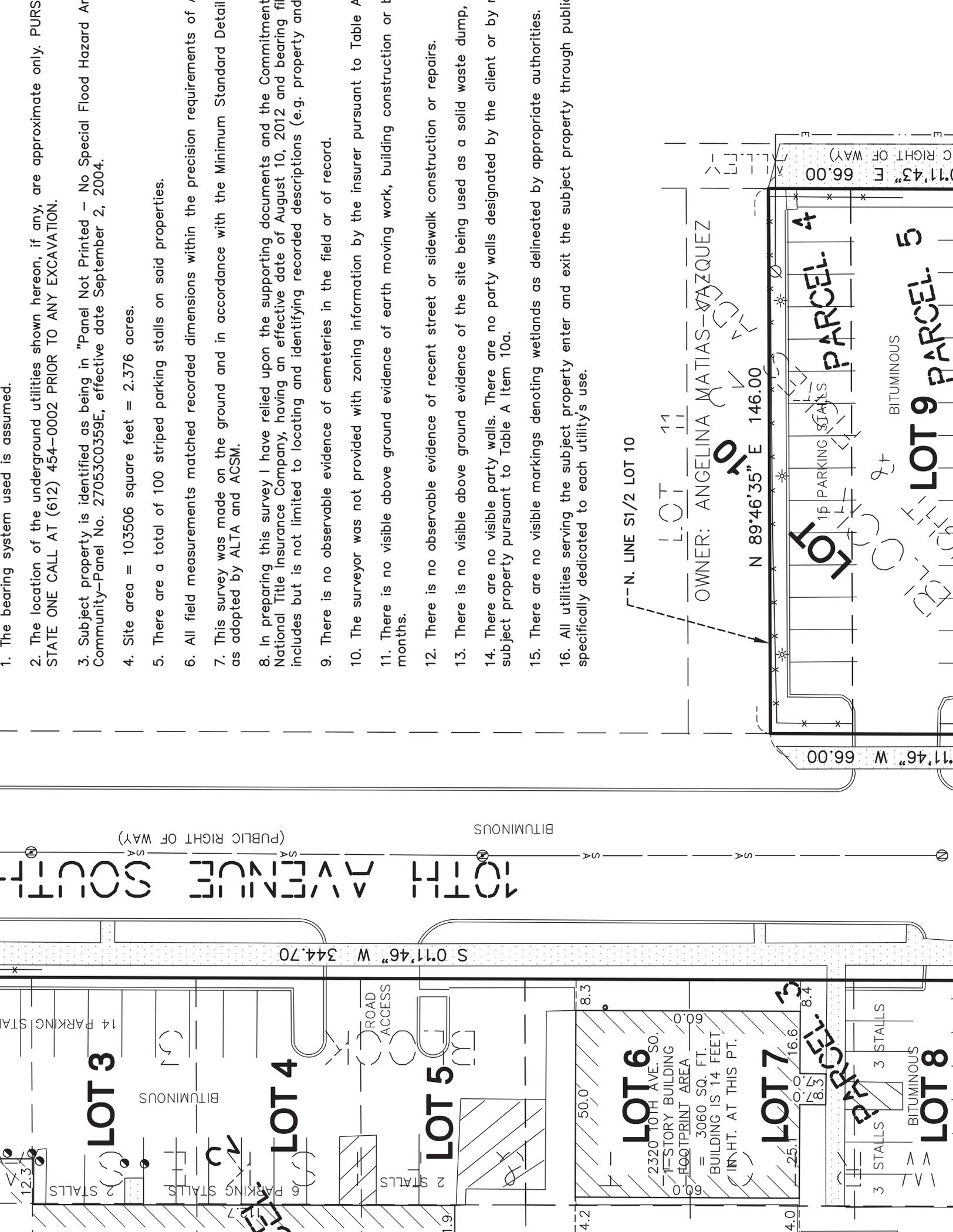


PROPERTY ADDRESS

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

FILE NUMBER

**BZZ-7274**



1. The bearing system used is assumed.
2. The location of the underground utilities shown hereon, if any, are approximate only. PURSUE 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 Community-Panel No. 27053C0359E, effective date September 2, 2004.
4. Site area = 103506 square feet = 2.376 acres.
5. There are a total of 100 striped parking stalls on said properties.
6. All field measurements matched recorded dimensions within the precision requirements of 1/4 inch as adopted by ALTA and ACSM.
7. This survey was made on the ground and in accordance with the Minimum Standard Detail as adopted by ALTA and ACSM.
8. In preparing this survey I have relied upon the supporting documents and the Commitment of National Title Insurance Company, having an effective date of August 10, 2012 and bearing file number 27053C0359E, but is not limited to locating and identifying recorded descriptions (e.g. property and easements).
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 10a.
11. There is no visible above ground evidence of earth moving work, building construction or other improvements within the field or of record.
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, or other use, within the field or of record.
14. There are no visible party walls. There are no party walls designated by the client or by the surveyor pursuant to Table A Item 10a.
15. There are no visible markings denoting wetlands as delineated by appropriate authorities.
16. All utilities serving the subject property enter and exit the subject property through public utility easements specifically dedicated to each utility's use.

N. LINE S1/2 LOT 10

OWNER: ANGELINA MATIAS VAZQUEZ

N 89°46'35" E 146.00

LOT 9 PARCEL 4

LOT 9 PARCEL 5

BITUMINOUS

11°46' W 66.00

11°43' E 66.00 (PUBLIC RIGHT OF WAY)

(PUBLIC RIGHT OF WAY)

BITUMINOUS

S 0°11'46" W 344.70

LOT 3

LOT 4

LOT 5

LOT 6

LOT 7

PARCEL 3

LOT 8

BITUMINOUS

BITUMINOUS

ROAD ACCESS

14 PARKING STALLS

6 PARKING STALLS

2 STALLS

3 STALLS

3 STALLS

12.3

1.9

4.2

8.3

16.6

8.4

8.3

4.0

8.3

8.4

4.0

8.3

8.4

4.0

8.3

8.4

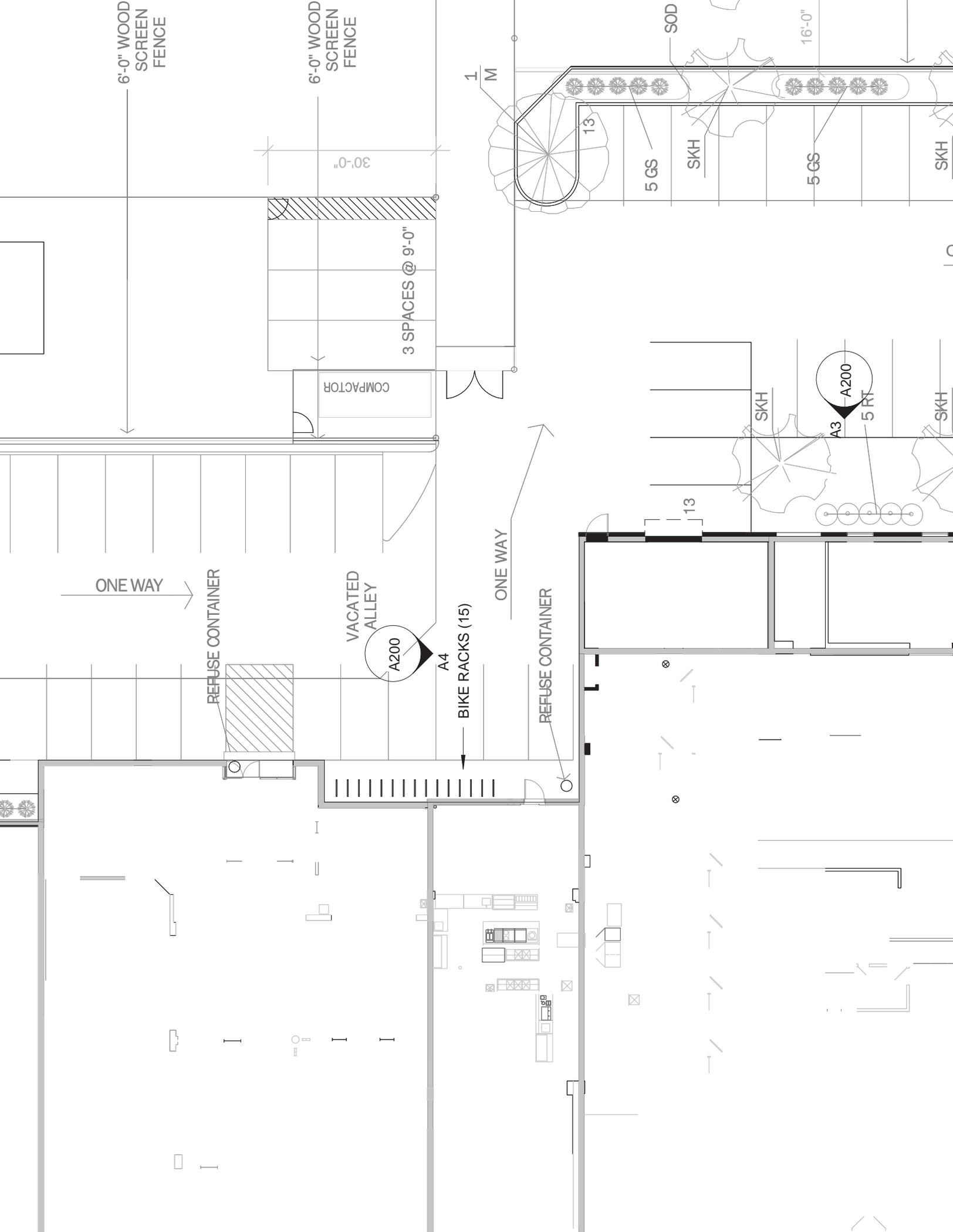
4.0

8.3

8.4

4.0





6'-0" WOOD  
SCREEN  
FENCE

6'-0" WOOD  
SCREEN  
FENCE

3 SPACES @ 9'-0"

30'-0"

COMPACTOR

ONE WAY

REFUSE CONTAINER

VACATED  
ALLEY

A200

A4

BIKE RACKS (15)

REFUSE CONTAINER

ONE WAY

13

SKH

A3

A200

5 FT

SKH

5 GS

SKH

5 GS

SKH

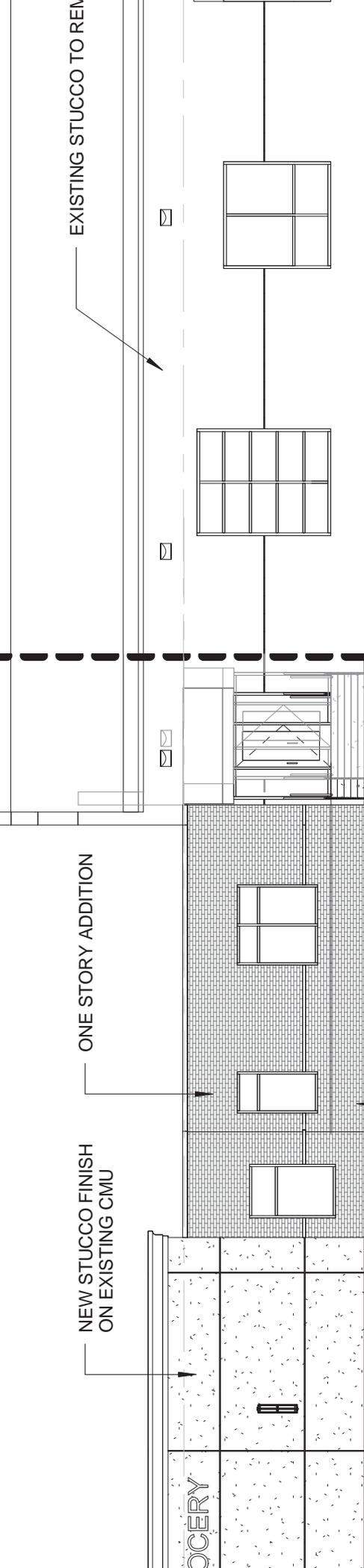
SOD

16'-0"

1 M

13





EXISTING STUCCO TO REM

ONE STORY ADDITION

NEW STUCCO FINISH ON EXISTING CMU

BRICK VENEER, TYP.

NEW SIGN AT ENTRY

EXISTING BUILDING



OFFICE  
352 SF  
O13

OFFICE  
207 SF  
O20

OFFICE  
207 SF  
O21

OFFICE  
352 SF  
O12

OFFICE  
207 SF  
O26

RAMP 1:12

ROOF

ROOF

ROOF

ROOF





# Village Market



80

750 951

FURNITURE CHECKOUT HERE

EXIT

# GULET GROCERY & HALAL M

CHICKEN • CAMEL & MORE GROCER

GOAT MEAT • BEEF •

NO ACCEPT EBT

612. 874. 6970

GULET  
DELI

80





GALET DELI  
PARKING ONLY

PRISM

80

















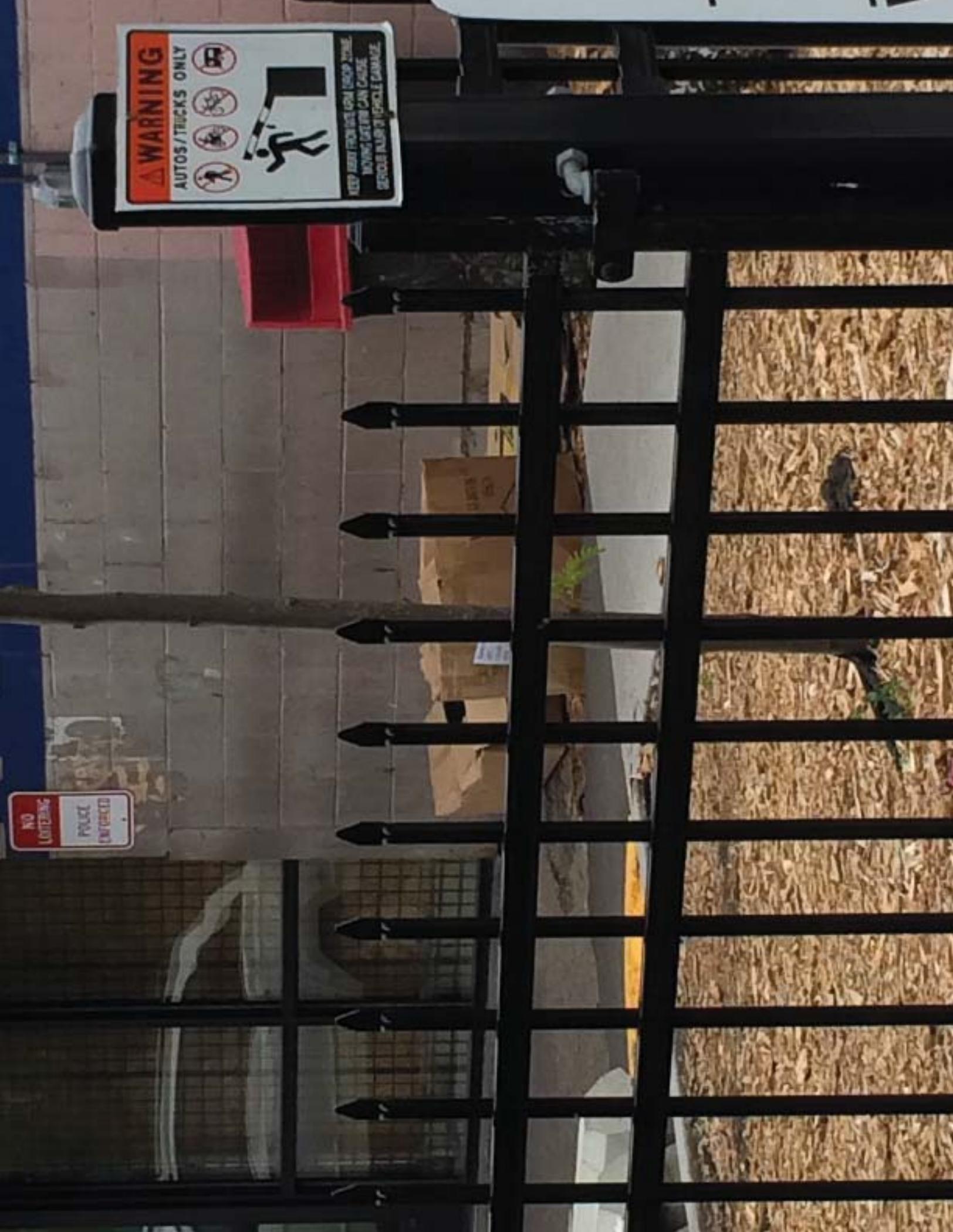
**WARNING**

AUTOS/TRUCKS ONLY



KEEP AWAY FROM THE CURB / DRIVE UP DRIVE.  
MOVING GREEN CAN CAUSE  
SERIOUS RAMP / VEHICLE DAMAGE.

**NO LOITERING**  
**POLICE ENFORCED**



VILLAGE MARK

PAID  
PARKING

VIOLATORS WILL  
BE TOWED AT  
OWNER'S EXPENSE

**CEDAR**  
612-721-6645  
3527 DIGHT AVE  
LIC 13050008 MIN TOWS



**at least 20 Minutes**

**\$1.25**

**\$2.50**

**\$3.75**

**\$5.00**

**\$8.00**

**\$10.00**

**\$10.00**







VILLAGE MARKET  
NO BANG GUNS IN  
THESE PREMISES

NO  
LOITERING

NO  
TRESPASSING



TO WIN  
DELIVERY  
ONLY





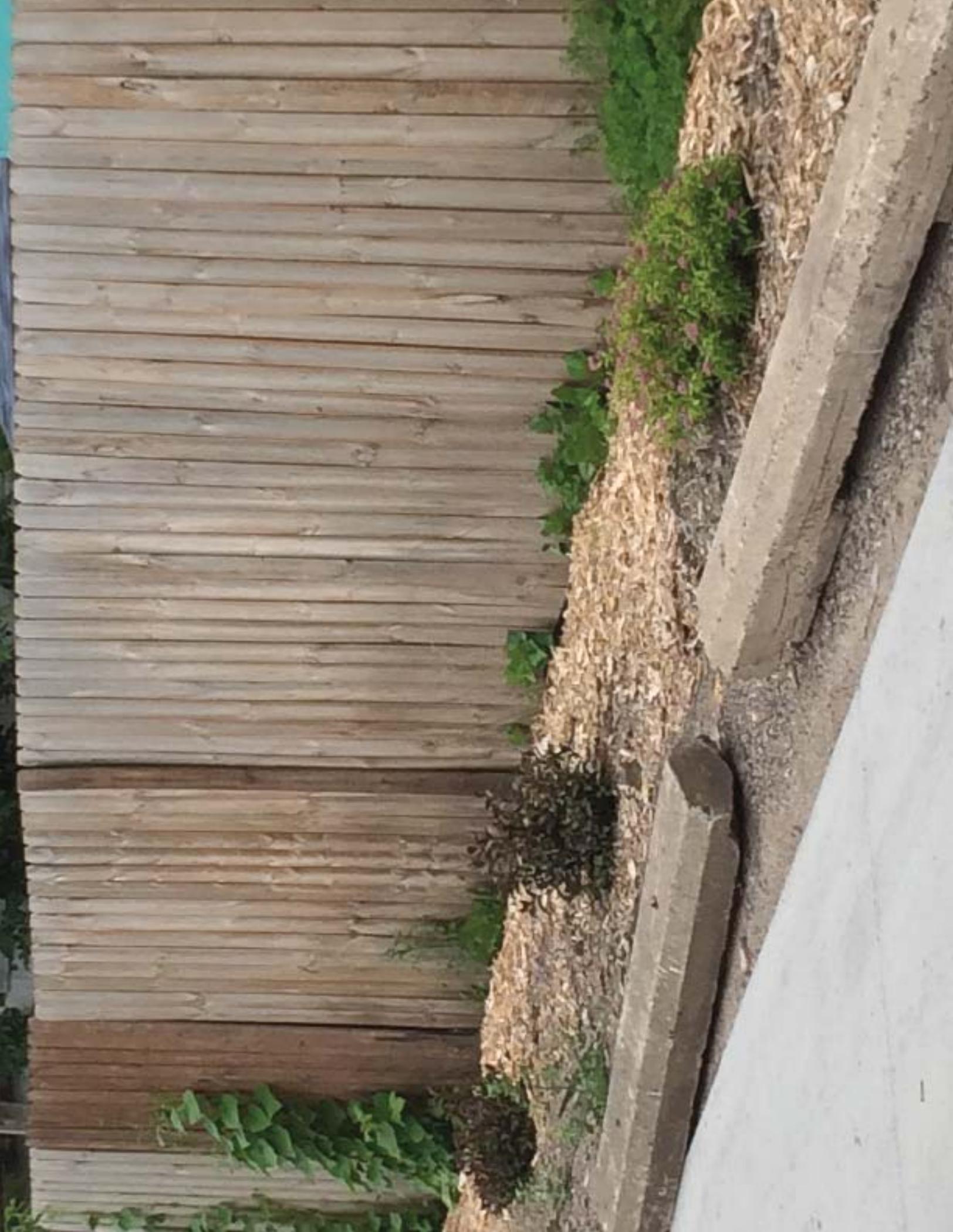
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July 7, 2015 (\* Revised)

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 10<sup>th</sup> Avenue and East 24<sup>th</sup> 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 24<sup>th</sup> Street side to the stucco exterior on the 10<sup>th</sup> 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.**

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  
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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.**

July 7, 2015 (\* Revised)

Midtown Phillips Neighborhood Association, Inc.  
2748 11<sup>th</sup> 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 10<sup>th</sup> Avenue and East 24<sup>th</sup> 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.

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**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.**

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**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.

---

**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](mailto: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](mailto:traveler332003@yahoo.com)); Betty Bryant ([betsbetty@aol.com](mailto:betsbetty@aol.com)); Thor Adam ([thorbjorn.adam@gmail.com](mailto:thorbjorn.adam@gmail.com)); Larry & Marj Magnuson ([marjbauer@hotmail.com](mailto:marjbauer@hotmail.com)); Greeley, Donald; Jared Wass; Amy Smith ([asmithon11th@yahoo.com](mailto:asmithon11th@yahoo.com)); Brendan Lebsack ([brendan.lebsack@gmail.com](mailto:brendan.lebsack@gmail.com)); Anna Lebsack ([annajohanek@gmail.com](mailto:annajohanek@gmail.com)); Krueger, Luther; [singdancesavetheworld@gmail.com](mailto:singdancesavetheworld@gmail.com)  
**Subject:** Village Market Expansion - Voice your Concern

Lisa Bender & Alondra Cano:

RE: Village Market Expansion

I am a resident on 25<sup>th</sup> & 11<sup>th</sup> 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 in 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 25<sup>th</sup> & 11<sup>th</sup> 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.

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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

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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.

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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.**

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**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 its 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.

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**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@minneapolisparcs.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.**

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**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

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Kristin L. Borski  
Lower School Music Specialist  
Hope Academy  
[www.hopeschool.org](http://www.hopeschool.org)

**Dvorak, Hilary A.**

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**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 Avenue South

**Dvorak, Hilary A.**

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**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.**

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**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.**

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**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@minneapolisparcs.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 by 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 priority 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.

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**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@minneapolisparcs.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.**

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**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@minneapolisparcs.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 by 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 priority 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.**

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**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.**

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**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@minneapolisparcs.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.**

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**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@minneapolisparcs.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.

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**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.

\*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 by 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.**

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**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.**

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**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.

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**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@minneapolisparcs.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 by 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 priority 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.**

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**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.**

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**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 10<sup>th</sup> Ave South and East 24<sup>th</sup> 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

# 2  
CPC  
8/17/15

**Dvorak, Hilary A.**

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**From:** s-hunt1 University of Minnesota <s-hunt1@umn.edu>  
**Sent:** Tuesday, August 11, 2015 12:09 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** Expansion of the Mall at 10th Avenue South and East 24th Street

I am writing in opposition to the owners' request to expand the mall at 10th Avenue South and East 24th Street. I believe that expanding the mall will place an even greater burden on those who live in the area.

I live five blocks from the mall and drive through the intersection at 24th and 11th Avenue to reach downtown and the businesses on Franklin Avenue. It's clear that there is insufficient parking for the mall's current users and that allowing the mall to expand will only make that problem worse. It is already common to see people put on their emergency flashers, stop in the middle of the street and get out of their cars to socialize. People park too close to the intersection creating blind corners. There seems to be a great deal of confusion about where to stop at the T-intersection; drivers coming from the west frequently run the light because they think that the stopping point is the eastern-most crosswalk rather than the western one. U-turns are pretty much the order of the day.

Traffic congestion and the erratic driving that results from inadequate parking raise a number of safety concerns at this location. The activities at Waite House (and the new swimming facility when it opens) are used by children from all over the neighborhood, many of whom have to cross 24th and/or 11th Avenue to get there. Eleventh Avenue is striped for bike lanes but offer bicyclists little or no protection from erratic drivers. And, traffic jams may prevent prevent emergency vehicles from getting through.

I have seen the data regarding traffic violations in the area around the mall and think that data speaks for itself. There isn't enough parking which, in turn, leads to erratic (and often illegal) driving. I hope that you will listen to the concerns of the neighbors most affected and deny the owners' request to expand their business at this location.

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Sue Hunter Weir

**Dvorak, Hilary A.**

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**From:** Jana Metge <singdancesavetheworld@gmail.com>  
**Sent:** Tuesday, August 11, 2015 1:12 PM  
**To:** Dvorak, Hilary A.; Bender, Lisa  
**Cc:** Midtown Phillips Neighborhood Assoc.; Evan Hall  
**Subject:** Fwd: Expansion of the Mall at 10th Avenue South and East 24th Street

Dear Councilmember Bender,

I am writing in opposition to the owners' request to expand the mall at 10th Avenue South and East 24th Street. I believe that expanding the mall will place an even greater burden on those who live in the area.

I live six blocks from the mall and drive through the intersection at 24th and 11th Avenue to reach downtown and the businesses on Franklin Avenue. There is not only insufficient parking for the mall's current users, but the lack of parking for this site then hampers adjacent businesses.

Since their first proposal a year ago, we have added a bike lane. I worry about bikers when cars stop abruptly in the middle of the street, turn on their their emergency flashers, and do 3 point turns in the middle of 24th St.

Cars are parked too close to the intersection creating blind corners. There seems to be a great deal of confusion about where to stop at the T intersection.

Traffic congestion and the erratic driving that results from inadequate parking raise a number of safety concerns at this location. The activities at Waite House (and the new swimming facility when it opens) are used by children from all over the neighborhood, many of whom walk or bike and have to cross 24th and/or 11th Avenue to get there. Eleventh Avenue is striped for bike lanes but offer bicyclists little or no protection from erratic drivers. Traffic jams prevent prevent emergency vehicles from getting through.

I am aware of the number of calls to 311 about this facility and hope you get that data as part of this project review.

I hope that you will listen to the concerns of the neighbors most affected and deny the owners' request to expand their business at this location.

--

Jana L Metge  
Midtown Phillips resident

**Dvorak, Hilary A.**

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**From:** Mark Muller <mnmuller@gmail.com>  
**Sent:** Wednesday, August 12, 2015 6:59 AM  
**To:** Dvorak, Hilary A.  
**Subject:** Concern for proposed 24th street mall expansion

Dear Hilary,

I live on 2521 11th Avenue South, about two blocks away from the mall on 10th Avenue and 24th Street. I really cannot understand the logic behind the proposed expansion and I hope that the planning commission can appreciate that the mall requires far better management before an expansion can be considered.

I rarely bike or drive on that section of 24th street because the traffic is so chaotic. People are continually double parked or waiting for parking spots to open up. It seems inconceivable that an expansion of the site and a reduction in parking spots could be on the table.

The developer is taking advantage of the tenants in the building, as well as taking advantage of a city that appears unwilling to enforce parking and tenancy codes. Please don't reward this behavior.

Thank you,

Mark Muller  
2521 11th avenue south  
[Mnmuller@gmail.com](mailto:Mnmuller@gmail.com)

## Dvorak, Hilary A.

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**From:** Raquel Bloom <icmpls2@yahoo.com>  
**Sent:** Wednesday, August 12, 2015 8:19 AM  
**To:** icmpls2@yahoo.com  
**Subject:** To add approximately 8,800 square feet of floor area to Village Market on East 24th Street

**As property owners within 350 feet of the Village Market, we would like to respectfully request that the application to expand the floor area of the Village Market, which will add more vendors and more traffic to the area, be denied.** As a property owner and resident of this neighborhood for 10 years, **we are concerned about the long-term impact of more mall space because it would intensify current livability issues documented in the CPED report.** As a resident, my family, friends and neighbors as well as the tenants and customers of the mall deal with these livability issues every day:

1. The impact of the lack of parking spaces and traffic congestion all around the mall between 22nd and 25th St. and 12th Avenue and Chicago Avenue on the safety of residents of the neighborhood, customers and vendors of the 24th Mall and Village Market. As homeowners, we have to pay a fee every year for a guest parking permit (10 am - 6 pm). This permit parking is violated frequently as documented by a report from the city's traffic enforcement department. As a result, we are discouraged to have family and friends over because there is no place to park near our home. The congestion has also resulted in car accidents - we, ourselves, have been hit multiple times by other vehicles in front of the mall. In fact, just a couple weeks ago, there was an accident between an emergency vehicle and another car parked on 10th Avenue and no snow has fallen on the ground yet. You can just imagine how difficult this becomes when there is snow on the ground and the street becomes more narrow. Almost every day, we find the alley access to our house is blocked because of loading and unloading of mall customers on 24th St (picture attached). The bike lanes on 24th St. are usually blocked by multiple cars waiting for customers to come out of the Mall (picture attached). Multiple incidents of double parking blocking the traffic on 24th St., 10th Avenue and Elliot Avenue is a regular occurrence (picture attached). All these issues have caused tension between drivers and passengers and have added to the noise level in front of our home because many drivers honk in frustration at the stalled traffic. The lack of sufficient parking spaces has led to illegal parking in front of and next to, our garage door.

2. The adverse effects of littering, loitering, suspicious activities, noise level and trespassing on the residents of the neighborhood, customers and vendors of the 24th Mall and Village Market. The increase of people visiting the mall over the years, has produced a) an increasing amount of trash that accumulates in our yards and streets, b) an increased level of noise right outside our window that often goes late into the night; c) an increased number of people loitering and trespassing on surrounding properties, some of whom are engaged in illegal activity. This year, we have noticed an increasing number of fights on or near the corner of 24th Street and 10th Avenue. The number of 911 calls on this vicinity should be well documented by MPD. d) an increased level of public urination on our property and property around us.

3. The problems stated above are directly related to the immense overcrowding of tenants already located in the building. The fact that **the city has allowed a site originally zoned for 37 vendors to balloon to 350 is where the problem lies.** If this issue is not rectified it will be nearly impossible to rectify the other issues. Expanding the mall must not take place until the number of vendors on site is reduced to a workable size.

**We want unity, understanding and mutual help among neighbors and people groups in this city.** However, all of the above items have caused serious consequences on the stability of residents in our neighborhood and on the relationships of the different people groups in our neighborhood. For example, families who used to live to the north and south of our house, who have become our friends, have moved out of the neighborhood and the new families who have moved in are already expressing concerns about the suitability of our block for their small children because of the livability issues I mentioned above. As the city further enables the unrealistic requirements for this mall, such as the parking requirements which assume that only 50% of users of the site will arrive by automobile; and if CPED approves this application which **increases the mall space by more than 10% and DECREASES off-street parking by 5%;** **we are concerned that the city is indirectly fostering negative stereotypes and strained relationships between groups of people in our neighborhood. Please help us minimize these outcomes** that none of us want by denying this application and instead facilitate long-term solutions to the problems that we are already experiencing. A potential long-term solution is for the city to facilitate the search for another location for new vendors and for the surplus of vendors already on site. This would allow for growth without intensifying adverse effects on the residents of the neighborhood as well as the customers and tenants of the mall.



Thank you,  
Jim and Raquel Bloom

## **Dvorak, Hilary A.**

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**From:** Claudia.Slovacek@wellsfargo.com  
**Sent:** Wednesday, August 12, 2015 3:16 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us; Bender, Lisa; mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparcs.org  
**Cc:** cpslovac@msn.com  
**Subject:** shopping mall expansion at 10th Ave S and 24th St E

I am writing as a resident of Midtown Phillips and ask that you vote NO on the expansion plan for the current shopping mall that is located at 10<sup>th</sup> Avenue South and 24<sup>th</sup> Street East in South Minneapolis.

I live on 12<sup>th</sup> Avenue, across from Stewart Park and Abbott Northwestern Hospital and just a few blocks from Children's Hospital. I have a critical parking permit and still, due to the high usage of the soccer field at Stewart Park, there are many days when I return home, to find no parking on my block.

I have a lot of empathy for the residents that live in the blocks surrounding this shopping mall. There is also a church located down the street on Chicago, as well as several business south of 24<sup>th</sup> Street. Oftentimes, I drive by this area and it is packed for blocks around with no parking available for anyone – shoppers or residents.

The significant number of shops already located at this address, combined with the 123 off-street parking spots, already places a huge burden on those residents who live in the immediate vicinity. It makes absolutely no sense to exacerbate the problem by increasing the number of shops WHILE ALSO DECREASING the number of parking spaces.

There are several other nearby locations where these vendors may locate. There is a new shopping mall/souk located south of 28<sup>th</sup> and on 13<sup>th</sup> that is gearing up. Perhaps some of the expansion vendors could locate here?

I ask that the planning commission vote NO on this proposal and instead, sit down with the entrepreneurs of this establishment and help them come up with an alternate plan that would serve both their shoppers, but also respect the residents who already live in this area.

The mall is used differently by its constituency than a typical American mall. When shoppers arrive, they may shop, but then tend to stick around for hours, to socialize with others of their community. I do not think you should use a standard lens when assessing the viability of this many vendors in this small of a space, competing with area residents for parking. Shoppers don't zip in and zip out, like they do at the Super America or Welna's on 25<sup>th</sup> and Bloomington. They tend to stay, thus increasing the parking pressure as spaces are not freed up frequently.

In addition, the mosque on site has a different turnaround time than shopping as well, necessitating a large number of vehicles parked for extended periods of time, again putting untenable pressure on the surrounding residential areas. The mosque at 28<sup>th</sup> and 12<sup>th</sup> also has similar problems when the services are in session, as do the various churches and synagogues around town. Decreasing the off-street parking currently available will only worsen the current situation.

These vendors deserve better treatment and a more thoughtful solution to their success, that also maintains a sensitivity to the surrounding residential areas.

Please don't hesitate to call me if you have any questions about my concerns. I am unable to attend your meeting on the 17<sup>th</sup>, but I would strongly encourage you to VOTE NO on this expansion and rather commit to working on some other amenable solution for all parties involved.

**Claudia P Slovacek**

**2627 12<sup>th</sup> Avenue South**  
**Minneapolis, MN 55407**  
**612-871-0910**

## Dvorak, Hilary A.

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**From:** daniel propst <danielpropst@hotmail.com>  
**Sent:** Wednesday, August 12, 2015 9:58 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** Please vote "NO" to expansion of 24th Street Village Mall

Please vote NO to the proposed expansion to the 24th St Village Mall, between Elliot and 11th Ave. We live right by the mall, and while we enjoy going to the mall (I was born and grew up in E. Africa, and so enjoy the culture and food), the parking and driving around the mall is horrendous! Additionally there are many documented cases of police having to be called because of disturbances from people loitering and starting trouble down the street from the mall.

A neighbor recently shared this stat:

"In the three-neighborhood area around this mall, (Midtown Phillips, Phillips West and Ventura Village) there have been 7427 traffic citations issued so far this year. MORE THAN HALF of these have been issued within 1500 feet of the mall."

The mall already includes way more shops that what is normally permitted, with much less parking than what is normally permitted. There should not be a separate standard for this mall - besides not being right, it is unfair to those of us who live right around the mall.

Thank you, and I hope you vote "NO" to the proposed expansion.

Daniel

## Dvorak, Hilary A.

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**From:** Jens Paulson <jenspaulson@gmail.com>  
**Sent:** Thursday, August 13, 2015 10:40 AM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** 24th Street Mall Expansion

Dear representatives and planners,

Thank you for your labors on behalf of our amazing city!

I write with some sorrow to ask you not to support the expansion of the mall on 24th street in South Minneapolis. The diversity of the neighborhood is one of the primary reasons my wife and I moved back to the Phillips neighborhood and are happily raising our family here.

The Mall on 24th street is a fantastic example of this diversity, and I enjoy visiting and bringing others there to enjoy the food, culture, and new relationships.

Sadly, the Mall does come with its own set of concerns. As a resident for the past few years (and hopefully many more!), I've lost track of the number of times I have encountered traffic disturbances due to Mall traffic/parking. Examples of this include failure to yield, running traffic lights and signs, jay-walking, distracted driving, double parking, loitering people (and cars!) in the middle of traffic lanes, improperly parked vehicles, vehicles parked where they ought not be, etc...

I live two blocks south on 11th ave from The Mall, and my commute takes me through the area at least twice daily. **I don't want to see The Mall go away, but with the already severely limited parking available an expansion seems very unreasonable.**

I believe there must be a better option for encouraging and supporting everyone in this community. Please do not support this expansion.

Thank you.

Jens Paulson // 612.590.7240

**Dvorak, Hilary A.**

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**From:** Midtown Phillips Neighborhood Assoc. <midtownphillips@gmail.com>  
**Sent:** Thursday, August 13, 2015 10:59 AM  
**To:** Dvorak, Hilary A.  
**Subject:** Public Hearing for the Village Market Expansion

Hi Hilary-

I would like to submit comments in writing, as well as read them aloud at the public hearing on Monday August 17th, on behalf of Midtown Phillips Neighborhood Association, Inc.

We passed a motion at the August 11 Board Meeting that reads:

*Midtown Phillips Neighborhood Association expresses dissatisfaction and opposition to the proposed expansion of the Village Market, due to the inadequate attention to livability issues including parking, traffic flow, crime and safety, litter and current zoning violations.*

Thank you,  
Emma Buechs

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Neighborhood Coordinator  
Midtown Phillips Neighborhood Association, Inc. (MPNAI)  
[www.midtownphillips.org](http://www.midtownphillips.org)  
[midtownphillips@gmail.com](mailto:midtownphillips@gmail.com)

MPNAI is a volunteer-run neighborhood non-profit organization in Minneapolis. The Midtown Phillips neighborhood is bound by 24th St. E. on the north, E. Lake St. on the south, Chicago Ave. S. on the west and Bloomington Ave. S. on the east. Meetings are open to the public.

**Dvorak, Hilary A.**

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**From:** Paul Abdella <paulabdella@gmail.com>  
**Sent:** Wednesday, August 12, 2015 11:30 PM  
**To:** Dvorak, Hilary A.  
**Subject:** Village Market Expansion

Dear Hilary,

I have been a resident of Mid Town Phillips at 25th and 11th Ave. for more than 30 years. In that time, through directed hard work, our neighborhood has evolved from a crime ridden, run down section of the city to a thriving neighborhood community embracing diversity and pride in our homes, property, and the interaction and fellowship with our neighbors.

The Village Market has certainly been part of our diversity but, perhaps unwittingly, it has also been a corrosive agent here in the neighborhood, especially for my neighbors on the 2400 blocks of 10th and 11th avenues. In the past couple of years we have lost many fine neighbors who have helped to build this community but just can no longer take the noise and invasion of privacy, property, and safety that is a result of a misplaced commercial venture that attracts a high volume of people with woefully inadequate parking, and no guidance or guidelines for its customers regarding appropriate boundaries and behavior in a residential area.

Please do not allow this irritant in the neighborhood to expand its reach in any way, shape, or form. It would really be best if the Village Market would relocate as it seems to have out grown its space and certainly its welcome here. Thank you for considering my viewpoint.

Paul Abdella

**Dvorak, Hilary A.**

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**From:** donna neste <d\_nestea@yahoo.com>  
**Sent:** Thursday, August 13, 2015 8:26 PM  
**To:** Dvorak, Hilary A.  
**Subject:** The Village Mall

I am writing to urge you to deny the expansion of the Village Mall on E. 24th Street. Before any expansion is to be made of that place, it should be a parking ramp. The double parking and people looking for parking is so atrocious on that street that I feel like I am taking my life in my hands driving those block on 24th.

Donna Nest  
Midtown resident and block club leader

## Dvorak, Hilary A.

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**From:** Katherine Blauvelt <katherineblauvelt@hotmail.com>  
**Sent:** Thursday, August 13, 2015 8:34 PM  
**To:** Kusz, Lisa M.; Dvorak, Hilary A.; Rebecca.Gagnon@mpls.k12.mn.us;  
mforney@minneapolisparcs.org; Bender, Lisa; Somogyi, Ben  
**Subject:** Vote NO on Village Market Expansion - 8/17 P.C. Meeting  
**Attachments:** Elliot.avenue.n.24th.jpg

Good evening,

I live at 2411 11th Ave S, which is near the Village Market Mall - the developer has asked the Commission for several variances to expand his property by 8,800 square feet, while reducing parking. This expansion would bring further harm onto a maxed-out neighborhood.

CPED's review of the proposal, deeming it satisfactory, is not grounded in reality. Rather, it relies on artificial arguments that exist only on paper - Primarily, the fact that, over 10 years ago, the Council approved a variance in required parking spaces, from 244 to 102. Following the paper logic, CPED says the development is ok because on paper, the parking space requirements are met. I cannot believe that the City Planning Commission wouldn't look up for your paper, and accept that over 10 years have passed and conditions have changed drastically, conditions which you must take into account.

I have attached a picture of what reality looks like for neighbors, who live with the daily safety risks, stress, noise, litter and traffic congestion that come with a development that has grown exponentially. I snapped this picture on a Saturday around 4 pm on my way to a wedding in the neighborhood. The white car northbound is actually stopped, which is blocking traffic and causing a car to attempt to drive in the wrong lane. There's a black car stopped southbound with a man getting out of his car. In addition, you can see the entire street is filled with cars. There is no room, and we have two double parked cars. Most importantly, this picture is over a block away from the 24th & 10th ave intersection, which the developer claims is the main point of traffic congestion and where he wants to put his development. The truth is congestion and dangerous parking occurs on multiple blocks, and will be worsened by the addition of more square footage.

Thank you for your consideration, and please let me know that you've received this email and can include in the Planning Commission packet.

very respectfully,  
Katherine Blauvelt  
612-816-4465



**Dvorak, Hilary A.**

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**From:** Peter Eichten <pjeichten@hotmail.com>  
**Sent:** Thursday, August 13, 2015 8:41 PM  
**To:** Dvorak, Hilary A.  
**Subject:** Village Market expansion

Hillary

Please don't allow the proposed expansion at Village Market on 24th street to happen. It's presently a very difficult situation, and more shops will make it worse. Many issues have not been met by the present owner, and expansion will make the issues multiply.

Thanks

Peter & Jane Eichten  
2453 10th Ave S  
Sent from my iPhone

**Dvorak, Hilary A.**

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**From:** Solomon <solabebe@yahoo.com>  
**Sent:** Thursday, August 13, 2015 8:49 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** Mall expansion

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.

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**From:** Jared Wass <jaredwass@gmail.com>  
**Sent:** Thursday, August 13, 2015 9:13 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org; Jared Wass  
**Subject:** on the proposed expansion of 24th St. Village Mall, please consider

My name is Jared Wass and I own a home two blocks from the Village Market which is located 24th Street in Minneapolis. I urge you as our city leaders to consider the middle and lower class residences of this neighborhood and not just the business owners. Please deny the proposed expansion of this market.

I love my Somali neighbors. And I love the diversity in Phillips, it is one of the reasons I decided to move my family here. I like it that there are services that cater to our great diversity. But this market has not behaved like a good neighbor to the other people and cultures in our neighborhood. Somali people have been good neighbors, this market has not.

I do not believe the owner of the market is maliciously seeking to create a negative impact on our neighborhood, but even if the negative impact is an unintended consequence it is a consequence none the less that the rest of us must bear. The owner of the market profits and it's businesses profit at the expense of the flourishing of the rest of the neighborhood, the other people and cultures that reside here.

This market has been the source of a great deal of traffic congestion, crime and loitering in private property.

1. At block club meetings, police officers have noted the crime in and around the market.
2. The proposal for expansion assumes there will be a "Safety Center" on site, staffed by Minneapolis Police. But 3rd Precinct Commander Mike Sullivan confirms there will be no "Safety Center" at this site.
3. I tend to avoid the intersection of 24th St. and 10th Ave because of the traffic congestion and loitering.
4. In the three-neighborhood area around this mall, (Midtown Phillips, Phillips West and Ventura Village) there have been 7427 traffic citations issued so far this year. More than half of these have been issued within 1500 feet of the mall.

Please, in consideration of the residents of midtown Phillips who are already negatively impacted by the market, deny the expansion.

**Dvorak, Hilary A.**

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**From:** Fabian Morales <fabianmoralescueva@gmail.com>  
**Sent:** Thursday, August 13, 2015 10:28 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us;  
mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** No to the 24th Mall and Village Market extension

--  
To whom it may concern,

I do believe that the economy growth can happen if more business opens their doors. It provides more jobs and more choices for consumers. Yet, when any expansion of businesses cause damages to the people who live around it, I believe that it should not be allowed.

I bought the property located at 2424 10th Ave s Minneapolis, MN 55404, if an expansion to the Mall located at the north side of this Avenue would happen; it will affect me and all the other neighbors in my block by bringing more people and use our private property as a parking for them while shopping. One of my biggest concern with this expansion (not forgetting the crime, or people who comes to shop and stop in front of my house to smoke weed) could be the safety of our kids that play in the alley, it can be compromised even more due to the careless driving that is happening already with the size of the mall the way it is.

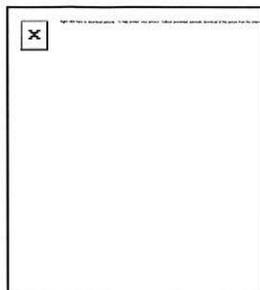
Please, think about us, our kids, and our right to safety and quiet enjoyment as homeowners and taxpayers before passing any expansion for this mall. I believe there is enough room in commercial zones outside the city to make a new mall for this people if they want to expand. I believe that it will be easier to relocate a business than the whole neighborhood. It is hard to understand a problem from the outside. Please listen to our concerns, and help us to stop this project from happening.

I want to thank you in advance for not letting this proposed non-conforming project happen in our neighborhood.

Sincerely,

Fabian Morales

Fabian Morales



Realtor



Real Estate and Insurance Services

Plaza Realty  
4600 W 77th St, Ste 100  
Edina, MN 55435

## Dvorak, Hilary A.

---

**From:** Sarah Murphy <srhmrph2@gmail.com>  
**Sent:** Thursday, August 13, 2015 11:00 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:** Mall expansion on 24th

Hello,  
I'm writing to ask you to not approve the mall expansion on 24th Ave. I currently live on 10th ave between 22nd and 24th street, in a duplex that I own. I don't believe that the owner of this mall should be allowed to expand as he has done so little to address the problems arising from the mall which cause the neighborhood, patrons, and vendors renting space considerable hardship and safety risks.

The traffic and parking situation within a 2 - 3 block radius of the mall and mosque is simply out of hand. There is a higher number of vendors renting space in the mall than there are parking spots connected to the mall. Patrons therefore use street parking and will clog the street looking/waiting for parking, double parking their vehicles, crossing in the middle of the street, and stopping to share news with friends and family. There is no monitoring of the congestion, which could greatly help with a lot of the traffic problems in the area. Every afternoon and evening there is considerable congestion in the area that goes beyond that of your typical city congestion. It can be felt as soon as one enters that 2-3 block radius. This not only leads to a lot of frustration for anyone attempting to move through the area, it also creates angry and aggressive drivers who either honk like crazy or attempt to plow through the traffic with their car. The disruption and hazard that this causes should not be overlooked.

I would love to have permit parking on our block to lessen the parking problems on my block (though permit parking would likely extend the problem into other areas), but it's hard to get a majority of the residents living on 10th on board with the idea. This is not because they don't want to have less crowded streets, a safer block to live on, a place to park when they come home, and less cars in general on their block. The reason it's hard is because the residents on 10th ave are primarily renting. What's the point of investing the yearly payment for parking if you don't know how long you're going to live here.

The number of vendors that rent out space within the mall is far beyond the approved capacity for the space. The site was approved for 37 retail vendors. It now holds 350. I cannot believe that this has been tolerated and now there is talk of letting the owner expand and create even more overcrowded and unsafe mall space for people to work and shop in. How do vendors feel about renting out space when they have an unchecked amount of competition from their neighbors and an unsafe work environment? Doesn't it hold them back more than helping them succeed? I can't help but feel that the vendors deserve a better space to do their business and a better ambassador connecting them with the community.

The amount of garbage that is thrown into my yard and all along the block is awful. The owner of the mall has made sure to hire people to pick up the area just around the mall but has done nothing to expand the cleanup to extend even to a one block radius around the mall. This neglect means that the streets will flood with water when it rains, as the storm drains are clogged. Also as a resident, I need to pick up trash on a regular basis just to keep my yard clean while also coming to terms with the fact that I will be surrounded by trash as soon as I walk out of my front gate.

The neighborhood could benefit a great deal from having an East African Market and community gathering place. Unfortunately this site has been so poorly managed that it has become a safety hazard and a bad example of how to do business while also creating unneeded tension between those living in the area and those using the mall and mosque.

Please do not allow this expansion.

Sarah Murphy 2213 10th Ave S Minneapolis, MN 55404

**Dvorak, Hilary A.**

---

**From:** Carly Swirtz <revcarly@yahoo.com>  
**Sent:** Thursday, August 13, 2015 11:00 PM  
**To:** Dvorak, Hilary A.  
**Subject:** Expansion of Village Market

Please Deny the expansion Of the Village Market. Our neighborhood had had to live with the increased crime, traffic accidents and parking problems for far too long.

Carly swirtz  
2437 11th Avenue South  
Minneapolis, Mn 55404

## Dvorak, Hilary A.

---

**From:** ryan billig <ryanbillig@hotmail.com>  
**Sent:** Thursday, August 13, 2015 11:07 PM  
**Subject:** 24th and 10th Mall Expansion

Greetings,

I am a resident of Ventura Village, living at 2213 10th ave s., across the street from the Village Market mall.

I am writing to register my dissent for the proposed expansion of the Village Market mall at 24th Street and 10th Avenue S. for the following reasons:

1. Traffic is terrible along 24th Street near the mall and especially on 10th Ave, as well as on adjacent streets, for several blocks in all directions. The plan not only does not address the traffic problem sufficiently, it actually takes away off street parking. Ask UPS or other delivery drivers about this area; it is well known as a difficult route because of the extreme congestion.
2. Crime is actually rampant here, and statistics show it centered around the mall. Violent crime makes up 44% of the crime in this area whereas it is 8% citywide. There is no safety center planned, as apparently is stated in the proposal. And even if one was planned, it should be running first, to see if it makes a difference, before allowing any expansion.
3. Rubbish in the street, sidewalks, boulevards and yards from the mall needs to be addressed first, and not as a condition of expansion, but as a condition of continued zoning for the mall in this area.
4. More density is not good for the tenants of the mall itself. The small store owners and operators are squeezed with little recourse.
5. The owner of the mall does not have a good track record. One might try to argue that the proposed expansion should be judged purely on it's own merit, but I believe when good faith negotiations are at play, then looking at the likelihood of good faith follow-through ought to be considered. e.g. A person who has repeatedly robbed banks would unlikely be hired as a bank teller. Likewise, in the case of Mr. Sabri, shoddy and dangerous buiding practices and code violations (<http://www.kare11.com/story/news/local/2014/05/06/owner-under-scrutiny-following-construction-collapse/8783333/>), and bribery (<https://www.law.cornell.edu/supct/html/03-44.ZO.html>) have been part of his mode of operation.

As an example bad faith at the Village Market mall, a couple years prior to the expansion of the parking lot adjacent to the north of the mall, Mr. Sabri owned a house at 2218 10th ave. In 2012, a fire burned the house at that location and rather than rebuilding, it was torn down. The dirt lot was then used for parking by V.M. mall tenants, with a very bad entrance where cars would get stuck and sometimes damaged, often daily, for more than a year. I personally helped people move cars that got stuck there. When the proposal for the lot was made, the entrance to the dirt lot was blocked and then the claim was made that the lot would decrease congestion by allowing more parking. Yes, parking was made worse briefly by closing the already-in-use lot,

but it returned to a normal of very bad with the paved parking lot itself, and then made worse again by the expansion of the mall made at that time.

In addition to these reasons for not allowing the proposal to go though, you will no doubt already be aware of the list of specifics from Cory Zoll and others. I will not copy them here, but I do hope you take all these things to heart, because your decisions have a lot to do with the livability of this neighborhood and affect many people.

Please do not allow this proposal to go forward, and please do check into the livability issues I, and many others, have cited surrounding this mall.

Thank you.  
Sincerely,  
Ryan Billig  
2213 10th ave s  
Minneapolis

**Dvorak, Hilary A.**

---

**From:** Nick Cross <nhcross@gmail.com>  
**Sent:** Friday, August 14, 2015 11:51 AM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org; blong.vang@minneapolismn.gov  
**Subject:** Village Market Expansion

Hello,

I'm writing with concerns related to the proposed Village Market Expansion at 24th Street and 10th Ave S. Last year the owners tried to expand the mall and thankfully that was denied.

A quick look at the crime and parking data show that the Village Market is at the center of a lot of crime and parking violations. My family recently moved away from that area, in part because we felt the city wasn't addressing ongoing concerns related to our livability and the issues we raised.

It is vital for the Somali community to have a community hub but many people who visit the Village Market don't live in our area and tend to drive cars. As a neighborhood we fought to add Critical Parking to the surrounding blocks and that helped to an extent with some of the concerns.

The Village Market is an important place for entrepreneurs and new immigrants to get their footing in the business world. However, this can't be done on the backs of hard-working residents who must constantly pick-up trash, wait in long lines to get into their alley, risk being hit by cars while riding their bikes, etc. Something needs to be done to address the concerns on the residents before Village Market can be allowed to make any expansions.

Last year the City approved some parking changes, but this did nothing to address the ongoing concerns. It just allowed more cars to circle instead of paying to park in the lots. Village Market should be rezoned and required to provide adequate parking facilities (parking ramp) and address traffic flow concerns.

Sadly, many of the business owners within the Village Market are being abused by the owners. Anyone who complains immediately has their lease terminated. Many people are willing to privately complain about conditions within the building but don't express them publicly due to fears of recrimination.

Please send a clear message that the Village Market must be improved upon before any expansion can occur. The neighbors do NOT want more crime and safety concerns.

Thank you,

Nick Cross

Former resident of 24xx 10th Ave S

1240 Vincent Ave N

Yes, we moved to the Northside to find a quieter neighborhood.

**Dvorak, Hilary A.**

---

**From:** Sandy Aslaksen <sandy@oscs-mn.org>  
**Sent:** Friday, August 14, 2015 11:56 AM  
**To:** Dvorak, Hilary A.  
**Subject:** comment on zoning request  
**Attachments:** Dvorak - 8-14-15.pdf

Dear Hilary,

Attached you will find a response to a request to expand the footage of an existing shopping center. I hope this will be shared at the City Planning Commission meeting this coming Monday, August 17.

Please let me know if you have any questions.

Thank you,

Sandy

---

**Sandy Aslaksen**  
Executive Director  
**Our Saviour's Community Services**  
English Learning Center  
Our Saviour's Housing  
612 871-5900, ext. 1  
[sandy@oscs-mn.org](mailto:sandy@oscs-mn.org)

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Fax | 612.871.0017

Web | [www.oscs-mn.org](http://www.oscs-mn.org)

August 14, 2015

Hilary Dvorak, Principal Planner  
250 South 4<sup>th</sup> Street, Room 300  
Minneapolis, MN 55415

To: The City Planning Commission;

I write to comment on the request of Scott Nelson, DJR Architecture, Inc. on behalf of Omar Sabri and Eagle Management to add 8800 square feet of floor area to an existing shopping center in the 11 Light Industrial zoning district.

While I celebrate the possibility of expanded business opportunities and employment for this community, I have deep concerns about parking. The existing shopping center already does not have enough parking available to accommodate its current customers. We see spillover parking that affects the residents of the properties we oversee on Elliot Avenue, in the alley behind our church between Elliot Avenue and Chicago Avenue, and in front of our church building and other properties on Chicago Avenue.

I believe a responsible application and request for expanding this market should also include a definitive plan for greatly expanding parking. I am most interested in learning what this parking plan would be.

Sincerely,

  
Sandra J. Aslaksen  
Executive Director

**Dvorak, Hilary A.**

---

**From:** Gomez, Aisha  
**Sent:** Friday, August 14, 2015 1:14 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.  
**Subject:** FW: No expansion of 24th street mall

FYI

**From:** Joanna Lackram [<mailto:joanna.lackram@gmail.com>]  
**Sent:** Friday, August 14, 2015 1:07 PM  
**To:** [mforney@minneapolisparcs.org](mailto:mforney@minneapolisparcs.org); Gomez, Aisha; Hodges, Betsy A.  
**Subject:** No expansion of 24th street mall

I object to the expansion of the 24th street village mall - the crime stats are appauling and the 3rd precinct says there will not be a safety center in the building. This cannot happen!

--

**Joanna Lackram** 612.751.8099

**Dvorak, Hilary A.**

---

**From:** Lawrence Benson <speyeskool@yahoo.com>  
**Sent:** Friday, August 14, 2015 3:11 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** Village Market Expansion 24th and 10th Ave

Dear Planners and Representatives:

My name is Dr. Lawrence Benson and I am a longtime resident of the Midtown-Phillips neighborhood. I have lived in the 25th Street block of 10th Ave for over 20 years and have witnessed and participated in the revitalization of our specific 10th and 11th Ave blocks. While the Village Market/Mall made sense relative to the proposed initial size and scope, the variance has allowed the market to exceed its space and to prompt a call for expansion. However, in light of the many livability issues already affiliated with the market and the direct vicinity, I wish to register my opposition to this expansion until the issues of crime (loitering, parking violations, assaults, littering), overcrowding/congestion, and planning deficiencies are remedied. Moreover, I feel that our neighborhood cannot handle a market of this size in such a boxed-in, residential area, and that a best solution might be relocating the market to an area of the neighborhood that is more conducive to the space, parking, and communal needs. Although I love the many improvements in my neighborhood (such as the Midtown Greenway, Midtown Global Market, hospital expansion, Stewart park revitalization, bike lanes, restaurants, etc.), I anticipate that congestion will increase especially when the aquatic center opens right next door to the Village Market. A Village Market/Mall that is appropriately sized for our neighborhood is potentially an economic and cultural plus. However, a Village Market that drains the community resources, meaning the residents' good will, surely does not merit expansion in the face of the numerous verifiable issues and neighborhood/resident complaints and opposition.

Please vote 'No' to the expansion at this time. I look forward to the planning commission meeting on Monday, Aug. 17 @ 4:30 pm.

Thank you for your time and support of our neighborhood.

-Lawrence Benson, PhD, MFA



# VENTURA VILLAGE NEIGHBORHOOD

*VENTURA MEANS HAPPINESS & GOOD LUCK TO YOU! BUENAVENTURA!*

August 14, 2015

To Whom It May Concern,

On August 12, 2015 the Ventura Village General Membership voted to support the expansion of the Village Market located at 912 East 24<sup>th</sup> Street.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Adam", written in a cursive style.

Thorbjorn Adam

Chair of Ventura Village

# Fax

<b>To:</b> Hilary Dvorak	<b>From:</b> Omar Sabri
<b>Fax:</b> 612-673-2526	<b>Date:</b> August 17, 2015
<b>Tel :</b> 612-673-2639	<b>Pages:</b> 34 ( include cover page )
<b>Re:</b> Panning Committee	<b>CC:</b>
<input type="checkbox"/> Urgent <input checked="" type="checkbox"/> For Review	<input type="checkbox"/> Please Comment <input type="checkbox"/> Please Reply <input type="checkbox"/> Please Recycle

Dear Hilary,  
Please share this petition with the planning commission.

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st. E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Abchir Ali	1615 54th	763 412 7115		Kamalson@gmail.com
Ahmed Samal	1600 54th St	612 978-8285		
Liban AH	1805 Elliott Ave	952-765-6025		
Ahmed Abchir	1919 6 <sup>th</sup> St S	612-250-9138		Sittardse@hotmail.com
Mohamed Sahid	432 Senter Rd	612-227-6501		
Sahad Sahad	2306 17th Ave S #1207 MPLS MN	612-929-9611		
MOLTAR Abd. Guel	452-242	612-125-0180		
Rafic Farah Bahye	2419 55th Ave S	612-423-2040		EMPOBISMN55104
Mohamed Mohamed	1615 54th St - Paul	612-636-1639		
Adan O Abdi	1517 HWY 13 W	104/2064-3092		
HUSSEIN Ali	801 2nd Ave S APP 33 ANNIS/OS	612-636-4823		
Mohamed Heban	755 France Ave S Edina, MN 55425	(507) 993-1260		mheban6@hotmail.com
Bashir Shaf	912. Elliott St	507-210-3137		
Mohamed Hassan	3036 Cedar Ave MPLS MN 55401	612-501-6682		
Kasim Abdi	2816 4th Ave MPLS MN 55402	612-562-7311		
Mohamed Mohamed	4519th N 13th St	651 354-5572		
Mohamed Shweh	2121 16th Ave MPLS, 55404	612 978-9295		
Wali Hassan	1415 52nd Ave MPLS, 55404	(612) 558-8847		

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st. E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Mohamed Adhe	1247 St. Michael AUGUSTINE ST PAUL MN 55104	612-259-0668	<i>[Signature]</i>	
Ahmed Farah	2809 Park Ln Apt 202 Minneapolis MN 55403	612-232-6946	<i>[Signature]</i>	
Mohamed Hassan	419 Cedar Ave #611	612-545-7913	<i>[Signature]</i>	
ADIKADIR	6101 NORTH	517-103-7707	<i>[Signature]</i>	
Ayub Ahmed AHMED-AHMED	2128 East (175 <sup>th</sup> East) 155 PAH	(952) 686-1261 612-423-5581	<i>[Signature]</i>	
ABDIRAZAK OMAR	1530 South 67 <sup>th</sup> Cedar	952-215-5599	<i>[Signature]</i>	
Ismael Adam	1415 E 22 <sup>nd</sup> Ave S	612-242-3721		
IB Rahim	9700 BOLL	952-544-1338	<i>[Signature]</i>	
Abdo Saad	120 MANITOWA	651-910-8043	<i>[Signature]</i>	
<del>Muhammad</del>	<del>1775 1<sup>st</sup> St S</del>	<del>612-299-5451</del>	<del><i>[Signature]</i></del>	
Rashid MUSA HANUSA	2200 Bloomington		<i>[Signature]</i>	
Abdirazak	1501 East 22 <sup>nd</sup>	612-866-4195	<i>[Signature]</i>	
Muhsen Farah	110 MISSISS	612-501-7704	<i>[Signature]</i>	
Suleman Hirs	410 Nth St	517-703-7780	<i>[Signature]</i>	
Muhsen		612-800-2805	<i>[Signature]</i>	

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Bilal Mohamed	1431 E 12th Ave	612-703-0985		
Bedri Mohamed	2455 E 11th St	612-481-4444		
Nasir A Essa	1820 15th Ave S	612-231-7116	Nasir-Essa	
OMAR H HASSAN	1201 12th Ave	657-280-4081		
Mohamed M. Tahir	1600 S 6th St	612-702-8220		
Abdi M. Osman	306 75th NW	502-532-6324		
Abdurhmen Awel	8805 12th NW	763-732-8586		
HASAN ABDISAM	1700 E 22nd St	612-598-7879	HASAN	
Osman Ali Ibrah	115-31st	612-703-4323		
ABDIRAHIM ABDI	2446 Oakland Ave	612-707-3030		
Mohamed Sahel Yusuf	645 Burlingame	612-735-8608		
Hassan Abadi Ali	2008 Portland	612-824-1105		
Abdulkarim Abdinoh	1201 Brook Ave	612-756-5341	Abdulkarim	
Abdullahi D. Wade	1707 3rd Ave	612-483-5192	Abdullahi	
HANADI YUSUF	2915 MARINE PRAIRIE RD	612-876-1306		
THEMA D OMBE R	2243 ROYAL FOL	32024821182		
ABDI S-ADAM	22845-PASCAL	612-806-543		
ARDO Billeh	920 E 19th St	612-222-372	ARDO	
Bashir Hassen	2743 1st St S	657-353-143	Bashir	

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st. E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Sajid Ali Ahmed	2036 Pillsbury Ave.	612-646-3414		NON
Abdirahman Omer	2520 Pillsbury	612-812-9504		
Ibrahim M	611 East Franklin			
Abdirahman Ibrahim	611 E Franklin			
Abdiweli Yusuf	4021 W 141 St	952846 7011	Abdiweli Yusuf	
Ramadhan Barakobe	6113 Macollet	612-986-5110		
Jamal Omer	(612) 481 6422			
Abdala Barkhadle	3344 4th Ave S.			NON
Abdinasir A Hassan	1661 Suth St	612-598-1017		
Mohammed Farah	13612 Cedar St Mpls 55404	612 461-2279		
Mohamed Adan	1014 The AVE N Mpls MN	612-232-6376		
Mohamed M	2019-16th Ave Mpls MN	612-245-0947		
Hassan Omer	918 24th St Mpls 55404	612-5982		
Abdulhadi GARE	2909 Bloomington Mpls 55409	(612) 644-2752		
Abdulhadi Ali	2515 10th Ave Mpls 55404	(612) 269-1823		
Samir Addi	3226 Poplar Ave Mpls 55408	(612) 644-6673		
Omer Omer	2410 10th Ave Mpls 55404	(612) 248-7618		
Abdirahid Hassan	Brooklyn Center 5120 Duran	(612) 886-4056	Abdirahid	
Qasim Hilowle	2416 10th Ave Mpls 55404	(612) 986-5466		

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Ardo muez	1615 S 4th St	612-298-1796	Ardo muez	
MAHAD ABDI	1323 E 22st	612-889-0940	MAHAD	
Deeka Worsame	29071 west	952-288-7874	[Signature]	
Bacisa vogel	11375 west wind	952-999-3858	[Signature]	
Suad (Abd) Abd	912 24st		Suad abd	
Fardousa Mohamed	1901 Minnehaha	612-806-4883	Fardouse	
Zamzam Karsi	2100 Bloomington		A Yes	
Hibo Fortin	1591 Blomenda	952-594-2003	Hibo Fortin	
Safito Ali	2809 Park	612-986-1411	[Signature]	
Anas Abdala	2430 Oakland ave S. mn	612-223-5785	Anas	
Shukri Husein	6111 5th St NE Fridley Mn	612-707-1582	[Signature]	
ABDULAZIZ ALI	7300 Cedar Ave Richfield	(612) 369-5416	Ali	
ABILARIN HUSSEIN	1819 Gwinet Ave Mpls	(612) 129-9829	Abilarin	
Mohamed Ali	3268 Louisiana St	(952) 465-8114	[Signature]	
Mohamed Aydi	511 May Ave S.P.	952-465-7583	[Signature]	
Jafya Mohamed	2416 10th Ave Mpls, 55404	(612) 707-7671	Jafya	
BUKARI FORAT	715 HANCOCK AVE	(612) 707-9872	Bukari	
Ahmed Hassan	1701 12th St Mpls, 55404	612-986-5876	Ahmed	
Mohamed Osman		(612) 986-6603	Mohamed	

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Ali I Mine	1201 12th Ave	952-393-0237	Ali Mine	N/A
Abdullahi Gabo	716 9th. eves	612 4833152	Abdullahi Gabo	
Abdul Kadir Rage	26 R. ma. way	612-8061018	Abdul Kadir	
Abdullahi Hassan	651-210-3308			
Abdullahi Hassan	207 W 62 <sup>nd</sup> ST MPIS 55419	651 210 3308		
AbdiAZIZ JAMM	3121 Pillsbury	612-227-9578	AbdiAZIZ	
Abdullahi Adan	2000 Park Ave S 55407 MPIS MN	612-323-1287	Abdullahi	
Assad mohamed	551 Mcandrews Rd W 40 E 218, Burnside, MN 55437	651-246-5857	Assad	
Rashid Al	5165 Middlebrook Rd Sparks	612 889 9101	Rashid	
Sarhiya Maslim	1194 Bradock <sup>TO</sup>	651-4286119	Sarhiya	
Khalid ALI	664 N	612-8795033	Khalid	
Khasin Jamaa	1415 92 <sup>nd</sup> ST	612-9789007	Khasin	
Jamaa Parah	1415 72 <sup>nd</sup> ST	612-2421931	Jamaa	
Kadar Mohamed	1600 Collins Ave 55404	612 232-8945	Kadar	
Asha Omar	1400 Franklin Ave Mpls 55404	612 232 8191	Asha	
MAITA MARYE ANZ	2401 12 Ave Mpls, 55404	(612) 227-3860	Maite	
Sirad Hussa	1720 20 <sup>th</sup>	320-224-6182	Sirad	
Amel KARYE	2226 Lenny St Mpls, 55413	651-500-3526	Amel	
Mohamed Mahmoud	2424 10th Ave Mpls, 55404	(612) 241-0772	Mohamed	

We, The citizens of Minneapolis, petition the city to fully support the proposed expansion for the 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> st. E

The new development will have a positive impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Hawa Haddi	7654 Woodburn Dr	612-877-1873	Hawa Haddi	
Nafise Ali	1818 14th ave S Minneapolis	612-821-3694	Nafise	
Abdullahi Abd.	2535 Park Ave Minneapolis	619-946-9442	Abdullahi	
Hindi J. G. G.	2835 Park Ave Minneapolis	612-735-1977	Hindi	
Anab Ali Mumin	2835 Park Ave Minneapolis	763-987-1163	Anab	
Amel A. Abdo	819 Elliott Ave	619-876-6509	Amel	
Muridi Mohamed	2100 Blomington Minneapolis	612-636-2926	Muridi	
Halima Mohamed	25 West 38 Minneapolis	980-3204287	HALIMA	
Lena Abd.	2633 18th Ave S		Lena	
Mohammad Issa	1818 14th Ave S	612-702-2407	Mohammad	
Hawo Ali	1818 14th Ave S	612-702-3802	Hawo	
Sawa Omar	1818 14th Ave S	952-887-6669	Sawa	
Sydan Elm.	2411 Park Ave	612-767-5407	Sydan	
Brohim Mohamed	2705 Pillsbury Ave	612-670-5476	Brohim	
Nur Ahmed	2401 12th Ave S Minneapolis	(612) 227-3760	Nur	
Ahmed Ahmed	2401 12th Ave S Minneapolis	(612) 990-7600	Ahmed	
Jamir Ahmed	2701 13th Ave S Minneapolis	(612) 876-1344	Jamir	
Hurima Mohamed	2703 15th Ave S Minneapolis	(612) 800-1624	Hurima	
Abdi Ahmed		(612) 762-116	Abdi	

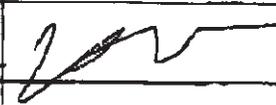
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Name	Address	Phone#	Signature	Email
Abdullahi, Muhamud	6435 Starline Cir Fridley MN 55432	763-221-4058		Mohamud 55432
Abdullahi Ghedi	2810 14th Ave Mpls, 55407	(612) 990-7618		
Ahmed Mohamed	912 E 24th St Mpls, MN 55407	612 481 9500		Ahmed 55407
<del>Abdullahi Ghedi</del>	3615 Chicago Ave Mpls 55407	612 308 2011		
Aini Ghedi	2810 14th Ave S Mpls, MN 55407	612) 978-5576		
Mariam Ahmed	2810 14th Ave Mpls, 55407	612) 990-7618		
Ahmed Ghedi	2810 14th Ave Mpls 55407	612) 872-5221		
Samira Odeyo	2810 14th Mpls 55407	612) 998-5895		
Nimco Hassan	2915 13th Ave Mpls, 55406	612) 402-5189		
Abdullahi Nur	2420 10th Ave Mpls, 55407	612) 232-0312		
Ismael Ahmed	2428 10th Ave Mpls, 55406	612) 699-9187		
Nasro	737 Zane Ave Brooklyn Park	612-242-8149		
<del>Abdullahi Ghedi</del>				
Amina Omar	3312 64th Ave N Brooklyn Center	612-986-1772		Amina Omar
Bibi Mohamed	5470 Blackberry Trail, Inver Grove Heights	208-514-6873		
Elham Ashkar	1505 5th St Brooklyn Park	612-986-3219		
Jama ABDULE	2428 10th Ave S, mpls, mn 55407	612) 939-4296		
Sahar Ahmed	2513 10th Ave MN, Mpls, 55406	612) 701-9871		
Narsene Yusuf	2410 Ave S Mpls	612 570 4612		

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Name	Address	Phone#	Signature	Email
Mohamed Mustaf	918 22ND ST MINNAPOLIS, MN 55404	612-2983377		
Abdi Hassan	3424 PARK	832 5731603	Amuf	
Abdi Ahmed	1560 G. AV	622-2278526		
Mohamed J. Amuf	1800 PARK AV #102	612 298-8359		
Mohamed NUR	2515 SOUTH 9TH ST	612 222 0048		
BURALE ALI	1627 8TH ST NOR EST	612 501 9392		
MUKTAR Abdi	2813 CEDAR AVE	612 986 4130		
Abdi Mohamed	2813 Cedar	(612) 400-1269		
SACID AHMED	2425 COLLEGE AVE MPC5, S 404			
Ali Hassan	115 E 54TH ST	612-298-0829		
Mohamed Abdalaki	115 E 54TH ST	952-395-4992		
IBRAHIM ALI BOU	12011 2TH AVE N	612 245 6777		
Samatar Nur	1201 E 62TH ST Minneapolis, MN	612-222-0048		
cal-muse	809-SPRING	622-670559		
OSMAN	2776 PARKER	612-701-9306		
ANWAR NOR	269 Selby	612-388 2681		
Abdulsalam Abdindia	1499 15th Ave	612-298-2120		
Shamsu Abdulweli	201 16th	612 245 6762		
Abdullahi Ahmed	1912, N. Hillside	612-242-7676		

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Name	Address	Phone#	Signature	Email
Abdullah H Mohamed	241 Minnesota Ave N Minneapolis	763-200-3107		
Ugas Mohamud, And Farah	1920 Uthmaniyah Ave	612-756-6879		
Ahmad Elmi	1558	612-229-7122		
Abdelali Mahomed	1415	612-423-7927		
Ahmed H. Ismail	2419 5th AVE	612-245-6970		
Hassan Hussein	1313 Penn S	952-564-9247		
HASSAN	2218	612-481-5361		
<del>A</del> <del>ssa</del> <del>naur</del>	1115 22nd St	612-245-9576		
Rashid Shukri	12 W 22nd St MPLS MN	612-483-3357		
Hassan Jibril	2708 E Franklin MPLS MN 55407	612-501-3764		
Ahmed → Abdi	2433 5th Ave	612-229-9966		
Abdellah Sherki M	2910 Franklin MPLS MN 55407	612-501-6109		
A/rahmanah Hass	3729 29th Ave MPLS MN	612-229-3656		
Abd USMAIL	3205 Bloom St MPLS MN 55407	612-599-5964		
Muktar	2447 11 Ave MPLS MN 55407	1		
Bashia S Heron	3110 Blaisie	612-481-5410		
Mahamed daehur	2433 5th Ave MPLS MN 55407	612-423-2968		
Fadumo mahomed	2433 AAF Lane	612-207-3823		
DAHIR	2100 Bloom St MPLS MN	612-232-4477		

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Name	Address	Phone#	Signature	Email
Ahmed Oualeh	3903 11th ave S, MPLS, MN 55410	612-245-4395	<i>Ahmed</i>	
Aden Abdullahi	2418 Park Ave Mpls MN	612-205-0048	<i>Aden</i>	
<del>Ibrahim Mohamed</del>	<del>912 E 24th St</del>	<del>952-217-7079</del>	<del><i>Ibrahim</i></del>	<del>MScum19@gmail.com</del>
Rashid Mohamed	912 E 24th St 952-220-3966	952-220-3966	<i>Rashid</i>	
Amir Sittashim	6127039911	240412 AVES	<i>AM</i>	
Mustaf Abdullahi	6125587432	6125587432		
Mumino Yussuf	17115 52ST 5227 W. 82nd St Bloomington, MN	6124811587 (612) 644-5613	<i>Mumino</i>	mumino.yussuf@hotmail.com
<del>Aden Abdullahi</del>				



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Name	Address	Phone#	Signature	Email
Nuraelmin Sheikh Dooch	4280 Parklawn Ave 926 Edin	612-987-1820	nuraelmin	
Abdulqadir Hyman	3121 Pillsbury	612 539026		
Abdihakim Osman	55021	619 565 4043	osman	
Abdusalam Abdi		612-366-7499	Abdi	
Houssein	3621 cedarvale	507 491 3059	Houssein	
Mohamed Mohamed		619-6328541	m.m	
Gulielm Hassan	10966 Ashley Ln Woodbury	681 403 1832		
Sharon corker Di	55 MET	651 354 3940		
Shire adon	371 S Winthrop St #197	651 214 5740		
Mohamed Ali	3413 26th Ave S	612-423-8051	Jamal Ali	
Abdiwelli Ali	729 Edgerton	651-444-0929	Abdiwelli	
Elias Ali	729 Edgerton	651-748-9800		
Mohamed Dahn	1415 22 St mpls	(612)-703-1627	Mohamed Dahn	
Liban Mohamed	1523 E 18th Ave mpls minn 55404	612-735-0714	Liban	
MATTOMUD	1438 mpls	763-568-9106	MATTOMUD	
Shoriff Abdi	1515 Park Ave mpls	612-205-4224	Shoriff	
AWIL ABDI	705 Minnehaha Ave	952-224-6273	AWIL ABDI	
Mohamed Muse	2100 Park Ave	612-532-1652	Mohamed Muse	

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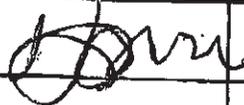
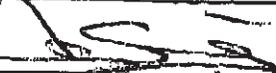
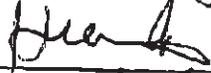
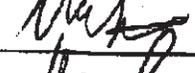
The new development will have a positive Impact on the community and neighborhood. I demand that the City Planning Commission fully support this development.

Name	Address	Phone#	Signature	Email
Abdi M Farah	1111 8th st S <sup>MPLS</sup>	612 886 5193	<i>Abdi</i>	
Liban A Jama	7227 Oak Park	612 232 3103	<i>Liban</i>	
Fader Ali	9152 K S E Mpls	612 806 2869	<i>Fader</i>	
Much yaadin	2735 45th Ave	612 735 6005	<i>Much yaadin</i>	
Abdulahi Mohamed	2019 16th Ave # 502 Mpls, MN	612-229-2703	<i>Abdulahi</i>	
Ali abdulle	Edin Pk 6476 Tanager	952 688 7070	<i>Abdullah</i>	
Awad Abshir	1518 E Iran St <sup>MPLS</sup>	612-636-4640	<i>Awad</i>	
Sahel Asha	612-702-3817	612-702-3817	<i>Sahel</i>	
Abdulch. Ashura	849 Blount St	507 369 3111	<i>Abdulch</i>	
ABDIRIZAK H. AHMED		612-726-6883	<i>Abdirizak</i>	
Abshir Ijege	Minneapolis	612 229 4518	<i>Abshir</i>	
Osman Abdi	731 Winthrop St #176	651 246 8100	<i>Osman</i>	
Ibrahim A	2200 Port Gen	952 288 9147	<i>Ibrahim</i>	
Ibrahim	1201 12th Ave	952 689 3172	<i>Ibrahim</i>	
Abd Washid Adam	134 Knox Ave	1 (612) 701 9022	<i>Abd Washid</i>	
Mohamed YUSUF ALI	2419 5th Ave MPLS MN 55408	602-410-8464	<i>Mohamed</i>	
ABDI KAPIM Mohamed	2833 1st Ave MPLS MN	612-644-1224	<i>Abdi Kapim</i>	
Mohamed S Ahmed	3338 1st Ave	612 735-1052	<i>Mohamed</i>	
Osman M Ali	1515 Park Ave MPLS MN 55408	612-432-1891	<i>Osman</i>	



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Name	Address	Phone#	Signature	Email
Mohamed Wage Goleb	1247 St Anthony Ave Apt 201	651 983 6444		
Abdelkader Mohamed	2100 Bloomington Ave S #214 Mpls MN 55406	612 986 0255		
Abdurrahman Omar	2324 11th Ave S	817 966 2061		
Mussa H Ahmed Abdriziz Ibrahim	2121 MARKS #201 55102	612 806 5856	 PER Mpls MN	
Habib Kederra	419 Cedar	612 206 6550		
Fussem Melan	1530 South MARKS MN	651 471 6147		
Mottamun Adel	1530 Cedar MARKS MN	612 201 4332		
Dahur Jigis	1687 South	612 703 6326		
Abd. Soudani	651 890 2136	651 890 4315		

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Name	Address	Phone#	Signature	Email
Abdurazak				
Ahmed Noor	12601 channing ave		Ahmed	
Mohamed	3344 4th ave Mohamed	Ismail		
Abdirahman	3344 4th ave M. M. M.	Qurhan		
Abdurazak	3412 bloomington ave	612 351 7631	Ahmed	
Ahmed Ahmed	3412 20th ave	612 72-6329		
Mohammed Abdi	1306 E 76th st	612 615 8781		
Mohamed hashi	3412 bloomington	612 800 4455		
Yusuf hassan	6109 s dell ave	612 806 1387	Yusuf	
Abdi hashi	612 636 3581	3121 Plaissey		
Solan Ismail	612 205 1200			
Suleman A-Hussein	2000 Park Ave	612-205-1203		
Mohamed Youssef	710-906-3463			
Abdullahi Adam	612 701 9100	2916 Park Ave	Abdullah	
Hassan Ali	6301 Pleasant 652 945516	952 894 5516	Hassan	
Ahmed Osman	10574 Scribner Park	612 478 5348		
Saleem Hassan		612-248-4159		
Ogden P. F. Foy		612 249 9570		
Bakir Ahmed Youssef	3248 4th Ave	612 481-6690		
Mohabub Abdulkadir	6199 42nd Ave	6199061219		

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Name	Address	Phone#	Signature	Email
SIAD NOR	4425 Parklawn Ct St. Paul, MN 55116	320-224-3188		
Hassan Hage Nur	#103 Edina, MN	612 483 7774		
BURHAN Jamal	2105 Bloomington	612 203-9123		
Nur Elmi		952-288-7478		
Mohammed Jaruk	115 314th St	612 735 0365		
Libane Hashi A	3128 5th Ave S	612 423 8821		
Solmi M. Jama	7508 Columbus Ave Richfield, MN	612 806 7853		
MUHAMMAD ELMI	15 W 34th Street Minneapolis, MN			
RASHID mohamed	228 Cesar	612 481 8993		
ABDINASIR elmi		612-389-1975		
Nurh Ismael Abdulla	3105 4th Ave S	612-229-4062		
ABDU USADIR	716 9 AVENUE S HOSKING			
5534 3.				
Abdibaxem Ali	729 Egerton St	651-467-8968		
Abdiwali Ali	729 Edgerton St	651-797-3568		
Jafar Sheikh	612 707 153			
Ismael Mohamed	8735 15th Ave N Mpls MN 55447	612 483 1082		
Ibrahim M Osman	1826 W 45th St Mpls MN 55418	612 741-9889		
Shamook Abch	1247 5th Ave N Mpls MN 55412	651-890 2041		

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Name	Address	Phone#	Signature	Email
Bashir Yasin	D.O. Box 19375 Mpls, MN 55449	952 992 0265		sharif209
ABDI OMAR	MN 3137 Clinton	9612 205 2657		abdians 8769 24 minn
All Abdi	2930 Bledell	612-702-0027		
Abdourahmane PELLE	2616 Cedar	612 229 9707		
Abdi NASIR Mohamed	429 pine street St. Peter MN	612-402-4158		
Abdinasir Sheikhnur	6710 Vernon Ave 51320 Edina	612 232 9253		
Ahmed HASHI	3927 Grand Court Shoreview	612-227 6910		
Abdulahi Osman	47 2nd Ave Mpls	612 481-4616		
Adam Adeed	2720 Langston	612 532 3104		
Ismael Mamud	8-1 ZNP ACC	612 277 3554		
HAFID AHMED	141 Arch St Espadena	952-992 0029		hafid.miracle@harta
Abdiaziz mir	7533 Sherburne Ave	612-501-2687		
Zakarya M	2831 Cedar Ave			
Abdirazek Haba	3105 4th Ave Mpls	612-607-4080		
Abdirazek H	1707 3rd Ave 5000	612 205 4268		
Abdi nasser	114th Ave	612 345 4495		
Abulhali Othay	3845 Hiawatha Ave Mpls MN	612-242-6232		
Abdiraman	1415 22nd Ave Mpls MN 55404	612 330 4717		
Mohammed Tarek	1578 E Franklin Mpls MN 55404	612 656-3124		

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Name	Address	Phone#	Signature	Email
Mohamed Khalif	8449 5th Ave S Minneapolis, MN	612-707-1177	Mohamed	
Abdullahi Abdisalam	652 Rose Ave W St Paul, MN 55117	651-235-8072	abdullahi	
<del>Abdullahi</del> Ibrahim	3322 Park Ave		Abdullahi	
Ahmed Mohamed	2723 11th	651-353-8588	Ahmed	
Mohamed Addi	5322 Chicago St	612-707-2280	Addi	
Abdishaqur Mohamed	2222 Nicollet	612-644-5386	Abdishaqur	
Abdullahi HARSAME	352 4573792	952-457-3792	Abdullahi	
Mohammed Mahamud Abdullahi		612-226-0212	Mohammed	
Abdismaman A. Hussein	2006 Highland Ave	612-352-0604	Abdismaman	hussain@minnpost.com
Adan S. Ali	#204 2930 Blansett	612-250-9588	Adan	hanjira@minnpost.com
Mohamed Shiekh				
Mohamed Abdi	300 Avenue St Paul MN 55103	952-221-390	Mohamed	
Vahid Bony		612-676-2628	Vahid	
Abdi Ali bashi	243 Magnolia Ave E St. Paul MN 55105	651-216-3541	Abdi	
Khadra Mohamed	6435 Sterling Cir Fridley MN 55422	763-221-6746	Khadra	
Said Hussein		612-203-2664	Said	
Hassanur Abdi	2535 5th Ave Mpls MN 55402	612-245-8610	Hassanur	
Adan Husi	1516 6th St Mpls MN 55402	612-702-1627	Adan Husi	
Osman Nur	2176 16th Ave Mpls MN 55402	502-681-5826	Osman	

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Name	Address	Phone#	Signature	Email
Abdullahi Osman	2909 Bloomington Ave #303	612 382-0008		
Mohamed Hamed	1500 Chicago Ave #12	612-298-9306		
Ammed Solame Sahel	1808 University Ave #105	612-225-0324		
Mohamed H Roble	2609 16 Ave S	314 203 8025		
Ahmed Yusuf	5455 Smaetun	612 686 5892		
Mohamed Osman	2640 block 612	806-6008		
Ahmed Nohed	912 E 24th	612 871-7100		
Aan Abd	630 S 6th	612-636-2029		
abdellah Sherh War	187 Gonzales St	612-675-6757		
Mohamed Mukhtar	912 E 24th St	612 227-5741		
Ali Khedav	922 10th Ave	612 483-6261		
Fadumo Wayral	2610 W 1st St	752-3935600		
Maksme Mahomd	619-471-6111	2121 Pillsbury Ave		
Abdirahman Kabir	28th Post Ave	612-457-6453		
Ahmed Mahomd	612 3239185	2600 7th Ave		
Suleman Mohamed	27th 11 Ave S	763-2278831		
Yusuf Alow	3121 Pillsbury Ave			

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Name	Address	Phone#	Signature	Email
Abdulmalik Saana	2715 <del>Pharmington Ave</del>	612 986 2828		
Abdelrazek Aw	2650 portland	612 801 8734		
Abdullahi Farah	5192 Capital View			
HUSSEIN RAHID	2220 clinton Ave #3	612 225 4067		Rahid@ca
Abdullahi Farah	10576 Grant	(612) 999 9999		
ABOU AFDALH	1357 N FOWLER RD	651 434-1930		
Mahamed Abdi		612 988 3594 3417 2nd A		
Abdi Aziz mahamed	3417 2nd Aves	612 229 8444		
ABDI AZIZ Hasan	blaisdell Ave	951 486 1932		
Allan Karim Saad	850 W. Burr Rd #312	612-735-1257		
Abdour NUR SUGUIE	7505 5002 Acker Ave	612 212 687		
Mohamed Aden	16105 5th Ave N.	(763) 670-3161		
Ahmed Yusuf Abdallah Warsame	3546 Independence ST Paul	612-242-3440		
Abdi Qadir Ibrahim	803 19th Ave SE St Paul MN	612 239-9553		
Saad Abdi	3231 15 Ave	651 212-1944		
Abel Salan Adan	504 Cedar Ave	612 277-3933		
Mohamed Ayuguf	2535 Clinton Mpls MN 55444	612 437-2980		
Mohamed Ismael	2019 Ave Mpls MN	612 809 2951		

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Name	Address	Phone#	Signature	Email
Abdiaziz S. Ahmed	24 A. 5th	952-4570027		
Mohammed A. Ali	1400 E. Franklyn Ave	713-240-3126		
Mohamed Ali Hassan	2017 Pillsbury	612-245-0114		
Abdi Noor Hussein	320 S blair	612-7565746		
Mohammed Hassan	1935 Lysses St NE	612-7354793		
Hassan Ali	1801 S Ave 15 Mpls MN 55404	612-228-9097		
Mohammed Halane	2019 16 Ave S Apt 205 Mpls MN 55404	612-242-8777		
Abdi Mohammed	67 Cedar Ave NE	612-9780593		
Said Adnan	1400 E Franklyn Ave Mpls, MN 55404	612-229-5148		
Abd Karim Farah	521 MSP MN 3621 Cedar Ave	320-224-4766		
Faisal Omay	918 E 22nd St	612-242-2830		
Liban Ali	Mpls MN 55406 3845 Hiawatha Ave NE	612-423-5275		
Hassan Mohammed	2419 5 Ave S Mpls MN 55404	612-636-1530		
Mohamed Shuviz	274 Western Ave St Paul, MN 55103	651-606-3578		
Abdeli Ali	2875 South 9th SE ITC Mpls	612-245-7845		
Hassan M. Ali	2419 5th-10th	612-4836415		

We the citizens of the Minneapolis, petition the city to fully support the proposed expansion for 24<sup>th</sup> mall located on 912 east 24<sup>th</sup> St

The new development will have a positive impact on the community and neighborhood. I demand that the city planning commission fully support this development

NAME	ADDRESS	PHONE#	SIGNATURE	EMAIL
1 Ahmed Burele	920 E 19th St Mpls MN 55404	612 596 0990		Ahmed Burele
2 ABD. RAHMAN	1700 E 22nd St #101 MPLS MN 55404	612-2051590		
3-Mohamed Shiekh Abdi	2121 16 Ave S #701 Mpls MN 55404	612-978-9295		
4 ALI ABDI	Mpls MN 55404	612-24235820		
5 KASSIM ROBA	2400 Bloomington	612 636 3681		
6 HASSAN ALI	1920 C St	612 1208		hassan
7 ABDULLATI	1627	508		612-4834555
8 Abuabman Abdullahi	21 Bloomington	651-2783889		+1
9 ABUSHIR YUSUF	2203	612 222 2700		Silva
A MEDALI	2600 BOLA	612 872 4506		
AHMED MAHAMUD	1700 22 ST	612-226-6963		Ahmed
Bashir abdirashid	1455 E 22nd	612-7565540		Bashir
Deeq Abdi	57th & 120/12th N	612-5458459		Deeq
Mohammed Badi	24-15 B	612 806 5483		Mohammed
MUSA MOHAMMAD	1214 1340			Musa
Omar H. Abdi	1415 E 22ST	612 423 3926		Omar
U DAHIR ABDI				U Dahir
QUELE SAMATA	1920 Center	612 987 7087		Quele
Mohamed A. Yusuf	1415 E 22nd St	612-206-7398		Mohamed
Abdullahio Ibrahim	2433 5th AV. South	612-589 3640		Abdullahio

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Name	Address	Phone#	Signature	Email
MUR Ali	2715 15th Ave N Mpls, MN 55407	(612) 800-1712		
Mohand Omar	2422 10th Ave N Mpls 55404	(612) 969-2000	Moh	
Yasim Abdi				
GAO ABU		612 978 8399		
Amir A Mohamed		515 508 1282		
Imkeel Heshi	11 E 7th St Mpls MN 55404	612 232-4321		
MAHAMUD OMAR	1515 Park Ave N Mpls MN 55404	612 298-1642	OMAR	
Ahmed m- Farah	2420 Oakland Ave Mpls MN 55404	612 432 5670		
Nailah Rodriguez	756 Tatumn St St. Paul MN 55104	651-682-2931		
Ahmed Ali	912 E 21st St St. Paul MN 55104	612-769-3002		
Afzare Abdi	2713 11th Ave N	320 403 0369		
Ahmed Dwiye	2709 Park Ave N Mpls MN 55404	612-744-4126		
Abdu Kari Mohamed	1415 E 22nd St #10 Mpls, MN 55404	612 245 3331	Abdu Kari	
Wele Hassan	1415 E 22nd St Mpls MN 55404	612-558-8847	Wele	
Hussain Haba	1415 E 22nd St Mpls MN 55404	612 732 9074		
Abdullah Ibrahima	920 E 17th St Mpls MN 55404	612-209-4044		
Mohamad Yusuf	1128 Ave NE Col Hts MN 55421	612 990 3427		
Ahmed Shire Ali	Mpls MN 55404 1415 E. 22nd St	651 469-9449		

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Name	Address	Phone#	Signature	Email
Adnan amar Ali	2415 Bloomington Ave South E 208			
	6125327306			
Mahbub Mahmud	Central AVE			
<del>Abd</del> Muhamed abdi	200 B 204		6127019367	CA
Mahbub Mohamed	Central AVE			
	285 Central AVE W St Paul		55004	BSI
Hadw	2713 Lyndale		55108	
Ahmad Kilas	2828 Portman	6123232108		
ISMAIL NUR	2719 16th	612-24596112		
Jamal A. Abio	1455 E 22nd	612-7021435	Jamal	
Ibrahim D Elmi	141 E Arch St White S	6123452845	Elmi	
Khalid F Abdi	2008 Lyndale MN	651-855-8516		
Ahmed Abdirahm	280 Arundel 40 St. Paul	612-5321039		
Yusuf Shire	3642 Oliver Ave W Mpls MN 55412	612-987-0599		
Abdellahii Aden	W MP ISTAN	612 242317		
Abdellahi mohamoud	912 E 4th St. mpls Mn	612-367-4139	AM	
Mohamud ABDI	1337 W Maynard Dr #61 St Paul mn	651-210-6982	mohamud Abdi	
Abdulahi Khalid	1225 8th St Mpls MN	6127054369		
YUSUF Gaudud	1601 Burtonville Rd	612-205580		
Mohamed Duapp	1920 4th Ave	6126073535		

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Name	Address	Phone#	Signature	Email
Muhammed	2419	612-707-9500		
Farah Osman	2121 16th St NE	612-607-9454	Farah Osman	
Nussair Attamal	7171 Minneapolis	612-302-1037	Nussair	
Hashi Geedi	MP16 MN 1415 E 22nd St	612-707-7483	Hashi Geedi	
OMAR DATTA	2990 Orleans Ave N Phynouls	612-876-1764	OMAR DATTA	
SAEED YUSSUF	2150 Cahill Rd #205 Eline Mall	612-282-0788	SAEED YUSSUF	
Ahmed Souguet	422 Concord St St Paul, MN 55107	651-747-5923	Ahmed Souguet	
IBRAHIM GIMGIRY	815 10th Ave S MP15 55404	612-200-7162	IBRAHIM GIMGIRY	
Abdiweli MOOR	574 Prairie Lake City Eden Prairie MN 5508	952-994-1143	Abdiweli MOOR	
AB Di, edar	2626 Ave	612-806-2777 612-806-9850	AB Di, edar	
Hadi Ahmed	1100 Anderson Lake Park Eden Prairie	612-987-2652	Hadi Ahmed	
Gasim Osman	Guthrie 922 24th St NE MN 55404	612-845-9385	Gasim	
Rashid Abdi	MN 2742 Ave	612-735-5494	Rashid Abdi	
MUR SALADEN	MN 4550 Ave	612-800-8805	MUR SALADEN	
Ibrahim Yusuf	MN 13232 East	832-788-1509	Ibrahim Yusuf	
Adan Abdi	2301 10th Ave S Mpls mn 55404	612-607-9463	Adan Abdi	

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Name	Address	Phone#	Signature	Email
Abdi Mohamed	1415 E 22nd St	706 612 2778393	Abdi	"
Abdi Ismail	2419 715	612 229 4059		
Ahmed ABDI	2400 Bloomington Ave	612 225 4643 612 281 0543		
DHEER A. Mohamed	181 RUTH AVE S Mpls MN		dhoeq.	
Abdul Hussain	2121 - 3974	612.607.3872	Abdul Hussain	
Abdirisak Shire	2900 Park Ave	651-447-0152	Shire	
Souleiman DJAMIA	115 Columbia Ave	651-366-9465	Souleiman	
Mahamed Abdi	2913 2nd	612 440 2349		
Nassim Mohamed	1819 Elliot Ave	612 800-1167	Nassim	
Mahmoud Mahoud	395 Central Ave	651-702-4466	Mahoud	
Abdi mohomud	293.18th Ave	612-232-7540		
Abdi Hussein	2616 3rd Aves.	612-703-4628	Abdi Hussein	
Muhammad Abdi	4151 - MARBLE AVE Mpls MN 55102	612 481-6659	Muhammad Abdi	
Abdikafi A ABITIK	2538 1st Ave S #203 Mpls MN 55408	612-201-5574	Abdikafi	
Bedar H Abdi	3958 Birkman	612 756 5320	Bedar	
Mohammed Abdi BAHIR	10816 cedar	651-410-3702	Mohamed	
Xuseen Cali KASSAN	MNP/S 1920 Honey Park 702	619 436 8313	Xuseen	



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Name	Address	Phone#	Signature	Email
MOHAMMAD IBRAHIM	610 E 15th #8 Minneapolis MN 55404	612 978 5000	<i>[Signature]</i>	
YUSUF QASIM	Minneapolis MN 55404	612 644 7814	YUSUF QASIM	
Mohamed Mohamed	2111 Chicago Ave #2 Minneapolis MN 55404	612 701 6201	<i>[Signature]</i>	
Adnan Ahmed	2930 Blaisdell Ave, Minneapolis	619 872 0911	<i>[Signature]</i>	
Hussain T. Culeed	819 E 22 MPLS MN	612-245-7963	<i>[Signature]</i>	
Yusuf Agi	501 EST 19 ST	612-532-3810	<i>[Signature]</i>	
Yusuf Abdi	2007 Elliot MPLS MN 55	612 705 9024	Abdi	
Abdullahi Abdi	St Paul St 720 Marshall	612-501-8703	<i>[Signature]</i>	
Abdu Aziz Warsame	St Louis 1814	612-559-7904	<i>[Signature]</i>	
Haddis Mahad Fmail	1605 Girard Ave. MPLS, MN 55411	612-227-9333	<i>[Signature]</i>	
ABDI Dhumbil	1712 McAndrew Rd West Bannockburn 55118	612 (952) 658-8939	A D	
Mohamed Abdi	MPLS 2300 E Franklin	612-481-9718	<i>[Signature]</i>	
Abdi Karim H Mahad	918 E 22nd Ave	612-532-6268	<i>[Signature]</i>	
Mohamed Abchillan	2407 Elliot Ave MPLS MN 55404	612 323 9847	<i>[Signature]</i>	
Muhammad Mohamud	1214 22nd Ave MPLS MN 55404	612-483-7058	<i>[Signature]</i>	
AYANK HUSSA	918 Waverly MPLS MN	612 578 7376	Abdson	

## Dvorak, Hilary A.

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**From:** Darin Rowles <darin.rowles@gmail.com>  
**Sent:** Monday, August 17, 2015 12:43 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; Bender, Lisa; Mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** Concerns about the 24th Street Mall Expansion and the related vote this afternoon

Hello,

I am a thirteen year resident of the Midtown/Phillips neighborhood living at 2441 11th Ave South. I have long been frustrated by the livability issues caused by the 24th Street Mall. As a social worker who understands the importance of building community and providing opportunities for diverse communities, I have had very mixed emotions with the mall.

Philosophically I am a fan of the mall. It brings in business and tax revenues for the city, provides a center for many in the community and it offers retail opportunities to some of our most recent immigrants. Realistically though, the mall has been a source of frustration for me.

The area surrounding the mall has long had a very high rate of litter, the ground have very poor upkeep, the building itself has not been maintained well for a successful commercial property and it has been a huge problem for traffic and parking on 24th Street and the nearby residential roads. The flow of pedestrian and vehicular traffic during business times in and around the mall make the area virtually unpassable at times. I do everything I can to avoid driving on 24th Street at this point so I don't get caught up in the driving mess. Routinely when I want to invite friends to enjoy a summer day with us at my house in our neighborhood they are unable to park in a reasonable distance to my house or have been harassed by youth when walking by the mall area.

I was pleased that this expansion was not approved last year. Since that time the owners of the property have not made any visible progress either on the building, on addressing parking issues nor with being engaged in residents in a dialogue to improve issues.

I remain thus utterly unconvinced the the owners have any care or concern for the overall quality of the building or the impact on my community. The bulk of their "improvements" were only suggestions and just a few of the them were officially part of the proposal. Most importantly the owners have a long track record of not tending to this property properly. I strongly feel that any expansion should not be considered until they fix and maintain their progress on addressing issues with parking, trash, crime, building quality, snow removal, etc.

Parking at the site is already far below what is required by the city for the existing square feet of commercial space. Though current plans add a few number of spaces, this will leave an even larger GAP between available and required parking. The mall was originally approved for 37 vendors and now has more than 100. This site was NEVER appropriate for so much commerce so close to residential streets with neighborhood kids running around. Current plans add nearly 9,000 square feet of commercial space to the mall. But no limit on the number of additional vendors in that space. This could be another 50 businesses. I find it mind boggling that it seems appropriate to add this potential increase in businesses and the corresponding increase in traffic to the area while only providing 18 new parking spaces. This is simply unacceptable.

To improve parking for area residents, some critical parking options were created. However, 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. 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. Lastly, 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.

I call on you, the leaders of this city and representatives for our communities to not approve this expansion at this time. I also implore you to work closely with the developers to make sure they address the issues within their power and remain good stewards of this property and land before considering the future expansion. I made these requests last year, although the expansion was not approved no pressure has been visibly placed on the developers to work with this community. I also ask you to continue to look creatively at the surrounding area and work closely with the communities to find options to significantly increase parking and traffic control around the mall in order to allow the situation to stabilize and to prepare the area for an expansion of this mall in the future.

Nothing material has changed with the proposal to expand this site since it was denied last year. I implore you to continue to respect and support the concerns of the residents of this portion of Midtown Phillips and again deny this unreasonable expansion request..

Sincerely,

Darin Rowles, MSW, LSW

## Dvorak, Hilary A.

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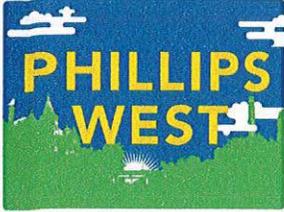
**From:** Christine Rustin <chrissy00@hotmail.com>  
**Sent:** Monday, August 17, 2015 1:33 PM  
**To:** Dvorak, Hilary A.  
**Subject:** Expansion of Village Market on 24th Street

Hello,

I am writing to you to express my concern about the proposed expansion of the Village Market located on 24th Street in Minneapolis. I am a new homeowner living on the 2400 block of 11th Avenue, adjacent from the market. In the six weeks I have lived here I have noticed how crazy the traffic can be surrounding the market. Walking with my two year old can be somewhat challenging and scary as 24th tends to carry most of the traffic in and out of the market. In fact, I often plan my route to exclude the corner of 24th St & 11th Ave so we don't have to interact with drivers coming & going from the market. I have also noticed a large amount of traffic parking on the non-permit side of our block. We, like many in this area do not have a garage or off street parking. Drivers tend to double park (especially near the corner) for an unreasonable amount of time instead of attempting to find parking for their vehicle. I urge you to please take us residents into great consideration when looking at this issue and understand the burden it puts on us to have something that is already so big and intrusive become bigger. Thank you.

Christine Rustin  
2429 11th Ave S

Sent from my iPhone



# Phillips West Neighborhood Organization

2400 Park Avenue, Suite 337

Minneapolis, MN 55404

Phone 612-879-5383

Fax 612-879-5217

August 17, 2015

Hilary Dvorak, Principal City Planner  
Community Planning & Economic Development  
250 South 4<sup>th</sup> Street- PSC room 300  
Minneapolis, MN 55415

Dear Ms. Dvorak,

The Phillips West Board of Directors voted at its last meeting not to support the expansion of Village Market located at 912 East 24<sup>th</sup> Street in South Minneapolis. The Phillips West Board does not support the expansion of an already non-conforming use. The site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. It only has 123 parking spaces; parking is already an issue along neighborhood streets. In the three-neighborhood area around this mall, (Midtown Phillips, Ventura Village and Phillips West) there have been 7427 traffic citations issued so far this year. More than half of those citations have been issued within 1500 feet of the mall.

The proposed 2 story expansion of 8,769 square feet would just cause further problems as it pertains to traffic and unsafe road conditions. Many of the vehicles entering the mall double park in no parking zones, don't use proper turn signals and block the bike lanes on 24<sup>th</sup> Street. There is also a jay walking problem surrounding the mall that causes danger for pedestrians and drivers who might accidentally hit a pedestrian crossing the street. To remove the 6 space parking lot and expand the mall will not benefit the neighborhoods. It would just lead to 10% more mall space and it would decrease parking by 5%.

The Phillips West Board supports East African Businesses and would like to see them thrive in a larger space with more adequate parking to meet consumer needs. The former Rainbow Foods on East Lake Street is currently vacant. The Phillips West Board feels that would be an appropriate site for the proposed Village Market expansion. That space would also allot room for expansion so that more East African entrepreneurs' could open businesses.

The Phillips West Board is asking you to take these issues into consideration and deny the application for the expansion of Village Market at its current location.

Sincerely,

Crystal Windschitl, Executive Director  
Phillips West Neighborhood Organization  
Cc: Abdi Warsame

## Dvorak, Hilary A.

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**From:** Connie <traveler332003@yahoo.com>  
**Sent:** Friday, August 21, 2015 1:11 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@ci.minneapolis.mn.us; Cano, Alondra; mforney@minneapolisparcs.org  
**Cc:** kaluun@hotmail.com; abdulmdahir@yahoo.com; reddyssetgo@juno.com; amanda.fredrickson8@gmail.com; lesbionick@yahoo.com; asmithon11th@yahoo.com; amyvans@gmail.com; amywass@gmail.com; annajohanek@gmail.com; ashleyallen@gmail.com; smashleybrookins@gmail.com; betsbetty@aol.com; scutvick@hotmail.com; brendan.lebsack@gmail.com; brielle.ruth@gmail.com; revcarly@yahoo.com; cc2040@hotmail.com; erbx0012@umn.edu; cpbarton@yahoo.com; chrissy00@hotmail.com; traveler332003@yahoo.com; corrie.zoll@gmail.com; danbelter@gmail.com; daniel.dorff@gmail.com; danielpropst@gmail.com; darin.rowles@gmail.com; fabianmoralescueva@gmail.com; fadhil.s@waano.org; hilear@gmail.com; jackieholland@gmail.com; dlbrown1024@gmail.com; jlovick2@aol.com; janesivjeffs@gmail.com; jambojane@gmail.com; jared.wass@gmail.com; adam0488@umn.edu; jen.propst@gmail.com; frankjen92@gmail.com; jenspaulson@gmail.com; jarcher@archland.net; jerempypauljohnson88@gmail.com; jessicamelling@gmail.com; bueche.jim@gmail.com; joe.scott.email@gmail.com; editundo1@hotmail.com; mnliontamer@yahoo.com; slyfox@gmail.com; kaubrecht@gmail.com; katherineblauvelt@hotmail.com; kmoneil44@hotmail.com; water4thirsty@gmail.com; kayla.stevens2110@gmail.com; bresh006@umn.edu; speyeskool@yahoo.com; lyotter13@hotmail.com; levi.m.peterson@gmail.com; lucasscheuermann@hotmail.com; maren.hokanson@gmail.com; vidloja@hotmail.com; meabeler@gmail.com; mnmuller@gmail.com; markvans@gmail.com; raven\_mf@yahoo.com; magistardust@yahoo.com; schmidtnikki@gmail.com; ruush101@gmail.com; paulabdella@gmail.com; pjeichten@hotmail.com; pjmelling@gmail.com; pgregg@hopeschool.org; icmpls2@yahoo.com; renae.kemp@cru.org; rileyjohnson@gmail.com; rosallapa24@gmail.com; rosanaula86@hotmail.com; rrrrhwn316@msn.com; royw@metrohope.org; sammymiami9@yahoo.com; sg@sarahmgreer.com; sarcher@archland.net; falmarber@yahoo.com; solabebe@yahoo.com; sganderson2003@yahoo.com; tonyabeln@gmail.com; wmfolkers@gmail.com; Timothy Novotny  
**Subject:** Village Market Expansion Discission Extention

I was in attendance and spoke at the Minneapolis Planning Commission meeting on August 17th to oppose the expansion of the Village Market (VM). I was very disappointed in the way that this entire issue as been addressed. There are many concerns that were mentioned by community members that spoke at the meeting and those unable to attend who sent letters that were overlooked or barely addressed.

When Ms. Dvorak was asked about the many complaints regarding the crime problems, she had no information at all to share with the Commission. I have seen multiple letters from neighbors stating the concern about crime that were sent to her office as well as other involved administration that provides the statistics from the Minneapolis Police Dept. (see attached). This is a huge issue! We live here. 19 shooting calls to one location in the city in 7 months. The statistics speak for themselves on the growing crime problems with this overcrowded facility. The VM owner stated in the Aug 17th meeting that one way they are dealing with the crime is that the expansion would cover a entryway that criminals are currently using to break into the mall. The VM owner also made reference to having a "safely center". 3rd Precinct Commander Mike Sullivan confirms there will be NO "Safety Center" at this site.

The response from The City and Commission on addressing the crime problem was absolutely unacceptable.

When Ms. Dvorak was asked about the "livability" of the neighborhood, she discussed all the ways that they were going to approve the exterior of the building to look nice and match the expansion. Again, totally missing the issues that we have brought up, such as littering (not only on 24th but on all the surrounding blocks), loitering on personal property, noise, traffic congestion (again not only in front of the VM on 24th but the surrounding blocks and alleys). The owner is only willing to make the property look nice if he gets the expansion approved?

As the members of Somali community spoke of when addressing the Commission, this is a gathering place. The owner tried to play this down by stating that people are in and out in 20 minutes thus the pay lot was the answer to addressing this by charging them more the longer they stayed. That may be the case for some customers who are there for a quick stop, however, for many of those "stop by" customers, it is more convenient to have someone idle in the bike lane or in our alley or double parked nearby while another person shops. And those wishing to stay longer are not using the lot but instead parking on our blocks. You are charging them to be there for socializing, shopping or attending the mosque, so they will find free parking in the neighborhood. This is why the spokesman who did the traffic study did not find that the paid lot was consistently full.

The Commission voting to postpone a decision until approximately Sept 21, to give the mall owner time to implement more parking measures and demonstrate he's done things that have "made a difference", is only addressing a few of the complaints about the VM as it **currently exists** . A couple of weeks of traffic counts is hardly going to address the many stated problems of the VM. It would be ridiculous to presume that a small amount of data over a few weeks would project solving of the **additional** problems of increased traffic and all above and previously mentioned complaints if an expansion were approved.

The VM has clearly outgrown the space for which the original approval was intended and many problems have been created. An expansion is not a viable solution as it greatly impacts the quality of life for the surrounding neighbors and causes tension and resentment for all parties. We have chosen to live in a multi-cultural neighborhood and welcome the diversity. This is about the overgrowth of a finite business space that is located in a residential neighborhood. Those who frequent the VM and those living near it should be provided with a better experience that is suitable for the needs of this entire community.

Connie Magnuson  
Home Owner-26 years

## Dvorak, Hilary A.

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**From:** Raquel Bloom <icmpls2@yahoo.com>  
**Sent:** Wednesday, September 02, 2015 11:52 PM  
**To:** Dvorak, Hilary A.  
**Subject:** Village Market Expansion

Dear Ms. Dvorak,

In regards to the report you are amending for the application to expand the Village Market scheduled to be on the CPED's agenda on September 21st, I would like to request that you please include, along with the other recommendations made by the Commission, a consideration by the owner to allocate some of the Village Market's parking spaces and for Public Works to designate the entire block on the North side of 24th Street (from Elliott Avenue to 10th Avenue) in front of the Village Market as Loading and Unloading zones only. This area should not only have signs in Somali language but should also have pictorial explanations of the traffic rules. The area should also be supervised by the Security personnel of the Village Market to make sure vehicles will keep moving in and out of the area - like at the airport. I live 3 houses down from the Market and every time I drive on 24th street or look out my window, there are multiple cars parked on the bike lanes on the South side of 24th and cars double parked on the North side of 24th as well as on the East and West sides of 10th Avenue causing backups, road rage and dangerous situations for bikers, vehicles and pedestrians. The vehicles who illegally stop or park are either unloading / loading, talking to people hanging out on the street or waiting for their passengers. This is causing persistent and significant frustrations among drivers on these streets, lots of honking all day long and tense situations right outside my home. The first three pictures below that I took just a couple days ago were taking place at the same time - while the Market's parking lot remains empty. I have noticed that this safety issue is getting worse and worse over the years - I have lived here for 10 years. I know that this will reduce precious parking spaces which is another problem but due to the density in this area, multiple issues have to be addressed and unfortunately, a solution to the loading/unloading issue will not help the parking issue.

Clearly, any expansion that adds more retail and more foot traffic to what is already going on now will only make all the current issues worse. In fact, as the last few years have shown, the foot traffic will continue to grow even without the expansion. I hope that the Commission members, you and your staff will do more site visits so that you are able to imagine and sympathize what confronts us on a daily basis and take them into account as you amend your report. We will be very grateful for a CPED decision that will provide long-term, viable solutions for the current issues that vendors, customers and residents of this area face. We want solutions that will keep us united as a community.

All these pictures were taken in the last couple weeks. The next 3 pictures - cars parked on bike lane all at the same time a couple days ago:



Double parking in front of the mall blocking the West bound bike lane.



Vehicle illegally parked in front of my garage:



Thank you,

Raquel Bloom  
[icmpls2@yahoo.com](mailto:icmpls2@yahoo.com)

## Dvorak, Hilary A.

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**From:** Katherine Blauvelt <katherineblauvelt@hotmail.com>  
**Sent:** Wednesday, September 09, 2015 7:48 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.  
**Subject:** Sabri Mall application - No improvements - please vote No  
**Attachments:** IMG\_20150909\_171305136.jpg

Good evening,

Please share this with Planning Commissioners - I am writing as a resident living near the Sabri 24th Street mall, asking you to reject Sabri's proposed 8,800 sq ft expansion of the Village Market Mall as he has not demonstrated improvement in livability issues, as Commissioners requested at your August 17th meeting. Since the meeting, my neighbors and I have been doing traffic counts around the Mall, which will be shared with you, as well as monitoring litter and crime issues. Mr. Sabri was invited to a Midtown Phillips neighborhood meeting on August 25th, to discuss his plans with the community. 30 residents from diverse backgrounds attended, but Mr. Sabri did not attend.

The expansion proposal is currently on your September 21st agenda for consideration. Please deny the application, as it is an application for more income-generating square footage based on several fatal flaws:

First, the applicant is stretching the truth on several fronts & not engaging the community - is this behavior the Commission should reward? The NiceRide station referenced in the application is not a reality - I contacted Nice Ride and simply asked them what was possible - In fact, they do not have funding for a station on 24th in 2016. Please contact them and ask yourself. The Safety Center/police presence at the Sabri mall, which the applicant said was going to happen in his original application last year and again has stated it this year - Is not a yet a reality either - please contact 3rd precinct Inspector Sullivan for verification. The bare minimum for a proposed increased development on a stressed site is a developer who engages the community, and that is not happening. We can do better than vague statements! Developers and residents should be working together towards solutions that respect the dignity of immigrant communities and provide a decent place for people to congregate & work. The entire community needs relief that reduces crime, reduces traffic safety issues, reduces parking congestion, reduces litter, and respects the needs of all residents and business owners in the community.

Second, more square footage will generate more traffic and parking issues, without respite - As a reference, I just snapped this (attached) picture walking home from work tonight (Wednesday) around 5:15 pm of 24th street & 11th avenue, a block from the Mall - the black car is double parked, the street parking is full. This is a site approved for 37 farmers market stalls, that in reality has over 100 businesses and a popular mosque with a scant 106 off-street parking spaces. There is no cap to new tenants to the addition - That means anything goes, as has been demonstrated in the past. Unfortunately, Sabri's solution has been to institute pay parking that pushes parking to the street, leaving the only free lot conveniently even more congested to further justify building on top of it- and freeing up his own spaces, so he can now say to you that there are available parking spaces to justify an expansion. That is not a solution, it's rearranging the deck chairs on a sinking ship.

What's most distressing about this situation is that we have two communities - residents and mallgoers - that are asking for relief - Mallgoers want a community space and decent conditions; residents want a neighborhood that meets basic expectations around crime and safety - and a developer that is myopically focused on getting 8,000+ more square feet and is not hearing anyone. We can do better.

Thank you for taking the time to read this.

very respectfully,  
Katherine Blauvelt  
612-816-4465



## **Dvorak, Hilary A.**

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**From:** Patricia Bronstein <bronsteinpa@gmail.com>  
**Sent:** Thursday, September 10, 2015 1:14 AM  
**To:** Dvorak, Hilary A.; Bender, Lisa; Rebecca.Gagnon@mpls.k12.mn.us; Kusz, Lisa M.; mforney@minneapolisparks.org; Ben@gisselmanlaw.com  
**Cc:** Katherine Blauvelt  
**Subject:** Opposition to Sabri Village Market Expansion.

Attention Planning Committee Members( names as noted above):

I live a couple of blocks from this property and when I drive east it is just not at all possible to drive near the Sabri Village Market. There are a number of reasons for this:

1. cars are doubled parked all the time
2. cars just stop in the middle of the street without pulling over even into a double parked position to drop people off
3. people cross in the middle of the street without looking
4. people are loitering around the doubled parked cars talking or just hanging around

I've noted with interest that the owner of the property, as do many others, talk about the Village Market as a shopping mall with entrepreneurial stall owners. While, yes, it is a mall. it also houses a place of assembly for the purpose of prayer. And while the times below may not be exact, they are 5x a day. Noted too is that among the services offered are classes and a Sunday school. So, people are not just shopping. It may be that the mosque is for people working and shopping in the mall at the time of prayers, but it also may be that people come to the Village Market to pray and attend classes. No doubt that is just causing more congestion and traffic. A conversation with a 311 operator today (September 9th) indicated that they typically get between 2-3 complaints about parking and congestion every hour. Further today police were dispatched to see what could be done.

As the recent article in the Star Tribune stated, though the Village Market is close to public transportation, everyone seems to drive there. Is there a reason then that the Village Market cannot be relocated in its entirety to the empty Cub supermarket on Lake Street near Minnehaha. (There are probably small business funds available to help relocate the stall owners.) The square footage is larger than the Village Market, there is a huge parking lot, the cars would have ample space to park. The parking lot is underutilized. And perhaps the owner of the Village Market could put in a green area and benches for socializing. Lake and Minnehaha is an area already zoned for such use. It would share a parking lot with Target where already many in the east African community shop. Shoppers at the Village Market deserve a place where they will be able to socialize after/while shopping and praying. But having a couple of hundred people constantly blocking traffic, being a danger to themselves and others, and having a negative impact on an neighborhood isn't helping an either them or the Village Market neighborhood.

I haven't even begun to address the increased crime in the area. As I understand from reading crime statistics from the police department: the Village Market Area seems to have the second highest density within the City for Part I and Violent Crime categories. Maps indicate that the Village Market is the center of the crime area. Other statistics that concern me: while as a whole the city records 8% of crimes as violent, 44% of reported violent crime is in the Village Market area. Of non violent crimes, the city has 92% while the Village Market area has 56%. These are statistics that frankly startled me.

I urge you to vote no to this Village Market expansion as it will have a negative impact upon the neighborhood. Even further though, I urge you to consider having the entire enterprise moved elsewhere for all the reasons stated above.

Sincerely,  
Patricia Bronstein

Located inside the Village Market, Mall 24, second floor (added on September 6, 2009)

**QUICK FACTS**

- (612) 423-6746
- All prayers including formal jumaa
- Predominantly Somali
- English services
- Barrier separating genders
- Adequate restrooms

**GOVERNANCE**

Governance details unknown

**LOCAL PRAYER TIMES**

FAJR	SNRS	DHUR	ASR	MAGH	ISHA
5:17a	6:47a	1:10p	4:44p	7:50p	8:49p

Are these times correct? We are trying to get these just right - if they don't look accurate to you, please contact us.

**SERVICES OFFERED**

- Marital services
- Qur'an/Hadith classes
- Sunday school

**ACTIONS**

- FOLLOW
- EDIT RECORD
- CONTACT
- SEND EMAIL
- CLAIM RECORD to manage it
- ADMINISTRATION
- AD LIST
- EM FRIEN

## Dvorak, Hilary A.

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**From:** Krista North <krista\_north@yahoo.com>  
**Sent:** Thursday, September 10, 2015 11:02 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** 24th St village mall expansion

Hello folks,

I'm writing in with a story for you, I hope you'll listen and vote NO to the mall expansion.

I purchased my home at 2429 11th ave south in 2001, and spent the last 13 years rehabbing it with my husband. We decided last year that because of the mall, 11th ave south was no longer a nice place to live. We also were given advice from multiple realtors that because of livability issues on the block, it would not be prudent to spend any more money on our property, at the risk of not seeing it returned upon resale.

We have since sold out home and moved off 11th ave s.

The quality of life issues surrounding the mall are similar to those plaguing any high density retail locations in the center of a residential neighborhood...the big difference here is that this mall/mosque should never have been allowed to exist in the middle of a residential neighborhood with the limited parking that exists.

It created an unlivable situation for us, and will continue to drive responsible property owners out of the neighborhood as the problem continues.

It is my view that the current situation is so bad it needs to be addressed immediately. In my opinion, the fact that they would like to expand should be a nonstarter. Please do not allow these developers to make a very bad situation worse by allowing them to expand.

Please see below for clear points that outline the exact livability issues faced by residents in surrounding homes:

1. An expansion makes worse a situation that was never approved by the Commission - the site is not zoned as a shopping mall, in fact shopping malls are not allowed in an I1 light industrial district. It doesn't follow the city's zoning code, therefore a high bar should be set on any expansion. The Sabri mall is a high-intensity commercial use, in a location that was never zoned for commercial use. This is a residential neighborhood. 15 years ago, a 37-stall mixed use farmers market was approved. But that's not what exists on the site. It is not a farmers market, it is a very busy mall with 100+ businesses and a place of worship. Over the years, as the Sabri property has grown, livability, crime and traffic problems have grown and grown. Simply put, the Commission/City never planned for this intense site, so don't make it worse by expanding it. There's no reason to say yes, except to allow the owner to make more money.

2. This site provides a bad example for New American entrepreneurs of how we do business in the City of Minneapolis. It's great to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses. The expansion does not address mall goers needs for an adequate gathering space.

3. The owner does not have a track record of addressing existing problems. Don't gamble on the chance proposed solutions by the developer will work. Do no harm. Do not allow for the possibility of making problems worse through greater retail space. Sabri had a year, after his first application for expansion was turned down, to try to fix livability problems. What happened? He did not hire additional security. Litter pick up did not increase. He did not hire off duty cops to direct traffic at peak times. Instead, he instituted pay parking on his lots, pushed parking out onto the streets, and left the one free parking zone congested so it could be argued that it would be better to build a 2 story expansion on top of it.

4. Improvement to livability issues must happen first -it should not be tied to expansion. The owner says he'll make "improvements" to litter pick-up, etc if he gets a 8,000+ foot expansion. This should not be a hostage situation. Instead of approving the expansion with promises from the owner, put the ball in the owner's court to show results - direct the market owner to implement solutions, work with community residents and demonstrate results. Solutions actually need to happen instead of just talked about.

5. Traffic safety and illegal behavior by drivers is a real problem, and the developer has inadequate plans to solve it - an expansion makes it worse. Double-parking, traffic congestion and dangerous driving behavior are a daily fact of life. But the solutions the city and developer are discussing are totally inadequate (put in a 2-car loading only zone on 24th street; make pay parking cheaper; tell private security to "monitor traffic"). At places like the Wedge and in downtown, building owners hire off-duty cops to direct traffic. But the mall owner only hires private security, who are not allowed by city law to direct traffic.

6. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in 2015 - over 4,000 citations - in the three affected neighborhoods were given within 1500 feet of the mall. This proposal increases mall space by more than 10% and DECREASES off-street parking by 5%.

7. One word: Dumpster. A sad example of how bad things have gotten with this expansion proposal - The Mall currently has a dumpster that is not up to code -according to city law, it **must** be enclosed on all 4 sides, by a screen that is a foot taller than the actual dumpster and in like materials of the building. It's a really, really big dumpster that's plainly visible. Currently the dumpster is bigger than the screen and only enclosed on two sides. The reason we know this is Planning Commissioner Kronzer pointed it out to city staff, who had neglected to see it. The city staff's solution? Approve the expansion, but require the developer to fix up the dumpster so it's up to code. Isn't it a sad commentary that the city has to require the developer to do the bare minimum? Don't reward bad behavior.

8. According to MPD crime statistics, "The Village Market appears to be a center of activity" for both violent and non-violent crime. "The Village Market Area appears with second highest density within the City" for both violent and non-violent crime. "44% of reported crime was VIOLENT in 2015" as compared to 8% citywide.

Thank you for your time  
Krista north  
612.558.3892  
[Krista\\_north@yahoo.com](mailto:Krista_north@yahoo.com)

**Dvorak, Hilary A.**

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**From:** Mark Muller <mnmuller@gmail.com>  
**Sent:** Friday, September 11, 2015 6:27 AM  
**To:** Cano, Alondra; Dvorak, Hilary A.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa  
**Cc:** Gomez, Aisha  
**Subject:** please do not approve the 24th street mall expansion

Dear Alondra, Hilary, Rebecca, and Lisa:

As some of you know, for the past 17 years I have lived on the 2500 block of 11th Avenue South. There have been countless wonderful developments in our neighborhood over the past several years, from the redevelopment on Franklin Avenue to our north to the Greenway and Global Market to our south. Living in the neighborhood is much more positive now than it was 17 years ago.

The one significant challenge in the midst of many positive developments is the 24th Street Mall. The traffic and parking is truly chaotic and dangerous, and the crime statistics are alarming. Walking in and around the mall, one gets the impression that the City has essentially given up control of the block. To think that Mr. Sabri may be getting approval to expand his operation without addressing the litter, crime, and parking issues that he has created is truly mystifying.

I ask that the City deny the proposed expansion and go back and re-assess the approved use of the property and how far current conditions have deviated from the approved use.

Thank you,

Mark Muller  
2521 11th Avenue South  
612-203-5648

**Dvorak, Hilary A.**

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**From:** Riley Johnson <rileyjohnson@gmail.com>  
**Sent:** Friday, September 11, 2015 9:27 AM  
**Subject:** Fwd: Planning Commission to vote on Market expansion - tell Commissioners to vote NO

City Council members and Commission members,

All of the below are very good reasons why I vote no on the expansion of the Village Market, or "the Somali Mall" as my neighbors have called it for years. I lived directly across from this building and within a block of it for more than two years and was able to see the vibrancy and life it supports but also the many downsides. My friends Chantal Kanyinku and her 4 children, immigrants from the Congo, have lived in the house directly next door to the Somali Mall for 6+ years, and over that time I have witnessed drunken fights, drug dealing by mall goers, threats from Somali gangs, car accidents, rampant littering, and more, all within 10 feet of their house.

Love to see the Somali community building and growing. All I ask is that we hold them to the same standards as everyone else, especially chronic offenders like the Sabri family. Please remember, your decision in this case does not impact white people in uptown, northeast, or edina: it impacts other immigrants, other minority families struggling to make ends meet and keep their kids safe, and mall expansion comes at their expense.

----- Forwarded message -----

**From:** Katherine Blauvelt <katherineblauvelt@hotmail.com>  
**Date:** Thu, Sep 10, 2015 at 8:43 PM  
**Subject:** Planning Commission to vote on Market expansion - tell Commissioners to vote NO  
**To:** Katherine Blauvelt <katherineblauvelt@hotmail.com>

Good evening neighbors!

On September 21st the City Planning Commission will vote on the Sabri Mall expansion. Please send your comments to city staff by Monday, Sept 14. City staff are required to log your emails and send them to Commissioners. You can also email the commissioners directly at any time.

Eagle Management/Omar Sabri, 24th Street Village Mall at 10th & 24th, wants to expand retail & commercial space by 8,800 square feet by building a new two-story space on top of the parking lot on 10th Ave & 24th. In August, the Planning Commission asked Sabri to look at better addressing parking, traffic, trash, loitering and adding parking/security attendants. As residents, now is the time to tell the Planning Commission if conditions around the Mall have improved in the past month.

Here are the city staff & Commissioners' emails:

[alondra.cano@minneapolismn.gov](mailto:alondra.cano@minneapolismn.gov)  
[abdi.warsame@minneapolismn.gov](mailto:abdi.warsame@minneapolismn.gov)

[hilary.dvorak@minneapolismn.gov](mailto:hilary.dvorak@minneapolismn.gov)

[lisa.kusz@minneapolismn.gov](mailto:lisa.kusz@minneapolismn.gov).

[Rebecca.Gagnon@mpls.k12.mn.us](mailto:Rebecca.Gagnon@mpls.k12.mn.us)

**Dvorak, Hilary A.**

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**From:** Tomhave Blauvelt, Martha <MTomhave@CSBSJU.EDU>  
**Sent:** Friday, September 11, 2015 11:41 AM  
**To:** Dvorak, Hilary A.  
**Subject:** proposed expansion 10th Ave. S/24th St. E

Dear Ms. Dvorak, I am writing to report my experiences over the last month in the neighborhood adjacent to the shopping mall at 10<sup>th</sup> Ave. South and East 24<sup>th</sup> Street, whose expansion you are considering.

Driving and parking in that area is a nightmare. I visit my daughter and her family there frequently, so I speak from experience. I am glad to find a place to park within several blocks, which is especially hard for senior citizens and people with disabilities (I am 67 and have a condition similar to MS).

But the significant issue is SAFETY, not convenience.

Drivers are so focused on trying to find a place to park, as they wend their way down narrow streets, that they do not pay attention to pedestrians and other cars.

Many children live in that neighborhood. When they step between the closely parked cars into the street, it is very difficult to see them. The neighborhood combines cars driven too fast with cars going too slow as they look for a parking spot.

Why would we risk safety to expand shopping?

I have seen this neighborhood become better cared for over the past few years, a family neighborhood where people work together. Surely they deserve the government's protection, help and adherence to already established zoning requirements! The proposal will make conditions several times worse.

I respectfully ask you not to support the proposed expansion.

Sincerely,  
Martha Tomhave Blauvelt  
145 Riverside Drive NE  
St. Cloud, MN 56304

## Dvorak, Hilary A.

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**From:** Connie <traveler332003@yahoo.com>  
**Sent:** Friday, September 11, 2015 12:28 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Mayor@minneapolismn.gov; Cano, Alondra; mforney@minneapolisparcs.org  
**Subject:** Village Market Expansion

It is a wonder why this issue is that is taking up so much of everyone's time, is even as a consideration. The owner has failed to comply with the items that have been brought up to the Planning Committee since this was brought up for discussion last year. Dozens of residents from the surrounding area have written and signed a petition in protest of an expansion and to also bring to your attention the problems that we have been dealing with for years. This is in no way fair to the those who have chosen to live here and make this an enjoyable, thriving, diverse community. The problems that have resulted in the growth from what was to be a small market into an overcrowded shopping mall has impacted the livability of our community greatly.

There appears to be a sense from the City that the owner is granted variances and exceptions first and then told what he has to do to comply. Seems a bit backward from the normal course of business.

Promises are made to make these improvements and accepted without any verification given.

One example is the how the owner is throwing around the fact that they will get a Nice Ride station on the property to ease the amount of vehicle traffic.

I have confirmed with the Executive Director of Nice Ride, Bill Dossett, that there is NO plan to put a station there. There is no funding and it is not part of their master location plan.

A simple phone call verified this "promise" is completely fabricated.

As a neighborhood group, we are wondering why the City is failing to do it's homework and that is it taking huge amounts of our time to lobby on our behalf to point out all of these issues so that we can halt the unfair consequences of having this now "shopping mall" in our backyard that impacts our lives so tremendously.

Unbelievably unfair.

Connie Magnuson  
Property owner 11th Ave-26 years

## Dvorak, Hilary A.

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**From:** Timothy Novotny <judenovotny@yahoo.com>  
**Sent:** Sunday, September 13, 2015 9:52 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Bender, Lisa;  
mforney@minneapolisparks.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com;  
Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us  
**Subject:** Sabri Village Market Expansion - VOTE NO!

Dear Commission Members,

The fact that the Planning Commission is still looking at the Eagle Management/Omar Sabri, 24th Street Village Mall at 10th & 24 is, in itself, shameful. The evaluation and presentation by Hillary Dvorak was an embarrassment to the city. She couldn't even answer the simplest of questions the Commission had for her and a number of the points she presented were incorrect because the information supplied by Mr. Sabri was not verified by Ms. Dvorak.

ALL of his answers should be VERIFIED because at the Planning Commission meeting that I attended he dodged questions and made false claims such as having contacted Nice Ride to inquire about a station. Nice Ride was, IN FACT, not contacted by anyone about a station at the mall, and they have no plans to place one there. He has also made a claim that there will be a security or safety station within the Mall. The 3rd Precinct does not have any plans or budget for such a station. Never did, never will! Pure fabrication on Mr. Sabri's part. He simply dreamed it up because it sounded good. No-one at the Commission apparently looked into this. It took the citizens to have the sense to call the Precinct and ask. No effort all, just a little ambition.

I do not understand why Mr. Sabri's project continues to even be considered given that he has not followed through with changes or improvements that were supposed to be implemented after his proposal was denied in 2014. Even now for example, he has not corrected the violation of the too-small garbage dumpster enclosure since being pointed out and ordered corrected at the meeting over a month ago. If he had any intention of following through and showing good intentions to the Commission he would make simple changes such as that. It seems the expansion is now being considered based on his assurances that he will follow through on claims he's been making for over a year. Are you serious?? He has done *nothing* but overstep the city guidelines by adding dozens of add'l stores in the mall that were not originally approved, in addition to a mosque. There is no approval for a mosque at the mall location! But he'll continue to ignore the City unless you finally tell him NO!!

The so-called Traffic Study that was commissioned by Sabri was a farce. They came to look at traffic and parking on 2 occasions and deemed the parking on 2400 block of 10<sup>th</sup> and 11<sup>th</sup> Aves as "under-utilized". This made the presenter look like a fool. I guess they didn't notice the Critical Parking Area signs on the odd side of those streets. So, yes, there are only a few cars parked there from 10am to 6pm because it's residential parking ONLY and you need a permit! Otherwise the *even* side of the street is packed ALL day long. Yes this has been verified by me on at least 10 diff days, 5-6x on each of those days. There is at most 2 parking spaces available at any given time on the 2400 block of 10<sup>th</sup> and 11<sup>th</sup> Ave. Otherwise the street parking btwn 22<sup>nd</sup> St and 25<sup>th</sup> St on 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup> Aves is in *constant* turnover and any available parking space is immediately taken by a new arrival.

I have also observed the traffic on 24<sup>th</sup> St on at least 20 occasions over the last 2 weeks at all hours of the day. There has NEVER been a time when I haven't recorded at least 1 double-parked vehicle in the bike lane, and up to six vehicles double-parked have been verified. The norm is 3-5 vehicle double-parked at any given time.

Many times the vehicles remain double-parked the entire 10 minutes of my observation period. Rarely is the double-parking the result of a quick drop-off. Additionally, many times the vehicle remains *unoccupied* for several minutes.

The fact remains that even giving the Eagle Management/Omar Sabri expansion ANY consideration given the past history is simply another example of the city being bamboozled. The Village Market is a blight on the neighborhood that had been shoehorned into an inappropriate, improperly zoned area. Mr. Sabri has no intention of treating the neighborhood, his tenants, or their customers with any respect. There should be absolutely NO consideration given to any further expansion!! What REALLY should be at issue is a full investigation into the current status of the Mall and to what degree it complies with the current agreement it was initiated under and what violations there may be to that original agreement.

**I urge you to vote NO to the Sabri Village Market expansion.**

Thank you,  
Tim Novotny  
2400 block of 11<sup>th</sup> Ave resident/homeowner

## Dvorak, Hilary A.

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**From:** Sarah Murphy <srhmrph2@gmail.com>  
**Sent:** Sunday, September 13, 2015 10:15 PM  
**To:** Cano, Alondra; abdi.warsame@minneapolis.gov; Dvorak, Hilary A.; Kusz, Lisa M.  
**Subject:** Eagle Management/Omar Sabri 24th street Village Mall

Hello,

I'm writing as a home owner near the mall to ask that you not allow the mall to expand. I have lived at 2213 10th Ave for 5 years. During this time I have witnessed numerous fights, arrests, countless traffic violations, and my partner and I have needed to call the police on multiple occasions. There has been a constant supply of trash that has been thrown in my yard and all over the block on a daily basis. So much in fact that water drains in the area are nearly always clogged and unusable. The parking and traffic in the area makes the neighborhood feel more like an unsupervised parking lot then a residential neighborhood.

Sabri may be talking about improving on a few of these problems now that he is interested in expanding, but he has never cared to address these issues in the past. Even after suggestions where made, he decided not to act on them. He will only make moves to improve on these issues if forced to or if he is able to expand. If he starts to make some changes now, what guarantee can be offered that he will see them through? What happens with there are more necessary changes that are needed to make this area livable?

In addition to this concern, I would like to point out that the area is not zoned for the already existing mall. There are over 100 venders preeminently residing in this mall. A shopping center like this already places an enormous stress on the residents living around it. Adding additional space and venders will only cause more stress and make the area less livable. I would argue that the mall itself is unsafe for the number of people that are visiting the mall and doing business there. Should there be an emergency, such as a fire, what will happen to the people inside? It is setup like a maze and there has been little consideration for the safety of those inside.

I am sure that you have heard about the traffic and parking concerns surrounding the mall. There is good reason of this topic to continually come up. Residents are not able to park on the street unless they live on a street with restricted parking and they have purchased a parking permit. There a many issues on a daily basis with people double parking, stopping in the middle of the street to have a conversation, pedestrians crossing and slowing traffic, and an overwhelming amount of cars/traffic traveling through the area. These problems often lead to more intense road rage from drivers traveling through. These leads to an unsafe place for pedestrians, bikers, and other drivers to be. Personally, these factors make it very hard to travel to and from my home on a daily basis. More mall square footage is only going to add to these problems.

I ask you to please say no to the expansion request. I also ask that you please share my concerns with the city planning commissioners.

Thank you,  
Sarah Murphy

## Dvorak, Hilary A.

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**From:** ryan billig <ryanbillig@hotmail.com>  
**Sent:** Sunday, September 13, 2015 10:53 PM  
**To:** Dvorak, Hilary A.  
**Subject:** RE: Planning Commission to vote on Market expansion - tell Commissioners to vote NO

Dear Planning Commissioners and Planning Commission Staff,

I am again writing to voice my strong opposition to the expansion of the Mall at 24th Street and 10th Ave S. You are by now familiar with many of the arguments against expansion. I would like you to consider also that THE ONLY ones who will benefit from this expansion are Mr. Sabri and Eagle development, and the good does not outweigh the bad. Mr. Sabri's professions of goodwill toward the new immigrant population notwithstanding, he has shown little but contempt for the business owners of the mall, charging premium, and some might say, exorbitant, rates for retail space. Anecdotal testimony has it that any complaints by renters in the mall lead directly to increased rates, leading to the adage that every time a business owner see's Mr. Sabri, the "rent goes up \$200 per month". Rates there are more per square foot than the Mall of America. The immigrant population that is taking the opportunity to make good on a better life is being met by a developer that does nothing short of exploit their vulnerability and pit their interests against those of the surrounding neighborhood: a manufactured tension that serves to direct negative reactions to the results of selfish management onto renters and patrons. During the last hearing before the Planning Commission, we heard Mr. Sabri riff on this by claiming that the habits of East Africans are not up to our Minneapolis standards, thus the garbage in the streets, and that "they" need signs in "their" language. In contrast, the Mall of America does not gripe about its customers and tenants when it considers that its parking ramps will need cleaning and good design, it hires a cleaning service and good designers. Mr. Sabri is using the neighborhood streets surrounding the mall as a parking lot, but is not forthcoming with the remediation. There might not be a remediation that will work here, but expanding Mr. Sabri's rentable space while reducing parking and adding to congestion would only add to the problem. Density must not be had at any cost.

Crime is a chronic issue here, exacerbated by the lack of management of the mall. This neighborhood is not zoned for the type of business that is this mall. The parking for the mosque in this mall has not been addressed.

There is little to recommend the expansion proposal, and so much against it. The neighborhood has so many unaddressed concerns, it will be a complete wonder to me if this expansion is allowed to go through. Mr. Sabri has sowed bad seeds here, and enabling him will not make good fruit grow.

I am urging you to do right by your constituents and vote NO to this proposal.

In addition, I am copying the following reasons for your rejection of expansion, which I wholeheartedly endorse:

1. An expansion makes worse a situation that was never approved by the Commission - the site is not zoned as a shopping mall, in fact shopping malls are not allowed in an I1 light industrial district. It doesn't follow the city's zoning code, therefore a high bar should be set on any expansion. The Sabri mall is a high-intensity commercial use, in a location that was never zoned for

commercial use. This is a residential neighborhood. 15 years ago, a 37-stall mixed use farmers market was approved. But that's not what exists on the site. It is not a farmers market, it is a very busy mall with 100+ businesses and a place of worship. Over the years, as the Sabri property has grown, livability, crime and traffic problems have grown and grown. Simply put, the Commission/City never planned for this intense site, so don't make it worse by expanding it. There's no reason to say yes, except to allow the owner to make more money.

2. This site provides a bad example for New American entrepreneurs of how we do business in the City of Minneapolis. It's great to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses. The expansion does not address mall goers needs for an adequate gathering space.

3. The owner does not have a track record of addressing existing problems. Don't gamble on the chance proposed solutions by the developer will work. Do no harm. Do not allow for the possibility of making problems worse through greater retail space. Sabri had a year, after his first application for expansion was turned down, to try to fix livability problems. What happened? He did not hire additional security. Litter pick up did not increase. He did not hire off duty cops to direct traffic at peak times. Instead, he instituted pay parking on his lots, pushed parking out onto the streets, and left the one free parking zone congested so it could be argued that it would be better to build a 2 story expansion on top of it.

4. Improvement to livability issues must happen first -it should not be tied to expansion. The owner says he'll make "improvements" to litter pick-up, etc if he gets a 8,000+ foot expansion. This should not be a hostage situation. Instead of approving the expansion with promises from the owner, put the ball in the owner's court to show results - direct the market owner to implement solutions, work with community residents and demonstrate results. Solutions actually need to happen instead of just talked about.

5. Traffic safety and illegal behavior by drivers is a real problem, and the developer has inadequate plans to solve it - an expansion makes it worse. Double-parking, traffic congestion and dangerous driving behavior are a daily fact of life. But the solutions the city and developer are discussing are totally inadequate (put in a 2-car loading only zone on 24th street; make pay parking cheaper; tell private security to "monitor traffic"). At places like the Wedge and in downtown, building owners hire off-duty cops to direct traffic. But the mall owner only hires private security, who are not allowed by city law to direct traffic.

6. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in 2015 - over 4,000 citations - in the three affected neighborhoods were given within 1500 feet of the mall. This proposal increases mall space by more than 10% and DECREASES off-street parking by 5%.

7. One word: Dumpster. A sad example of how bad things have gotten with this expansion proposal - The Mall currently has a dumpster that is not up to code -according to city law, it must be enclosed on all 4 sides, by a screen that is a foot taller than the actual dumpster and in like materials of the building. It's a really, really big dumpster that's plainly visible. Currently the dumpster is bigger than the screen and only enclosed on two sides. The reason we know this is Planning Commissioner Kronzer pointed it out to city staff, who had neglected to see it. The city staff's solution? Approve the expansion, but require the developer to fix up the dumpster so it's up to code. Isn't it a sad commentary that the city has to require the developer to do the bare minimum? Don't reward bad behavior.

8. According to MPD crime statistics, "The Village Market appears to be a center of activity" for both violent and non-violent crime. "The Village Market Area appears with second highest density within the City" for both violent and non-violent crime. "44% of reported crime was VIOLENT in 2015" as compared to 8% citywide.

Sincerely,  
Ryan Billig  
2213 10th ave S

## Dvorak, Hilary A.

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**From:** Anna Vangsness <annavangsness@yahoo.com>  
**Sent:** Monday, September 14, 2015 9:45 AM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** Please vote NO to Sabri Mall expansion at 10th Ave and 24th St.

Dear Minneapolis City Planning Commission and city staff,

I am writing to ask you to **vote no** to Eagle Management/Omar Sabri's proposal to expand retail & commercial space by 8,800 square feet by building a new two-story space on top of the parking lot on 10th Ave & 24th. I have lived on 10<sup>th</sup> Avenue, across from the market, for 5 years and have several concerns about this proposal and Omar Sabri's practices. There are my concerns:

1. **Crime** - According to MPD crime statistics, "The Village Market appears to be a center of activity" for both violent and non-violent crime. "The Village Market Area appears with second highest density within the City" for both violent and non-violent crime. "44% of reported crime was VIOLENT in 2015" as compared to 8% citywide.
2. **The Sabri mall is a high-intensity, commercial use site, in a location that was never zoned for commercial use.** I appreciate that this is a community gathering space for East African people and that small businesses are being supported here. The problem is that it is overly crowded, commercial use space in a residential neighborhood. 15 years ago, a 37-stall mixed use farmers market was approved. But that's not what exists on the site. It is not a farmers market, it is a very busy mall with 100+ businesses and a place of worship. Over the years, as the Sabri property has grown, livability, crime and traffic problems have grown and grown. Simply put, the Commission/City never planned for this intense site, so don't make it worse by expanding it. There's no reason to say yes to expanding the site, except to allow the owner to make more money.
3. **This site provides a bad example for New American entrepreneurs of how the City of Minneapolis supports small businesses.** It's great to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses. The expansion does not address mall goers needs for an adequate gathering space.
4. **Mr. Sabri does not have a track record of addressing existing problems.** Do not allow for the possibility of making problems worse through greater retail space. Sabri had a year, after his first application for expansion was turned down, to try to fix livability problems. What happened? He did not hire additional security. Litter pick up did not increase. He did not hire off duty cops to direct traffic at peak times. Instead, he instituted pay parking on his lots, pushed parking out onto the streets, and left the one free parking zone congested so it could be argued that it would be better to build a 2 story expansion on top of it.
5. **Improvement to livability issues must happen first -it should not be tied to expansion.** The owner says he'll make "improvements" to litter pick-up, etc if he gets a 8,000+ foot expansion. Instead of approving the expansion with promises from the owner, put the ball in the owner's court to show results - direct the market owner to implement solutions, work with community residents and demonstrate results. Solutions actually need to happen instead of just talked about.
6. **Parking** – From late morning until evening, there is never available parking on my block. There are often cars double parked, waiting for a spot to free up. And while my block and the blocks around the

mall are packed with parked cars, I have counted up to 55 open parking spots in Sabri's lots. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in 2015 - over 4,000 citations - in the three affected neighborhoods were given within 1500 feet of the mall.

I urge you to please vote no to Mr. Sabri's proposal to expand the Village Market space, and to support neighborhood residents and Village Market business owners in coming together to identify creative solutions for improved community space and improved livability for everyone.

Sincerely,

Anna Vangsness

2211 10<sup>th</sup> Ave

612-296-1318

## Dvorak, Hilary A.

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**From:** Bloom James <icmpls95@gmail.com>  
**Sent:** Monday, September 14, 2015 6:25 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Kusz, Lisa M.;  
Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org;  
ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** Sabri Mall expansion request

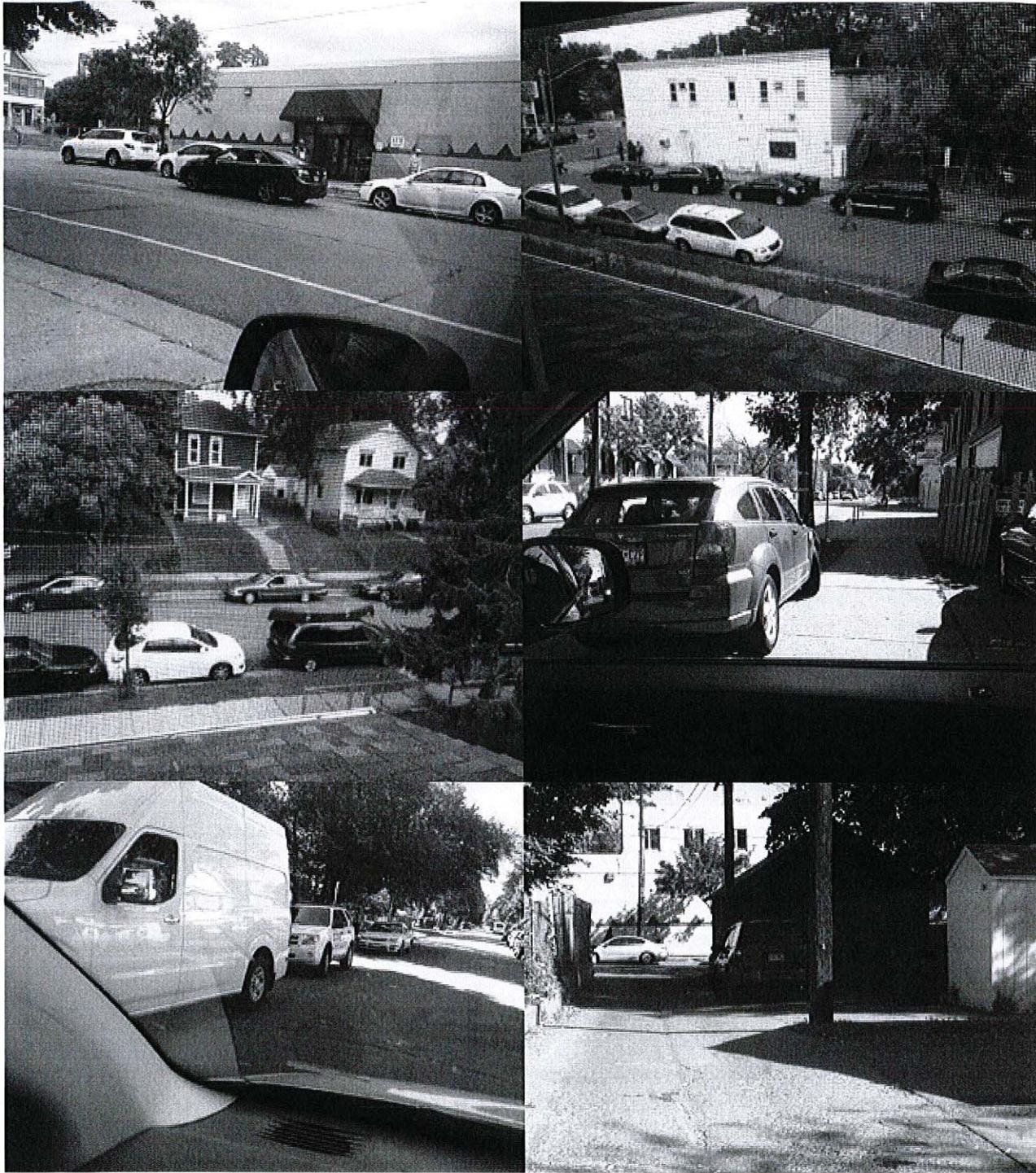
Dear City Staff and Planning Commission:

I represent another one of the homeowners living near the Sabri mall. I live on 2410 10th Ave. South Minneapolis just a few doors down from the Village Market and have lived there for 10 years. I know that you have received email after email along with public hearing testimony (I have been there to testify both last year and this year) regarding the reasons why a majority of the homeowners around the Sabri Mall oppose any further expansion of the Mall. You also are aware that the reasons given are good and well documented reasons and that Sabri has failed to come up with compelling reasons for his expansion (except to increase his revenue) nor to address in any adequate way the concerns of the residents surrounding the mall. You even heard in the last public hearing his attempt to claim that this mall was now a mall in which people come to shop and then quickly leave. After he testified to this, Somali supporters of the mall one after another contradicted this by saying it was a community gathering place. This is what it is, which the residents are supportive of, but not supportive of continuing expansion which is now overwhelming the neighborhood with traffic congestion, illegal parking, illegal loading and unloading, constant blocking of bicycle paths, young men constantly hanging out in front and back of our homes, smoking pot, getting into fights, sitting on our steps, etc. The pictures below demonstrate the double parking on 24th in front of the mall, the violation of permit only parking on the east side of 10th ave, the blocking of alleys and driveways of our neighbors. Sabri also claimed that a police safety center would be located in the mall, a blatant misleading statement confirmed by the precinct commander. He also claimed that a Nice Ride station would be located outside the mall to help reduce traffic. This also was a lie confirmed by those in charge of Nice Ride. Not only that, it was a ridiculous statement. If you were to observe you would know that no one visiting the mall ride bikes. Those attempts themselves at trying to appear as if he is addressing the situation should be enough to convince the commission that he is not serious about the concerns of the neighbors and the neighborhood

We have stated over and over again that our issue is with the Sabris and not with the Somali business owners. You are aware of the corruption that surrounded the development of the mall as well as other developments in the area involving Sabri (Basam), yet no one seems to address this. There is no reason that he should have been given a mere 1 month continuance before being allowed to appear before the commission again. He has not addressed the issues raised by the homeowners and residents in the area. To expand will only increase the amount of people coming to the mall which is already at a breaking point. He should be made to address the issues at hand even without being granted permission to expand. Sabri is creating an adverse environment between the mall tenants/mall visitors and the residents around the mall. We adamantly do not want this. We want to work together to create a rich environment of mutual blessing and not one of animosity. Please do not ignore the hard work of the neighbors surrounding the Sabri mall to document and demonstrate the reality of the difficult livability issues produced by an ever-expanding tenant base with little regard for the neighborhood and those living there. Please respond with a firm "no" to any further expansion and insist that he address the continuing problems surrounding his mall.

Thank you for seriously addressing our concerns,

Jim Bloom



Jim Bloom  
Minneapolis, MN  
[icmpls95@gmail.com](mailto:icmpls95@gmail.com)  
612-616-6548

**Dvorak, Hilary A.**

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**From:** Wittenberg, Jason W.  
**Sent:** Tuesday, September 15, 2015 8:08 AM  
**To:** Kusz, Lisa M.; Dvorak, Hilary A.  
**Subject:** FW: Please vote NO to Sabri Mall expansion at 10th Ave and 24th St.

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**From:** Rebecca Gagnon [mailto:Rebecca.Gagnon@mpls.k12.mn.us]  
**Sent:** Monday, September 14, 2015 5:53 PM  
**To:** Anna Vangsness; Wittenberg, Jason W.; Matt Brown  
**Subject:** Re: Please vote NO to Sabri Mall expansion at 10th Ave and 24th St.

Anna ~ Thank you for your feedback. I am unable to comment about any project before the planning commission outside our business meeting. All feedback will, of course, be considered in my final decision.

Thank you.

Sincerely, Rebecca Gagnon  
Treasurer, MPS Board of Education

On Sep 14, 2015, at 9:45 AM, Anna Vangsness <[annavangsness@yahoo.com](mailto:annavangsness@yahoo.com)> wrote:

Dear Minneapolis City Planning Commission and city staff,

I am writing to ask you to **vote no** to Eagle Management/Omar Sabri's proposal to expand retail & commercial space by 8,800 square feet by building a new two-story space on top of the parking lot on 10th Ave & 24th. I have lived on 10<sup>th</sup> Avenue, across from the market, for 5 years and have several concerns about this proposal and Omar Sabri's practices. There are my concerns:

1. **Crime** - According to MPD crime statistics, "The Village Market appears to be a center of activity" for both violent and non-violent crime. "The Village Market Area appears with second highest density within the City" for both violent and non-violent crime. "44% of reported crime was VIOLENT in 2015" as compared to 8% citywide.
2. **The Sabri mall is a high-intensity, commercial use site, in a location that was never zoned for commercial use.** I appreciate that this is a community gathering space for East African people and that small businesses are being supported here. The problem is that it is overly crowded, commercial use space in a residential neighborhood. 15 years ago, a 37-stall mixed use farmers market was approved. But that's not what exists on the site. It is not a farmers market, it is a very busy mall with 100+ businesses and a place of worship. Over the years, as the Sabri property has grown, livability, crime and traffic problems have grown and grown. Simply put, the Commission/City never planned for this intense site, so don't make it worse by expanding it. There's no reason to say yes to expanding the site, except to allow the owner to make more money.
3. **This site provides a bad example for New American entrepreneurs of how the City of Minneapolis supports small businesses.** It's great to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. The City can do more to promote development that provides mutual

benefit to neighborhoods and businesses. The expansion does not address mall goers needs for an adequate gathering space.

4. **Mr. Sabri does not have a track record of addressing existing problems.** Do not allow for the possibility of making problems worse through greater retail space. Sabri had a year, after his first application for expansion was turned down, to try to fix livability problems. What happened? He did not hire additional security. Litter pick up did not increase. He did not hire off duty cops to direct traffic at peak times. Instead, he instituted pay parking on his lots, pushed parking out onto the streets, and left the one free parking zone congested so it could be argued that it would be better to build a 2 story expansion on top of it.
5. **Improvement to livability issues must happen first -it should not be tied to expansion.** The owner says he'll make "improvements" to litter pick-up, etc if he gets a 8,000+ foot expansion. Instead of approving the expansion with promises from the owner, put the ball in the owner's court to show results - direct the market owner to implement solutions, work with community residents and demonstrate results. Solutions actually need to happen instead of just talked about.
6. **Parking** – From late morning until evening, there is never available parking on my block. There are often cars double parked, waiting for a spot to free up. And while my block and the blocks around the mall are packed with parked cars, I have counted up to 55 open parking spots in Sabri's lots. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in 2015 - over 4,000 citations - in the three affected neighborhoods were given within 1500 feet of the mall.

I urge you to please vote no to Mr. Sabri's proposal to expand the Village Market space, and to support neighborhood residents and Village Market business owners in coming together to identify creative solutions for improved community space and improved livability for everyone.

Sincerely,

Anna Vangsness

2211 10<sup>th</sup> Ave

612-296-1318

**Dvorak, Hilary A.**

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**From:** Christina Elias <christinalagitana@gmail.com>  
**Sent:** Sunday, September 20, 2015 5:10 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us;  
LisaBender@Minneapolismn.gov; mforney@Minneapolisparcs.ig  
**Subject:** Expansion Sabri 24th St Mall

To All It May Concern,

Please stop the expansion of the Sabri 24th Street Mall! This is not an appropriate location for a mall and is creating chaos and danger in the neighborhood. I work locally and ride a bicycle through the neighborhood, and must go out of my way to avoid the dangerous setting this mall has created.

There must be a better solution and a more appropriate space for this mall.

Thank you for your consideration.

Christina Elias  
(612)250-0402

**Dvorak, Hilary A.**

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**From:** Renae Kemp <renae.kemp.3@gmail.com>  
**Sent:** Thursday, October 08, 2015 3:48 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisiparks.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** Please deny Sabri expansion

To those it concerns:

I ask that you seriously consider the implications of Sabri's proposed expansion to the Village Market on 10th Ave and 24th St. I appreciate opportunities for entrepreneurship, but Sabri's proposed expansion is not a good avenue for those wanting to start their own business. The owner has not effectively addressed issues that have been brought to his attention such as issues with traffic, not being up to code with his dumpster, and using the space for more than it was approved for. He should not be allowed to continue to expand the mall without first effectively addressing these issues. Without doing so, he is not showing respect to the residents living here, those who come to shop, current business owners, or those hoping to open new shops. In respect of all these people, please do not move forward with the proposed expansion.

Sincerely,

Renae Kemp  
Resident, Midtown Phillips

**Dvorak, Hilary A.**

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**From:** David <visionbolt@hotmail.com>  
**Sent:** Thursday, October 08, 2015 4:48 PM  
**To:** Dvorak, Hilary A.  
**Subject:** Village Market Shopping Center

Hi.

I live in the neighborhood where Village Market shopping center is located. I do not understand why plans are being accepted for review of an expansion to a property that is not in line with its zoning, nor in line with Parking requirements for such large commercial usage, including religious hall use.

I oppose such continued use of this property. With an average of 650 cars per day looking for parking the neighboring streets are clogged with stalled traffic. This property should be held to the same standards as any newly constructed commercial building would be.

Can a parking variance be changed once granted?

I would also like to know if the congregation hall on the second floor of the current building has proper ventilation requirements for such a hall. I understand that a much larger system is required for increasing air circulation. Does it meet the requirements? Does it meet the requirements for fire safety? Is there only one stairwell?

I would also like to know why the current use as a shopping center and religious congregation hall is permitted. I read what I could find and the site was supposed to be used for a farmers market, and this does not exist at this site.

This property is a burden on the neighborhood's streets which have been over taxed with keeping up with the parking needs of this facility. Such an expansion was already previously denied. What I do not understand is, why is it being reviewed when it was already denied?

David

## Dvorak, Hilary A.

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**From:** Amy Wass <amywass@gmail.com>  
**Sent:** Sunday, October 11, 2015 8:56 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparks.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com; Kusz, Lisa M.  
**Subject:** Please vote no on the Sabri mall expansion

Hello City Staff, Council members and Commissioners,

Thank you for the work that you do to evaluate and help our city be a better place to live and work.

I'd like to ask that you vote no on the proposed Sabri Mall expansion. As a resident of the neighborhood where this mall is located I would ask that on several grounds:

1. This property does not follow zoning code in it's present state, therefore to create an expansion further defies the codes that are in place to help make residential neighborhoods, well, residential.
2. As a resident of the neighborhood, I can firmly say that we support growth that adds to and improves our neighborhood and we welcome into our neighborhood those members that play a part in creating a safe and welcoming environment. The current Sabri mall has not played their part in investing in the welfare and betterment of this neighborhood, instead there has been consistent, repeated and frequent crimes; copious amounts of litter; traffic and parking that is disruptive and dangerous, and conditions for business owners in the mall itself that are less than desirable and a poor example of caring for and promoting new entrepreneurs in our city.
3. Looking at the statistics for crimes reported as well as traffic citations, it is not a convincing case for how adding more people will help to address these issues.
4. My personal experiences with the mall area have been less than positive from unsafe driving to threatening comments and interactions while walking and driving through that block. We live just one block away and I refuse to walk alone or with my children through this area, choosing to go instead out of our way because of the repeated issues we have had in this area. The same goes for driving through that area...the intersections are constantly blocked by stopped cars who don't seem to feel the need to move, illegally parked cars as well as tight parking creates very little room for error, but errors do happen frequently.

There are other reasons that I'm sure more concerned members of this neighborhood have brought up and I would ask that for the sake of our neighborhood that instead of expanding something that already harms our community, the city instead expect and require positive and sustained changes before even considering requests such as this expansion.

Thank you for your consideration.  
Amy Wass  
10th Ave S

## Dvorak, Hilary A.

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**From:** Anna Vangsness <annavangsness@yahoo.com>  
**Sent:** Sunday, October 11, 2015 11:05 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Kusz, Lisa M.; rebecca.gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** Re: Please vote NO to Sabri Mall expansion at 10th Ave and 24th St.  
**Attachments:** 20150923\_184959.jpg; 20150923\_185055.jpg; 20150923\_184934.jpg; 20150922\_130622.jpg; 20150923\_185528.jpg; 20151001\_123801.jpg; 20151001\_123751.jpg; 20150926\_113451.jpg

Dear Minneapolis City Planning Commission and city staff,

I am writing to ask you to **vote no** to Eagle Management/Omar Sabri's proposal to expand retail & commercial space by 8,800 square feet by building a new two-story space on top of the parking lot on 10th Ave & 24th. I have lived on 10<sup>th</sup> Avenue, across from the market, for 5 years and have several concerns about this proposal and Omar Sabri's practices. I cross 24<sup>th</sup> Street as a pedestrian on my daily walk to work. I also bike through the neighborhood often. From my personal experience, there have been no improvements to traffic flow and parking recently, as Sabri has reportedly claimed. Almost every time I bike on 24<sup>th</sup> Street past the Sabri property, there are cars stopped in the bike lane. Crossing 24<sup>th</sup> Street at 10<sup>th</sup> Avenue on foot is dangerous, as cars are often backed up, passing each other, and there are no lights or crosswalks for pedestrians. I will attach photos to this email which illustrate some of these issues.

The following are also significant concerns of mine:

1. **Crime** - According to MPD crime statistics, "The Village Market appears to be a center of activity" for both violent and non-violent crime. "The Village Market Area appears with second highest density within the City" for both violent and non-violent crime. "44% of reported crime was VIOLENT in 2015" as compared to 8% citywide.
2. **The Sabri mall is a high-intensity, commercial use site, in a location that was never zoned for commercial use.** I appreciate that this is a community gathering space for East African people and that small businesses are being supported here. The problem is that it is overly crowded, commercial use space in a residential neighborhood. 15 years ago, a 37-stall mixed use farmers market was approved. But that's not what exists on the site. It is not a farmers market, it is a very busy mall with 100+ businesses and a place of worship. Over the years, as the Sabri property has grown, livability, crime and traffic problems have grown and grown. Simply put, the Commission/City never planned for this intense site, so don't make it worse by expanding it. There's no reason to say yes to expanding the site, except to allow the owner to make more money.
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4. **Mr. Sabri does not have a track record of addressing existing problems.** Do not allow for the possibility of making problems worse through greater retail space. Sabri had a year, after his first application for expansion was turned down, to try to fix livability problems. What happened? He did not hire additional security. Litter pick up did not increase. He did not hire off duty cops to direct traffic at peak times. Instead, he instituted pay parking on his lots, pushed parking out onto the streets, and left

the one free parking zone congested so it could be argued that it would be better to build a 2 story expansion on top of it.

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I urge you to please vote no to Mr. Sabri's proposal to expand the Village Market space, and to support neighborhood residents and Village Market business owners in coming together to identify creative solutions for improved community space and improved livability for everyone.

Sincerely,

Anna Vangsness

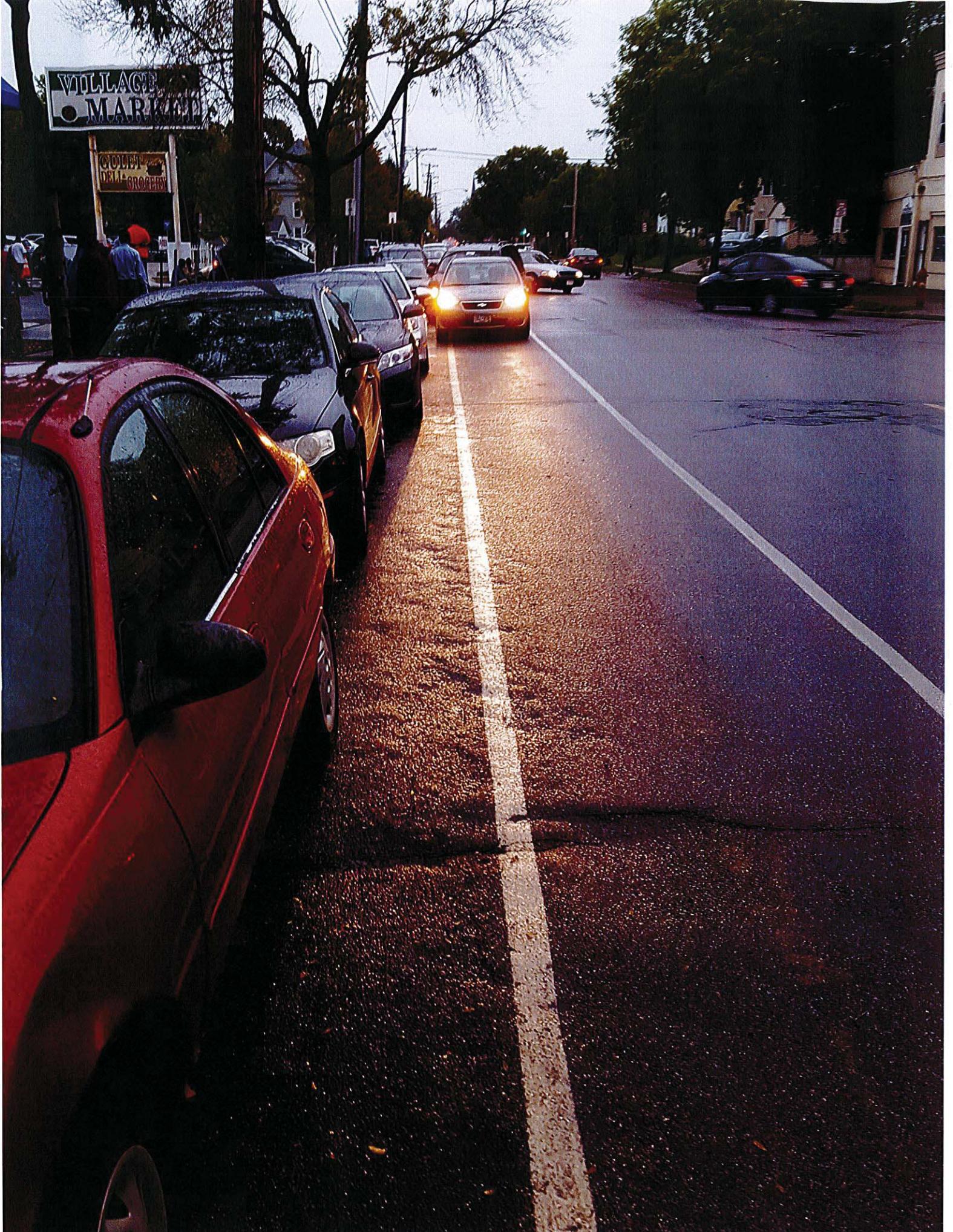
2211 10<sup>th</sup> Ave

612-296-1318



773-DNE





VILLAGE  
MARKET

COLETTI'S  
DELI GROCERY









## Dvorak, Hilary A.

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**From:** Sarah Murphy <srhmrph2@gmail.com>  
**Sent:** Sunday, October 11, 2015 11:49 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** Mall Expansion on 24th and 10th  
**Attachments:** IMG\_20151005\_180017084.jpg; IMG\_20151011\_153639727.jpg

Dear Planning Commissioners and Staff and Pertinent Parties,

I am writing to ask the planning committee to say no to the expansion. This expansion will only increase the surmounting livability problems within the area, problems that have stemmed from the poor management and large size of the existing mall.

This site is not zoned as a shopping mall, though that is exactly what it is. The mall is not a 37-stall mixed use farmers market. There are over 100 businesses that are currently run out of the mall and they conduct daily business out of the mall, making this a highly commercial use location. I ask that you do not approve the expansion as this is already taxing and stretching the community in multiple ways that go beyond what city zoning code allows. The mall's use has lead to horrific traffic and parking problems, increased crime and a large amount of litter that is thrown out on a daily basis. Any approved expansion will only increase the problems we see within these areas.

Though I am concerned about all the issues I've listed above, I would like to focus here on my concerns about litter. Due to the high amount business generated by the mall, there is inevitably a lot of litter that is left behind. This litter has regularly been a problem left for home owners and the community to take care of. The mall owner does have a morning crew of cleaners who will pick up trash on a daily basis from a limited area, but the litter left by mall goers extends well beyond the area that they clean. The litter has regularly clogged stormwater drains to the point that streets will flood when it rains. The regular amount of litter that can be found in the area devalues the properties that surround the mall and makes the area a less attractive place to live.

Recently, within in the last 90 days, the mall owner has expanded the area which gets picked up to include the entire 10th ave block that the mall is located on. He has also installed more garbage cans on this block. This attempt to improve the litter problem is the first effort that the community has seen from the owner and it addresses a small amount of the littering problem brought on by the mall but falls very short of addressing the major issues. These efforts are a sign that he's willing to put in a little extra money and effort now in the hopes of being able to expand later. It has taken him very long to work on this problem, which has been one of the primary concerns of the community living around the mall for a number of years. Even after his first application for expansion was turned down last year, he did nothing to improve any of the already existing problems within the area including the littering problem. There is no evidence to believe that the owner will properly care for the area in the future when he has had such a poor track record of addressing problems in the past.

I've attached a short video and two photos displaying a snippet of what the littering problem is like currently. The video is of 22nd street between 10th and 11th ave. At the end of the video is a clogged stormwater drain. The video was take earlier today, Sunday Oct 11th. One of the photo's I added is also of 22nd street between 10th and 11th Ave. The photo was taken on Monday October 5th. The second photo is of a trash can placed in the yard of a residence at 24th street and 11th Ave. This photo was taken today, Oct 11th.

In order to maintain the livability of this area, my home, I ask that you not approve this expansion.

Thank you,  
Sincerely,

Sarah Murphy  
home owner on 10th Ave S.

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**Dvorak, Hilary A.**

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**From:** ryan billig <ryanbillig@hotmail.com>  
**Sent:** Monday, October 12, 2015 12:48 AM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; Kusz, Lisa M.;  
Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org;  
ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** 24th Street Sabri Property Expansion

Dear City Councilperson, Planning Commission and Staff,

After attending a Planning Commission meeting a month ago which addressed the issue of the 24th Street Mall expansion, I was struck at how the members of the Commission were tasked with a somewhat contradictory mission: to approve appropriate development in the city while knowing that no development is perfect. It seems that normally a proposal's weak points or failures are cited and that the developer is given the opportunity to take prescribed corrective measures. In the case of the Sabri property, I trust it is clear that the conditions for mere imperfect development have been far exceeded and that problems have not been satisfactorily addressed to support the existence of the EXISTING mall much less the expansion of it. Trash, crime, parking, traffic flow: For each one, bandaids, disowning the problem, last minute facade painting, deflection, or transparent dis-ingenuity have marked the developer's efforts.

Please vote NO to the expansion in order to open the door for addressing the issues that the Village Mall development has created and that expansion would perpetuate and exacerbate. Please vote no to send a strong message that development does not need to be at odds with the needs of the communities that host and support it. The East African community and the residents of Ventura Village deserve better.

Thank you.

Warm Regards,  
Ryan Billig  
10th Ave South

## Dvorak, Hilary A.

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**From:** William E Bryant CPA, CVA <web@bryant-cpa.com>  
**Sent:** Monday, October 12, 2015 10:11 AM  
**To:** 'Lisa.Bender@minneapolismn.gov; Rebecca.Gagnon@mpls.k12.mn.us; Kusz, Lisa M.; Dvorak, Hilary A.; mforney@minneapolisparcs.org  
**Cc:** Katherine Blauvelt; annavangsness@yahoo.com; Timothy Novotny; rgregg@hopeschool.org; bronsteinpa@gmail.com; Robert Byrd; isse04@hotmail.com; pattympls@yahoo.com; Crystal Trutnau (pwno2005@yahoo.com); Betty Bryant; jim.beuche@gmail.com; ryanbillig@hotmail.com; Raquelle Bloom; mohayarez723@gmail.com; zak2000@gmail.com; c\_yamillumbi@yahoo.es; Larry & Marj Magnuson; Amy Wass; Jared Wass; Brendan Lebsack; Anna Lebsack; 'Renae Kemp'; Daniel Propst; Jens Paulson - Block Club; Jim Bueche; Corrie Zoll; Mark Muller; Paul Abdella; 'Rand Retterath'; Tamara Rasmuson; Sue Anderson; Connie Magnuson (traveler332003@yahoo.com); Jan Lovick  
**Subject:** Updated Petition to Oppose Sabri Village Market Expansion - 81 Signatures by a Coalition of Residents  
**Attachments:** VillageMarket-CrimeReport\_Statistics\_MPD.pdf; SVM Petition\_83\_Oct-12-2015.pdf

Attn: Planning Committee Members:

Attached please find an updated Petition signed by 83 Residents that OPPOSE the Sabri Village Market Expansion. Please note the detailed comments provided by some of the Petitioners, that give good reason for their opposition to this proposal. Many of those same reasons were summarized in the September issue of "THE ALLEY" Newspaper at:

<http://alleynews.org/2015/09/stop-the-expansion-support-livability-for-residents-better-conditions-for-mallgoers/>

We have included the Minneapolis Police Department Crime Report (copy attached). We expect you to VOTE NO to any possible expansion proposed by this Developer.

We also have the following general comments on this process and procedure:

1. It is our understanding that this proposal was submitted to your Committee in 2014 and turned down at that time. Therefore, on what basis has your Committee determined that this expansion proposal is now eligible for reconsideration at this time? The Traffic Study submitted by the Developer is incomplete at best. We also see no evidence of improvement in the Livability Issues that were

identified in the prior review, that would allow your Committee to hear this request again, just a year later. These Livability Issues include loitering, littering, traffic congestion and crime.

2. Has your Committee conducted an independent Study of the evidence, facts and current circumstances, to support the conclusion that these Livability Issues have been addressed and adequately resolved at this time? If so, we would like to see the Study or Report that supports such a claim.
3. Any open or pending Code Compliance Issues, such as structural changes and physical improvements to the Mall building itself, Fire & Safety Code Compliance requirements, or any other Code Compliance Requirements previously identified, need to be completed before any consideration should be given to an expansion request at this time.
4. This Developer needs to be held to the same set of standards and procedural process, as would be the case given to any other Developer doing business in the City of Minneapolis. Therefore, given that the Livability Issues have not been adequately resolved, we expect you to act in the best interest of the Community when reviewing this proposal. **We expect you to VOTE NO to this Expansion Request.**

Thank you.

**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/>

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
1	William Bryant	web@bryant-cpa.com	Will Not Reduce Crime	Adding more congestion to an already unmanageable situation is not in the best interest of our Community.	8/24/2015 20:43
2	Connie Magnuson	traveler332003@yahoo.com	Will Not Reduce Crime	The expansion is encouraging more business and customers in an already overcrowded space that cannot handle the current problems that have been created. Crime is a huge and dangerous problem and greatly impacts the livability of our community. Traffic congestion and parking problems are close second.	8/24/2015 20:54
3	Abdulkarim	abdulkmdahir@yahoo.com	More Traffic Congestion	It is an abuse to a community who doesn't have solid leadership by the Sabris.	8/24/2015 20:59
4	Betty Bryant	betsbetty@aol.com	More Traffic Congestion	Mr Sabri has not offered a solution to the current crime problems related to the property. He has not offered a solution to the parking and traffic congestion that is already a problem. How can we approve an expansion on a property that has and continues to be a "problem property" with both the city and the neighborhood. If my rental property presented with this many police calls, shots fired, and traffic tickets the city would shut it down, not grant an expansion. I vote NO.	8/24/2015 21:02
5	Peter Eichten	pjeichten@hotmail.com	Will Not Reduce Crime	The experiences of the neighborhood and the crime statistics along with the long shaky history of the owners is enough to say the expansion is a very bad idea.	8/24/2015 21:11
6	Daniel Propst	danielpropst@hotmail.com	Will Not Reduce Crime	It is totally inappropriate to reward this developer with more income after inadequate efforts on his part.	8/24/2015 21:19
7	Katherine Blauvelt	katherineblauvelt@hotmail.com	Will Not Reduce Crime		8/24/2015 21:31

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
8	Anna Lebsack	annajohanek@gmail.com	Will Not Reduce Crime	I would like to be able to check all of the above reasons. The traffic congestion, parking violations and criminal activity is at times overwhelming on our street (10th Ave, 2400 block). It is not in the best interest of the residents of this neighborhood to expand the Sabri Village Market.  Dear Committee Members, <sup>2</sup>	8/24/2015 21:36
9	Paul Abdella	paulabdella@gmail.com	Will Not Reduce Crime	<sup>2</sup> I have lived in the Phillips neighborhood for 33 years. In that time, through directed hard work, our neighborhood has evolved from a crime ridden, run down section of the city to a thriving neighborhood community embracing diversity and pride in our homes, property, and the interaction and fellowship with our neighbors. <sup>2</sup>  <sup>2</sup> The Village Market has certainly been part of our diversity but, perhaps unwittingly, it has also been a corrosive agent here in the neighborhood, especially for my neighbors on the 2400 blocks of 10th and 11th avenues. In the past couple of years we have lost many fine neighbors who have helped to build this community but just can no longer take the noise and invasion of privacy, property, and safety that is a result of a commercial venture that attracts a high volume of people with woefully inadequate parking, and no guidance or guidelines for its customers regarding appropriate boundaries and behavior in a residential area. I regard the concerns listed above as being of equal importance. <sup>2</sup>	8/24/2015 21:47
10	Jared Wass	jaredwass@gmail.com	More Traffic Congestion	<sup>2</sup> Please do not allow this business to expand in the neighborhood. It would really be best if the It is difficult to pick just one of he above. All three are significant concerns to me.	8/24/2015 21:47

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
11	Amy Wass	amywass@gmail.com	Will Not Reduce Crime	I would select all of the above options as traffic congestion including less street parking availability are also reason I am opposed to this expansion.	8/24/2015 22:07
12	Hayat Adugna	solabebe@yahoo.com	Will Not Reduce Crime	The crime rate has been increasing significant from day to day. Especially a family who have kids very scare to grow up the kids in such kind of environment . If the city will allow to expand this market ... It will be heart break for the person who is living this area. If expanded the market we have been pushed to move another area because we don't allowed for the bright future kids to look at it every single day crime.	8/24/2015 22:32
13	Bradley Scutvick	scutvick@hotmail.com	More Traffic Congestion		8/24/2015 23:17
14	Nick Cross	nhcross@gmail.com	Will Not Reduce Crime	The Village Market should not be allowed to expand until all of the neighborhood concerns have been addressed including a wide range of livability issues including - parking concerns, crime, litter, trespassing, loitering, and many more.	8/25/2015 8:00
15	Megan Tardiff	magistardust@yahoo.com	More Traffic Congestion		8/25/2015 8:19
16	Tim Novotny	judenovotny@yahoo.com	Will Not Reduce Crime		8/25/2015 8:35
17	Marjorie Magnuson	marjbauer@hotmail.com	More Traffic Congestion		8/25/2015 10:29
18	Darin Rowles	darin.rowles@gmail.com	More Traffic Congestion	All three of these reasons are concerns to me as they all apply. Traffic congestion leads to other issues so I selected it as the primary concern.	8/25/2015 10:33
19	Christopher Barton	cpbarton@yahoo.com	Will Not Reduce Crime	As an 8 year resident of this neighborhood, I can confirm that at the very best, current problems need to be addressed before expansion should be considered. More realistically, this is not a neighborhood that can accommodate such expansion.	8/25/2015 10:34

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
20	Brendan Lebsack	brendan.lebsack@gmail.com	More Traffic Congestion	<p>I oppose the Sabri Village Market Expansion due to all three of the above reasons. I often witness and listen to what appear to me as heated verbal arguments from patrons of the Village Market due to traffic &amp; parking issues (they have fender benders or one car holds up a line of traffic as they converse from their car as they sit in the street and block traffic behind them).</p> <p>Additionally, my wife &amp; I are kept awake at night as we try to get to sleep due to arguments and loud conversations from patrons of the mall loitering on our street, in their cars, and walking up and down the streets after the mall has closed. I cannot see how these conditions will not worsen with an expansion to the mall.</p>	8/25/2015 10:52
21	Crystal Windschitl	pwno2005@yahoo.com	Will Not Reduce Crime	<p>Crime, Traffic &amp; Parking are all an issue surrounding the Sabri Village Market I do not feel an expansion would help reduce the current issues I believe they would get worse.</p>	8/25/2015 12:41
22	Kayla Stevens	kayla.stevens2110@gmail.com	Will Not Reduce Crime		8/25/2015 12:54
23	Lawrence Benson	speyeskool@yahoo.com	More Traffic Congestion		8/25/2015 14:21
24	Phyllis Gregg	pgregg@hopeschool.org	Will Not Reduce Crime	<p>I have lived on the 2400 block of 11 th Ave since 1991. I would like to continue living here for many more years.</p>	8/25/2015 18:03
25	Mark muller	mnmuller@gmail.com	More Traffic Congestion		8/25/2015 18:29
26	Kristin Borski	borskikl@gmail.com	More Traffic Congestion	<p>All three provided reasons are important and valid. As a neighbor of the market, I have experienced these problems firsthand. The businesses in the market deserve a bigger space where they are appreciated by neighbors instead of resented. I am grateful that Somali owned businesses are booming. They need a bigger space where they can continue to grow and thrive.</p>	8/25/2015 20:03

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
27	Megan F	raven_mf@yahoo.com	More Traffic Congestion	<p>Parking has not been addressed but loitering and traffic are my concern. I go completely out of my way to avoid the mall, which is a block from me, due to congestion. Cars simply stop mid the way or driver's take a turn without even looking. I've almost been hit a dozen times at least which is basically every time I have gone by. And I've been there for over three years. It is a congestion nightmare already. Adding more concerns me because more were already added ABOVE AND BEYOND the initial approval. No. This is NOT OK. Move the mall to an area zoned for it.</p>	8/26/2015 2:46
28	Carlos Cadavid	cc2040@hotmail.com	More Traffic Congestion	<p>The place is already a mess. People just hang around blocking traffic. Plus I just found out there is a mosque in there. Aren't there IWs about where you can put a religious institution and how much parking it needs to have during religious services?</p>	8/26/2015 8:53
29	Patricia Bronstein	bronsteinpa@gmail.com	Will Not Reduce Crime	<p>I have no objection to the idea of expansion per se, but traffic congestion and parking are already major issues. Any plan for expansion MUST include solutions for these problems in order for me to support it.</p>	8/26/2015 11:39
30	Stephanie Richards	swdrinkard@gmail.com	More Traffic Congestion	<p>I have no objection to the idea of expansion per se, but traffic congestion and parking are already major issues. Any plan for expansion MUST include solutions for these problems in order for me to support it.</p>	8/26/2015 12:17

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
31	Myra Pehoski	myrapehoski@gmail.com	More Traffic Congestion	Along with Crime there will be an even greater traffic congestion issue. I live right across from the mall. Signs at entrance of mall would be great advising those going to the mall that there are restrictions for parking on the street. Afternoon till a minuet before restrictions aren't existent there's always an issue of more non residence parking on critical parking spots making it at times impossible for residence to park near their home. It's not the safest area, so it's a huge safety concern to having to park and have to walk a ways to my home.	8/26/2015 12:29
32	Charlie McGuire	cmcguire55404@yahoo.com	Will Not Reduce Crime		8/26/2015 13:04
33	Patrick Hansel	phcreate@aol.com	More Traffic Congestion	The owner has not kept agreements in the past-our neighborhood is already affected b	8/26/2015 13:10
34	Sue Hunter Weir	s-hunt1@umn.edu	More Traffic Congestion	Unsafe conditions for children, especially those going to Waite House. In the future, there will a lot more kids crossing the street(s) to get to the swimming pool.	8/26/2015 14:11
35	Norberto Mercado	newyorkny1971@hotmail.com	More Traffic Congestion		8/26/2015 16:03
36	K. Aubrecht	kaubrecht01@hamline.edu	Will Not Reduce Crime	Please help to address issues of safety in our community. More parking is needed for the mall as it is, without the expansion. There are often people loitering outside of the mall and with an expansion this would only increase. Please take the concerns of the neighbors in the community seriously. "...Behold, how good and pleasant it is when brothers dwell in unity!" (Psalm 133:1)	8/26/2015 19:17

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
37	Jennifer J. Naglak	djnaglak@yahoo.com	Will Not Reduce Crime	None of the reasons they have given for expanding have really answered any of the neighborhoods concerns about it. They continue to dance around the elephant in the room. A bigger mall means more traffic - more traffic means more opportunities for criminal activity.	8/26/2015 19:26
38	Christine Rustin	chrissy00@hotmail.com	Will Not Reduce Crime	The space is too small for what they're trying to do and the honking is enough to drive anyone mad!!	8/26/2015 21:33
39	Ellen Kleven	ekleven87@gmail.com	More Traffic Congestion	I admire the entrepreneurship of my East African neighbors, but I ask that Sabri's proposal to expand the Village Market be denied until issues such as traffic, parking, and loitering are addressed in a helpful and effective manner for all involved.	8/26/2015 21:54
40	Rena Kemp	Rena.Kemp.3@gmail.com	More Traffic Congestion		8/27/2015 8:24
41	Corrie Zoll	corrie.zoll@gmail.com	Will Not Reduce Crime		8/27/2015 8:50
42	delholmes28	delholmes28@yahoo.com	Less Parking Available	All of the above are real & true reasons not to add to the problem around this area.	8/27/2015 11:10
43	michael k weir	mkpweir@gmail.com	More Traffic Congestion	I have worked with k-12 children for more than 25 years in school settings and believe increased congestion always equals risk for them. Elementary children in particular are at risk when limited parking, buses and other factors funnel them into constrained spaces. It is naive to trust their ability to make sound and rational decisions in the moment regarding traffic safety.	8/27/2015 12:20
44	Catherine Pususta	cppebble@aol.com	Will Not Reduce Crime		8/27/2015 15:26
45	Daniel Belter	dan.belter@gmail.com	Will Not Reduce Crime		8/28/2015 10:05
46	Kevin Lorang	soup68@aol.com	Will Not Reduce Crime	The area is too clogged with cars and traffic now. This business would be more appropriate in an area denser with commercial development.	8/28/2015 10:17

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
47	Russ Gregg	russ2443@yahoo.com	More Traffic Congestion	The recommendations put forward by the Planning Commission do not come close to addressing the livability issues caused by the mall. A mall and mosque used by the hundreds of people who use it on a daily basis belongs in a commercial area that can be properly supported by parking and transportation.	8/28/2015 13:21
48	LaVonne A Bunt	lbunt96@gmail.com	More Traffic Congestion	Traffic and parking are already stretched to the limit for resident of the area.	8/28/2015 15:12
49	Justin Richardson	jrich601@gmail.com	Less Parking Available	This market already has huge traffic and parking problems. Adding to the market before these issues are dealt with, will only add to the crazy clog in this area.	8/28/2015 16:41
50	Tamara Rasmuson	ttrasmuson@gmail.com	Less Parking Available		8/28/2015 17:24
51	Leah Abdella	leaha@q.com	Less Parking Available		8/28/2015 17:48
52	Jennifer Propst	jen.propst@gmail.com	Will Not Reduce Crime		8/28/2015 20:00
53	Bruce Johnson	rileyjohnson@gmail.com	Will Not Reduce Crime		8/29/2015 10:20
54	Kathleen Shaw	fairiegardener@yahoo.com	Less Parking Available		8/29/2015 10:52
55	sunshine sevigny	sunshinesevigny@centurylink.net	More Traffic Congestion	Opposed to the proposed expansion of the Village Market due to the inadequate attention to livability issues including parking, traffic flow, crime and safety, litter and current zoning violations.	8/29/2015 11:14

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
56	Marie Przynski	przynski@comcast.net	Will Not Reduce Crime	<p>This proposal adds more business, and removes 5% of the parking in a densely packed area - my house is 3 blocks away (12th Av) and often there is no parking available for the residents, guests or tradespeople to park on the block - ☒</p> <p>Driving down 24th Street is hazardous at best - ongoing pedestrians that stand in the street to talk, and vehicles that double or triple park to hold conversation and impede traffic flow, only compounded by the individuals that park in the "no parking zone" and the driver stays with the vehicle while passengers go inside to conduct business☒</p> <p>the increase in young people, predominantly males, don't live on either side of the block, that wander up and down the alley all day long - but the cops no longer do lurking - so no attention given☒</p> <p>The city's inability or lack of responsibility to adequately address the business issues and the lack of parking amenities - there is not enough space - and code compliance is non-existent - and this is amply demonstrated by the incredible increase in traffic</p>	8/29/2015 14:12
57	Robert Byrd	rtbd@aol.com	Less Parking Available		8/29/2015 18:03
58	Jim Graham	gemgram1@yahoo.com	Less Parking Available	There really is not one "Most important " Issue with that Mall. It is ALL those reasons and the exploitation of Somali people. The City Council has already discriminated against Somali people by allowing the irregularities that they have now.	8/29/2015 23:50

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
59	Ryan Billig	ryanbillig@hotmail.com	Will Not Reduce Crime	<p>At first glance, traffic congestion is the worst issue, however, as a resident living adjacent to the Sabri property, I can attest that the most pressing issue for me is the level of mayhem that is being allowed to flourish in the area. Many 911 calls go out each day, but much goes unreported by tenants of the homes near the mall. Sabri is using the neighborhood as a parking lot for this grossly over-crowded building, and it is a wonder that Sabri is not held responsible to manage this. It would take many more police than the city can reasonably assign to what amounts to an extended benefit for Sabri. Currently, the neighbors are bearing the brunt of this. A stroll down the 2200 block of 10th ave at 330 in the afternoon last Monday was a menagerie of children playing and residents trying to find normalcy along side knife, club, and baseball bat fights, gangs, and drug dealers fighting over turf, blood, threats and complete disregard for the well being of residents, all within the shadow of the Sabri property. These are all exacerbated by the unresolved density issues. Input from Sabri in the form of policing, parking, and lessening the density here that it will take to resolve these issues of crime and congestion should be mandatory and immediate. Sabri needs to be held to account for what he is doing to our</p>	8/30/2015 8:40
60	Sarah Murphy	srhmrph2@gmail.com	More Traffic Congestion	<p>I have many reasons for opposing the Sabri Village Market. They include increased traffic congestion, already maxed out parking within the area, and an increase to already high violent crime rates. In addition to this are trash concerns, over population within the market which makes it unsafe for market goers, and poor mall management by the owner.</p>	8/30/2015 11:07
61	M.C. Wynne	mcwynne@msn.com	More Traffic Congestion		8/30/2015 15:20

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
62	Joanna Lackram	joanna.lackram@gmail.com	Will Not Reduce Crime	my main concern is the crime element, but the traffic and fire code concerns are also high on my list.	8/31/2015 13:13
63	Jens Paulson	jenspaulson@gmail.com	Will Not Reduce Crime		8/31/2015 14:32
64	Katie Paulson	ktcartie@gmail.com	More Traffic Congestion		8/31/2015 15:54
65	Krista north	krista_north@yahoo.com	More Traffic Congestion	I sold my house and moved off 11th ave this summer largely due to livability issues surrounding the mall. To add more retail rto this space will only exacerbate the issue, increasing traffic and congestion issues, and continuing to decrease livability and eventually property values for the residents on surrounding blocks. Please do not approve this expansion.	9/4/2015 6:52
66	Elisse Magnuson	elisse.magnuson@gmail.com	More Traffic Congestion		9/4/2015 11:37
67	Jason Lackram	jlackram@gmail.com	Will Not Reduce Crime	So far the mall has a history of crime in the general area surrounding it. Increasing its size without proper police support will only increase opportunities for crime. I also have concerns about the traffic. As it is, the area is already badly congested and hard to drive through. Increasing the size without improving traffic controls will make it worse.	9/5/2015 7:56
68	Todd Rasmuson	todd.rasmuson@gmail.com	Will Not Reduce Crime		9/5/2015 8:57
69	Shane Wyman	shaneyman@gmail.com	More Traffic Congestion	Too many people congregating on the streets at all hours and too many vehicles that do not obey traffic laws. I was hit by another vehicle on 24th Ave. at 11th St.	9/6/2015 23:22
70	Janice Lovick	jlovick2@aol.com	Will Not Reduce Crime	The Minneapolis Planning Department web site has the statement, "Our vision is to strengthen communities by partnering with residents, neighborhoods and businesses to make the city safer, healthier and more inviting for all." There is a need for accurate information and solutions for traffic flow, parking, and crimes against persons.	9/7/2015 17:03

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
71	Jim Bueche	bueche.jim@gmail.com	Will Not Reduce Crime	<p>This is not a commercial neighborhood, 14 years of variances have shifted the impact of Sabri's development onto the shoulders of the residents, and one more variance will not make things better. ☒</p> <p>The impacts I see are from density, the litter, parking and loitering. And though small in number the population of loiterers on 10th between 24th and 25th I count as the largest livability issue. It is a problem to be solved, substance abuse, PTSD, weapons and violence all may be at play. Sabri uses the neighborhood as his parking lot with full entitlement, and when litter congestion or violence develop - he is quick to point out it's not his property. ☒</p> <p>He has built a fence around his parking, holding hostage until the neighborhood load of unrestricted parking reaches nearly 300 cars. The proposed expansion builds another wall, inside of which he profits. Outside of which the violence where knives walk past children in the hands of angry immigrants in mid afternoon. ☒</p> <p>A solution that brings us together is what I want, not another wall to keep us apart.</p>	9/8/2015 7:50
72	Solomon Yifroo	solabebe@yahoo.com	Will Not Reduce Crime	<p>Please take time before expanded the market place because it is the birth place of most crime the this area.</p>	9/11/2015 7:42
73	Amy Smith	asmithon11th@yahoo.com	Will Not Reduce Crime	<p>I hope the commission will look seriously at the data, crime stats, parking violations and congestion to get a clear picture how expansion would be the wrong direction to go in this chaotic situation.</p>	9/11/2015 10:08

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
74	Hayat	solabebe@gmail.com	Will Not Reduce Crime	I hope every one who has concern about the expansion of this mall pay attention and lesson the family especially with kids living this area. For our kids this mall will give bad shape for our kids because every single day crimes comes from this mall . If this mall expanded I will forced to move some where to protect my kids.	9/11/2015 11:12
75	Anna Vangsness	annavangsness@yahoo.com	Will Not Reduce Crime	I am most concerned by the crime happening in our neighbor. According to MPD crime statistics, he Village Market area appears with second highest density within the city for both violent and non-violent crime. 44% of crime reported was violent. <input type="checkbox"/> I am also concerned about livability issues, including lack of parking available, traffic congestion, extreme litter problems and the dangerous intersection at 10th and 24th.	9/14/2015 9:53
76	Peter Melling	pjmelling@gmail.com	More Traffic Congestion	I think Sabri should be putting money into improving the existing structures, rather than expanding the mall and increasing the density of shops in such a small area where there is poor traffic control and little parking.	9/15/2015 13:04
77	Curt Goering	crgoering1@gmail.com	Will Not Reduce Crime		9/15/2015 19:04

## Petition to OPPOSE Village Market Expansion

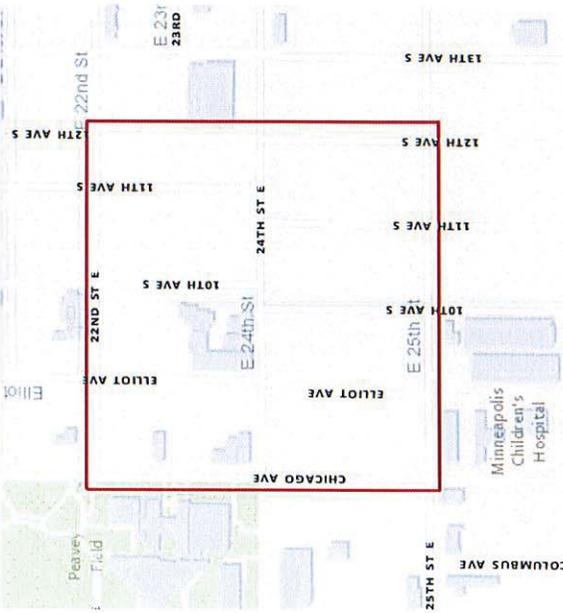
No	Name	Email	Major Issue	Comments	Submitted
78	Claudia P Slovacek	cspauls@gmail.com	More Traffic Congestion	<p>I live on 12th and 26th. I drive by this location all the time. It is very crowded on many days, and I can't imagine how the residents (including the Somalian neighbors who live near the market) can tolerate this on a daily basis. I attended the Midtown Phillips meeting in August and the overwhelming consensus by all residents there, was that significant changes to the proposal need to be made before passing it. This includes substantially addressing the existing issues which will only be exacerbated by increasing the square footage of the market and DECREASING the parking availability.<sup>2</sup></p> <p>All three of the reasons (traffic congestion, less parking and no reduction in crime) are major concerns and none of them seems to be addressed by the owner.</p>	9/16/2015 14:23
79	Megan Tardiff	magistardust@yahoo.com	More Traffic Congestion		9/17/2015 6:02
80	Rand Retterath	retterr@me.com	More Traffic Congestion	<p>What is happening at this market affects everything for at least 4 blocks around. J-walking, trash, blocking roads, confrontational attitude, disregard of pedestrians and cyclists, environmental destruction and so very importantly, elected officials and civil servants apparently disregard or lack of attention to these problems is reprehensible</p>	9/17/2015 12:50
81	Maren Hokanson	maren.hokanson@gmail.com	More Traffic Congestion		9/17/2015 13:52

## Petition to OPPOSE Village Market Expansion

No	Name	Email	Major Issue	Comments	Submitted
82	Laura Fritz	lulubellefritz@yahoo.com	More Traffic Congestion	I think it is clear that there are issues with the current state of the Village Market, like traffic, parking, noise, trash, safety (especially when driving, walking, or biking through the area). I believe these issues need to be solved first before entertaining any proposals for expansion. This has been a consistent problem area in my neighborhood. The area does not seem to be designed for a market of it's current, much less expanded, size. It really is designed to be a residential block.	9/28/2015 17:26
83	S.G. Anderson	sganderson2003@yahoo.com	Will Not Reduce Crime	The market/mosque creates significant traffic issues via double-parking and a lack of parking, forcing on-street parking. There is a lack of responsiveness by the owner-past history and incidents indicating future performance issues- and already violation of the "initial proposal" by the owner for a small farmer's market. This has metastized into a numerous-vendor market and mosque, primarily catering to car traffic, not local patrons. Police reports have increased significantly and this development is already severely impacting the residential neighborhood. Growth would definitely exacerbate the already-overcrowded and unacceptable situation of homeowners and residents. Thank you for opposing this expansion.	10/11/2015 13:24

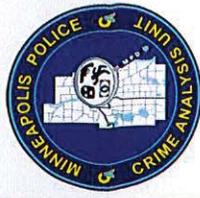


# Village Market Area Area of Analysis in Red 22nd Street E to 25th Street E and Chicago to 12th Avenue S

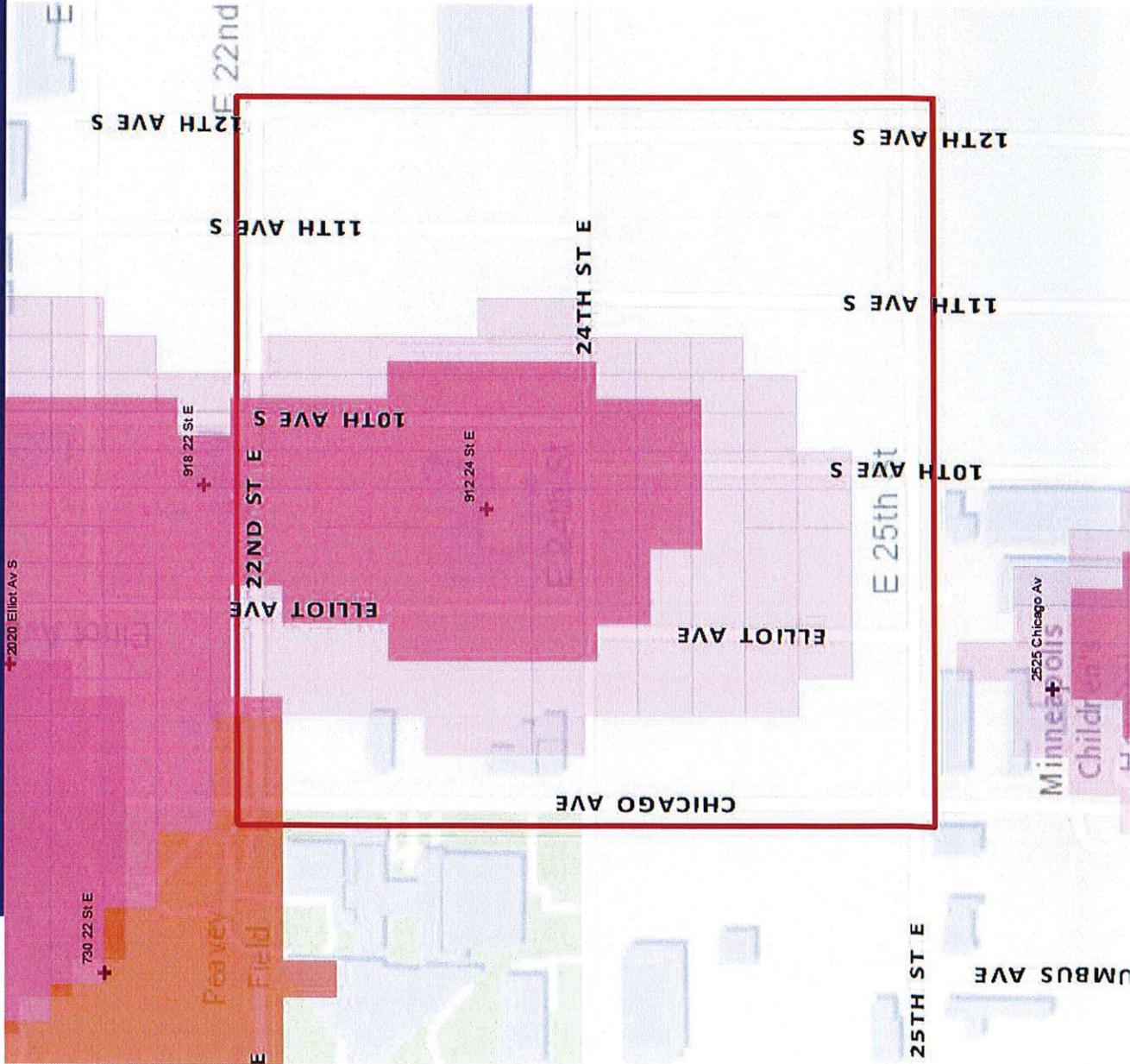


## OVERVIEW

- Village Market opened in early 2000s
- Located at 912 24th St E
- A Top Frequency Address for Police
- 4 PM to 8 PM is most active for crime
- 41% of Calls are VEHICLE Related (2015)
- 25% of Calls are VIOLENT or potentially violent (2015)
- 23 total gang contacts, 10 East African Gang contacts in 2015
- 44% of reported crime was VIOLENT in 2015 (8% for City)
- 25% of reported crime was VIOLENT in 2014 (16% for City)
- CRIME and ARRESTS are generally DECREASING
- GUNS in 2015
- There have been 19 CFS Shooting calls
- Guns were used in 9 events
- There have been 3 Gun Shot Other events
- One gun has been inventoried from this area
- All results derived from MPD mapping tables



# Village Market Area Uniform Crime Report Part I Crime Categories – 2014 Density Violent Crime Density for 2014



The Village Market Area appears with second highest density within the City for both Part I Crime Categories and Violent Crime Categories.

The Village Market appears to be a center of activity for both crime density views.

Part I Category Density  
Violent Crime Density

All results derived from MPD mapping tables



# Village Market Area Calls for Police Service in 2015 (thru Aug 3) Problem Categories with 10 or more calls

Problem Code	Count of Master_Inc
Grand Total	1218
Traffic Law Enforcement (P)	109
Suspicious Person (P)	84
Unknown Wireless/Cell Phone(P)	76
Disturbance (P)	66
Suspicious Vehicle (P)	64
Property Damage Accident (P)	53
Unwanted Person (P)	51
Domestic (P)	44
Parking Problem (P)	42
Directed Patrol (P)	35
Assist EMS Personnel (P)	33
Property Damage/Hit & Run (P)	32
Fight (P)	29
Check the Welfare (P)	27
Narcotics (Drug) Activity (P)	25
Unknown Trouble (P)	25
Assault in Progress (P)	24
Walk Through a Building (P)	22
Business Check (P)	21
Theft - Report Only (P)	21
Audible Business Alarm (P)	17
Domestic Abuse-In Progress (P)	17
Miscellaneous (P)	15
Emotionally Disturb Person (P)	13
Lost Child (P)	13
Robbery of Person (P)	13
Sound of Shots Fired (P)	13
Person with a Gun (P)	10

Of all the calls received:

41% involved VEHICLE Related issues

25% involved VIOLENT or potentially violent issues

35% involved a wide variety of MISCELLANEOUS issues

There were 1218 total calls logged but the above stats were calculated on 918 issue related calls.

Using the total 1218 calls:

PEAK TIMES for calls was between 4 PM and 8 PM

41% of the calls were between 4 and 8

(Average calls per hour was 51 with a range of 11 to 125)

There was NO significant variations by DAY OF WEEK

(Average was 174 calls with a range of 150 -197)

There was NO significant variation by MONTH

(Average was 173 calls with a range of 157 -191)



# Village Market Area Crime and Arrest Trends

Year	Offenses	Arrests
2006	198	325
2007	183	304
2008	152	248
2009	132	266
2010	108	252
2011	78	196
2012	114	198
2013	139	206
2014	120	209
2015 YTD	45	79

Looking at Uniform Crime Report Part I Crime Categories for Offenses and Arrests for the years 2006 to 2015 through August 3:

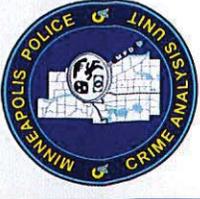
CRIME and ARRESTS have generally been DECREASING. Looking at full years 2006 – 2014:

CRIME averaged 136 per year with a range of 78 to 198 with 120 in 2014.

ARRESTS in the area averaged 245 per year with a range of 196 to 325 with 209 in 2014.



# Village Market Area 2015 Crime Reported, Year to Date through Aug 3



Village Market Area Uniform Crime Report Part I Crime Categories	Count
Offenses Reported in 2015 through Aug 3	
Grand Total	45
THEFT	9
ROBPER	8
ROBPAG	7
ASLT2	5
AUTOTH	5
TFMV	5
BURGD	4
TFPER	2

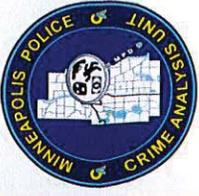
So far this year,

44% of reported crime is VIOLENT CRIME in VM area  
8% VIOLENT for the CITY

56% is NON-VIOLENT CRIME in VM area  
92% NON-VIOLENT for the CITY



# Village Market Area Crime Reported in 2014



## Crimes Reported in 2014 Uniform Crime Report Part I Categories

CrimeReported	Count
Grand Total	120
TFMV	29
THEFT	20
BURGD	12
RECVH	9
ROBPAG	9
AUTOTH	8
ROBPER	8
BIKETF	6
ASLT2	4
DASTR	3
TFPER	3
ARSON	2
ASLT4	2
ASLT3	1
BURGB	1
CSCR	1
DASLT2	1
ROBBIZ	1

Looking at UCR Part I crime categories for 2014,

25% of reported crime was VIOLENT in VM area  
16% VIOLENT for the CITY

75% of reported crime was NON-VIOLENT in VM area  
84% NON-VIOLENT for the CITY

All results derived from MPD mapping tables

## Dvorak, Hilary A.

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**From:** Deirdre Olson <deirdre@deirdreandcompany.com>  
**Sent:** Friday, October 23, 2015 12:21 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; lisa.kusz@minneapolismn.go;  
Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Meg.Forney@minneapolisparcs.org;  
ADLADLPierDesign@yahoo.com  
**Subject:** Mall Expansion

As a Neighbor of the Mall- 24th Street Village I agree with many of my neighbors that the expansion is not in the best interest of the neighborhood.

Current issues need to be resolved before more issues are created by expansion.

I agree that all of the following are issues

In case it's helpful, here are some reasons why the Commission should vote no:

1. This site provides a bad example for New American entrepreneurs of how we do business in the City of Minneapolis. It's great to see such overwhelming demand supporting East African entrepreneurs in our neighborhood. The City can do more to promote development that provides mutual benefit to neighborhoods and businesses. The expansion does not address mall goers needs for an adequate gathering space.

2. The expansion would hurt livability in this neighborhood. The owner does not have a track record of addressing existing problems. Improvement to livability issues must happen first -it should not be tied to expansion. The owner says he'll make "improvements" to litter pick-up, traffic, etc if he gets a 8,000+ foot expansion. This should not be a hostage situation. Instead of approving the expansion with promises from the owner, put the ball in the owner's court to show results - direct the market owner to implement solutions, work with community residents and demonstrate results. Solutions actually need to happen instead of just talked about.

3. Traffic safety and illegal behavior by drivers is a real problem, and the developer has inadequate plans to solve it - an expansion makes it worse. Double-parking, traffic congestion and dangerous driving behavior are a daily fact of life. But the solutions the city and developer are discussing are inadequate (put in a 2-car loading only zone on 24th street; make pay parking cheaper; post bicycle maps). At places like the Wedge and in downtown, building owners hire off-duty cops to direct traffic. But the mall owner only hires private security, who are not allowed by city law to direct traffic.

4. Two years after the critical parking area was created, MORE THAN HALF of all parking citations in 2015 - over 4,000 citations - in the three affected neighborhoods were given within 1500 feet of the mall. This proposal increases mall space by more than 10% and DECREASES off-street parking by 5%.

5. Dumpster. The market dumpster is a sad example of how bad things have gotten with this expansion proposal - The Mall currently has a dumpster that is not up to code -according to city law, it must be enclosed on all 4 sides, by a screen that is a foot taller than the actual dumpster and in like materials of the building. It's

a very large dumpster that's plainly visible. Currently the dumpster is bigger than the screen and only enclosed on two sides. The reason we know this is Planning Commissioner Kronzer pointed it out to city staff, who had neglected to see it. The city staff's solution? Approve the expansion, but require the developer to fix up the dumpster so it's up to code. Isn't it a sad commentary that the city has to require the developer to do the bare minimum? Don't reward bad behavior.

6. Property damage & crime is still a real problem around the Market. Though crime is down overall this year, which is a good thing - according to MPD crime statistics in the first half of 2015, "The Village Market appears to be a center of activity" for both violent and non-violent crime. "The Village Market Area appears with second highest density within the City" for both violent and non-violent crime. "44% of reported crime was VIOLENT in 2015" as compared to 8% citywide.

Deirdre Olson

2209 Elliot Ave S.

## **Dvorak, Hilary A.**

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**From:** Midtown Phillips Neighborhood Assoc. <midtownphillips@gmail.com>  
**Sent:** Friday, October 23, 2015 2:08 PM  
**To:** Cano, Alondra; Warsame, Abdi; Dvorak, Hilary A.; lisa.kusz@minneapolismn.go;  
Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; Meg.Forney@minneapolisparcs.org;  
ADLADLPierDesign@yahoo.com  
**Subject:** Midtown Phillips Neighborhood Association Community and Board Motions regarding  
the Expansion of the Village Market

Hello-

Please note that Midtown Phillips Neighborhood Association passed 2 motions regarding the application for expansion by Omar Sabri for the Village Market:

**From the Board:** That MPNAI adhere to last year's motion on the Village Market expansion for the August 17<sup>th</sup> Public Hearing, as reads: Midtown Phillips Neighborhood Association expresses dissatisfaction and opposition to the proposed expansion of the Village Market, due to the inadequate attention to livability issues including parking, traffic flow, crime and safety, litter and current zoning violations.

**From the Community:** Community of Midtown Phillips supports MPNAI (in its position) in opposition to the expansion of the Village Market until livability issues are addressed and outcomes achieved.

Thank you,  
Emma Buechs

--  
Neighborhood Coordinator  
Midtown Phillips Neighborhood Association, Inc. (MPNAI)  
(Staff Hours: Mondays 8-4, Wednesdays 8-12, Fridays 8-4)  
[www.midtownphillips.org](http://www.midtownphillips.org)  
[midtownphillips@gmail.com](mailto:midtownphillips@gmail.com)

MPNAI is a neighborhood non-profit organization in Minneapolis. The Midtown Phillips neighborhood is bound by 24th St. E. on the north, E. Lake St. on the south, Chicago Ave. S. on the west and Bloomington Ave. S. on the east. Meetings are open to the public.

## Dvorak, Hilary A.

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**From:** Anna Vangsness <annavangsness@yahoo.com>  
**Sent:** Sunday, October 25, 2015 10:38 PM  
**To:** Cano, Alondra; Warsame, Abdi; Bender, Lisa; Dvorak, Hilary A.; mforney@minneapolisparcs.org; Rebecca Gagnon; Kusz, Lisa M.; ben@gisselmanlaw.com; adlpierdesign@yahoo.com  
**Subject:** Please VOTE NO to Sabri Mall expansion on 10th Ave and 24th St  
**Attachments:** 20150926\_113433.jpg; 20151001\_123751.jpg; 20150923\_185019.jpg; 20150923\_184959.jpg; 20150923\_150644.jpg; 20150922\_130622.jpg; 20150923\_185055.jpg

Dear Minneapolis City Planning Commission and city staff,

We are writing to ask you to **vote no** to Eagle Management/Omar Sabri's proposal to expand retail & commercial space by 8,800 square feet by building a new two-story space on top of the parking lot on 10th Ave & 24th. We have lived on 10<sup>th</sup> Avenue, across from the market, for 5 years and will focus on concerns we have about traffic congestion and pedestrian/bike safety around the mall. We cross 24<sup>th</sup> Street as pedestrians on our daily walks. We also bike through the neighborhood often. From our personal experiences, there have been no improvements to traffic flow and parking recently, as Sabri has claimed. Every time one of us bikes on 24<sup>th</sup> Street past the Sabri property, there are cars stopped in the bike lane (see attached photos). Crossing 24<sup>th</sup> Street at 10<sup>th</sup> Avenue on foot is dangerous, as cars are often backed up, passing each other, and there are no lights or crosswalks for pedestrians (see videos below). There are traffic jams daily on Elliot and 10<sup>th</sup> Ave near the entrance and exit to the mall (see video links below). Cars are parked illegally all the way up to the corner of the intersection and next to a fire hydrant (see attached photos). The video links below show typical traffic situations, traffic jams and dangerous driving maneuvers on the streets adjacent to the mall and illustrate how difficult it is to bike, walk and drive safely in this area:

<https://www.youtube.com/watch?v=MGQKRCZujsY> crossing 10th  
<https://www.youtube.com/watch?v=KbJrWbSJcqU> typical traffic jam Elliot Ave mall parking entrance  
<https://www.youtube.com/watch?v=iI8NKRuGEO4> attempting to cross  
[https://www.youtube.com/watch?v=\\_TwzS6yj7A0](https://www.youtube.com/watch?v=_TwzS6yj7A0) attempting to cross and bicyclist gets stuck  
<https://www.youtube.com/watch?v=6HWVvlomDJE> 24<sup>th</sup> b/t Elliot and 10<sup>th</sup>  
<https://www.youtube.com/watch?v=lfIdRWafPhQ> typical traffic jam 10<sup>th</sup> and 24<sup>th</sup>  
<https://www.youtube.com/watch?v=Qtv-v1EwVhE> typical traffic Elliot Mall entrance

(We will send a second email with more photographs showing double parking, cars stopping in the bike lanes and illegal parking within 20 feet from a corner intersection).

We are aware that In 2014, the Planning Commission denied Omar Sabri's application because the expansion contributed to existing livability issues, including littering, loitering, and property damage and 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.

These issues have not improved, as evidenced by the photos, videos and experiences we have shared. For these reasons, we again urge you to **vote no** to Mt. Sabri's proposal.

Sincerely,

Anna Vangsness and Carlos Lumbi

2211 10<sup>th</sup> Ave

S 11th Av







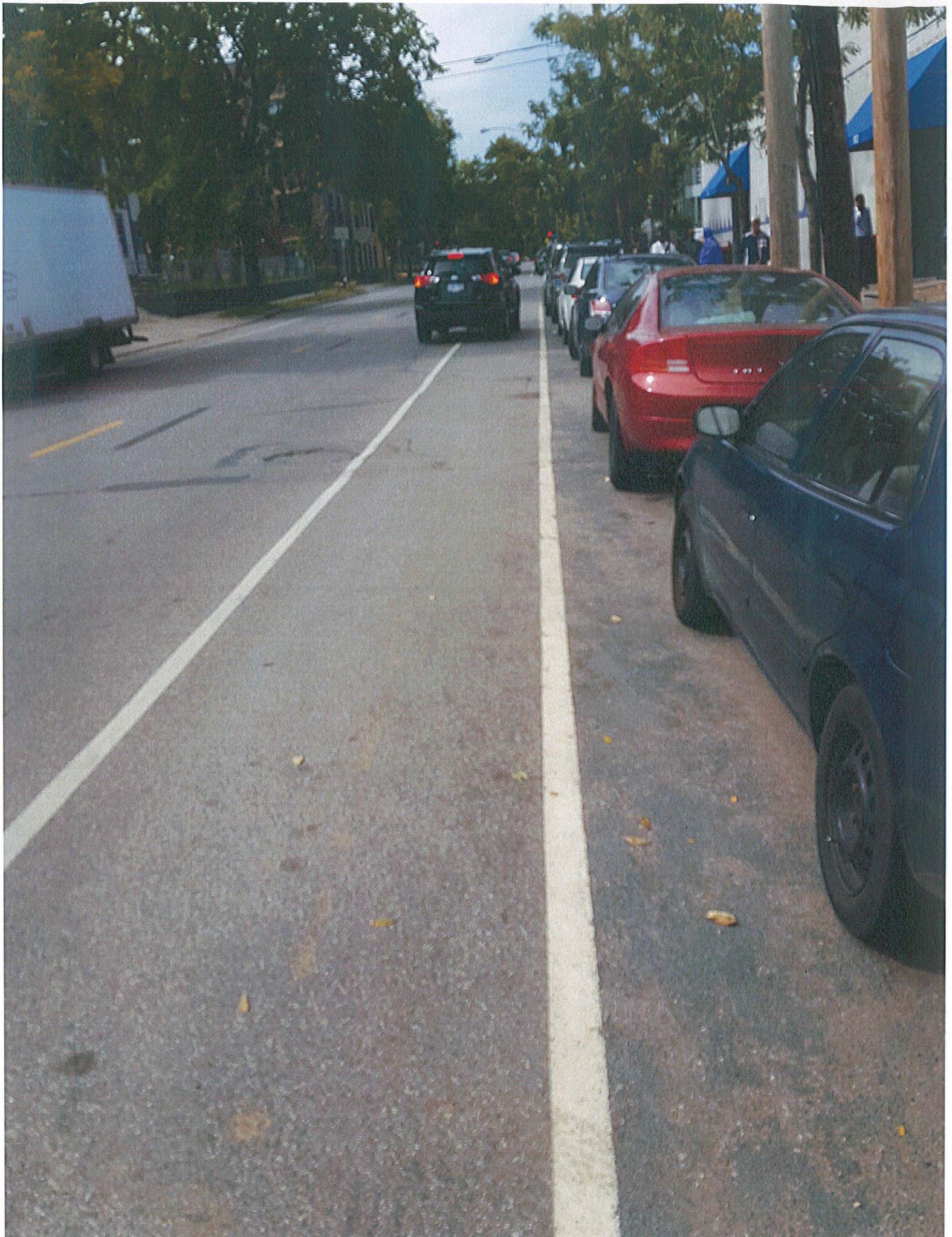


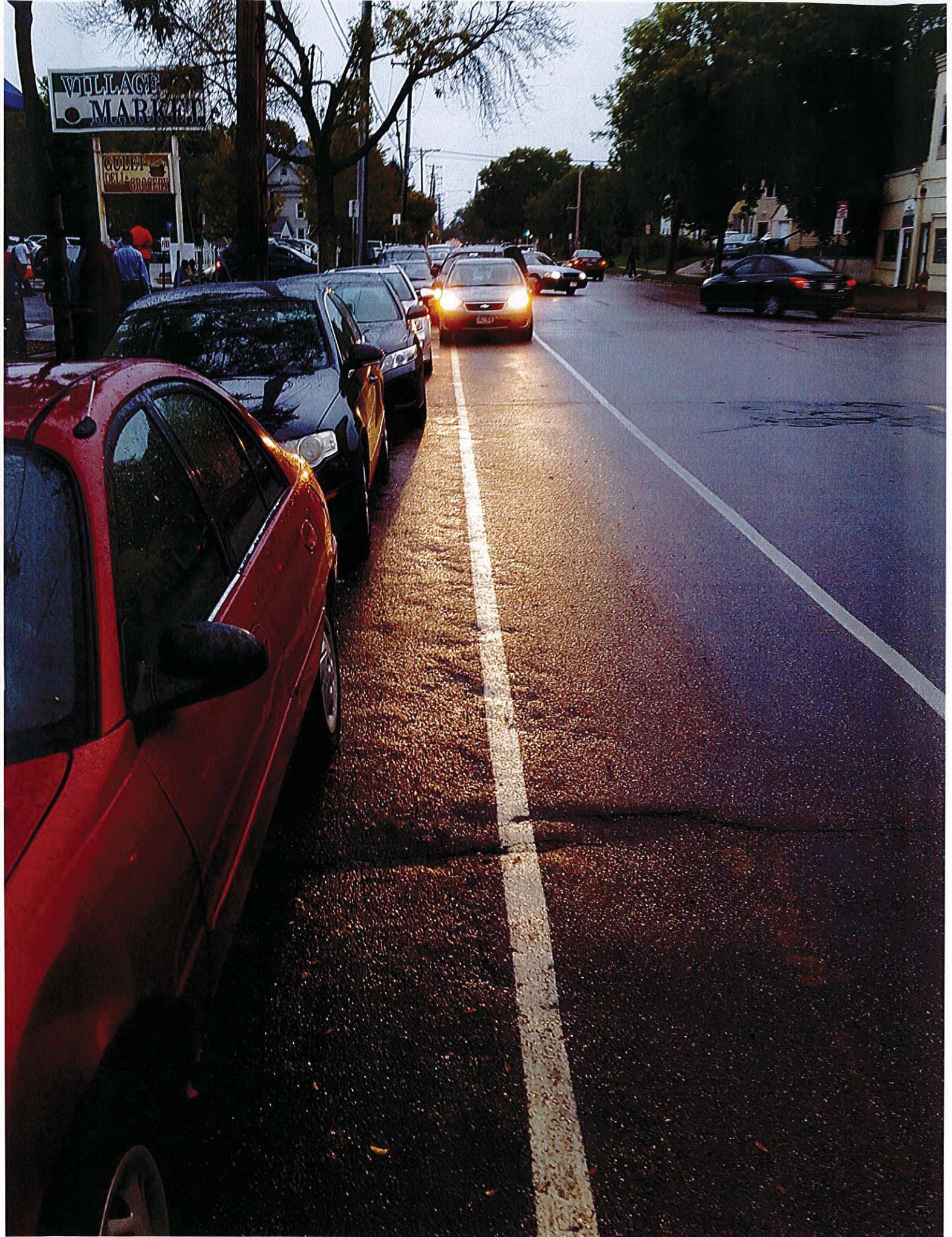


Contract  
working  
only

VILLAGE MARKET  
PARKING ONLY  
PROHIBITED FROM  
PARKING IN THIS AREA  
CLEAN TOWING  
SERVICES  
CALL AT 800-451-1234

STOP

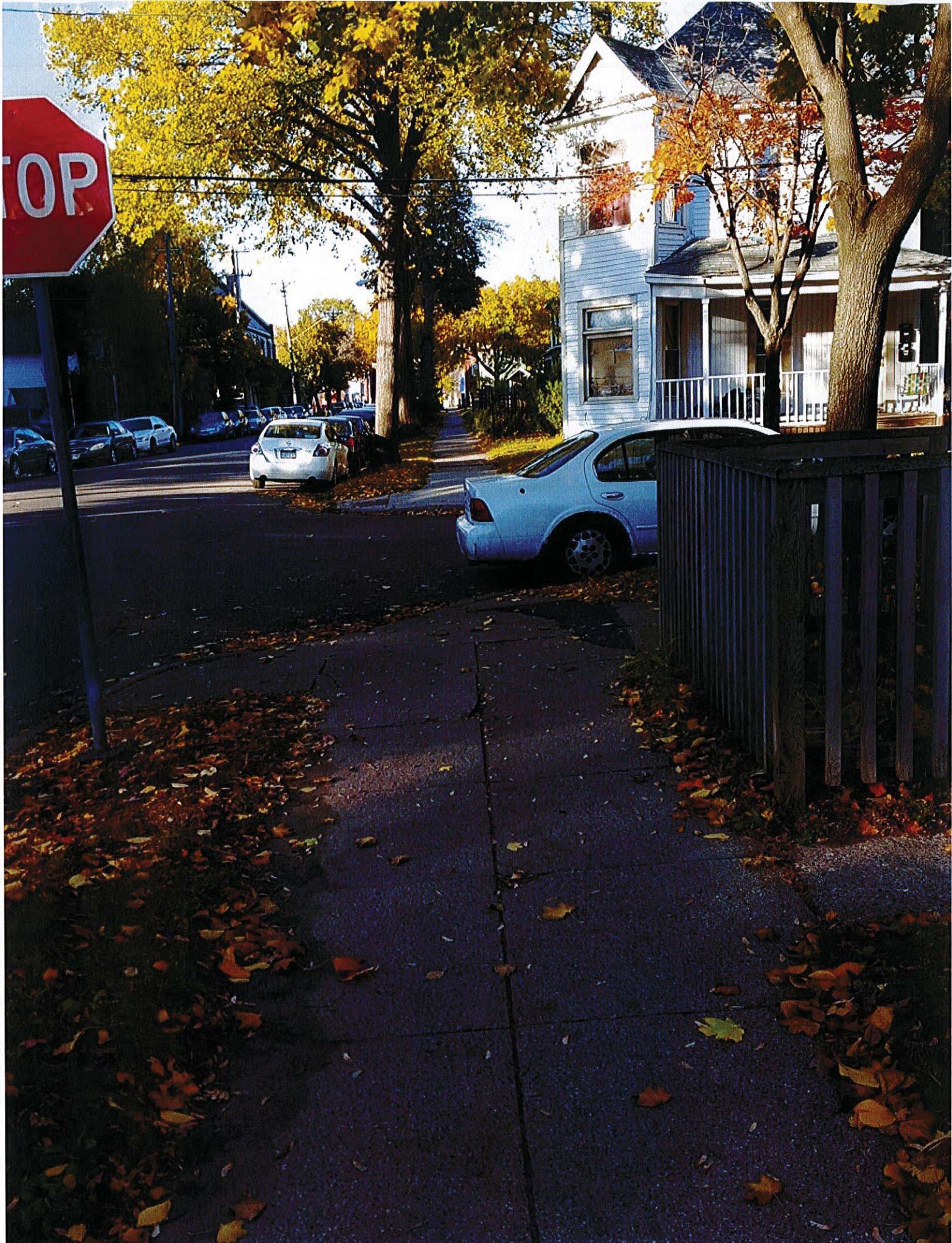


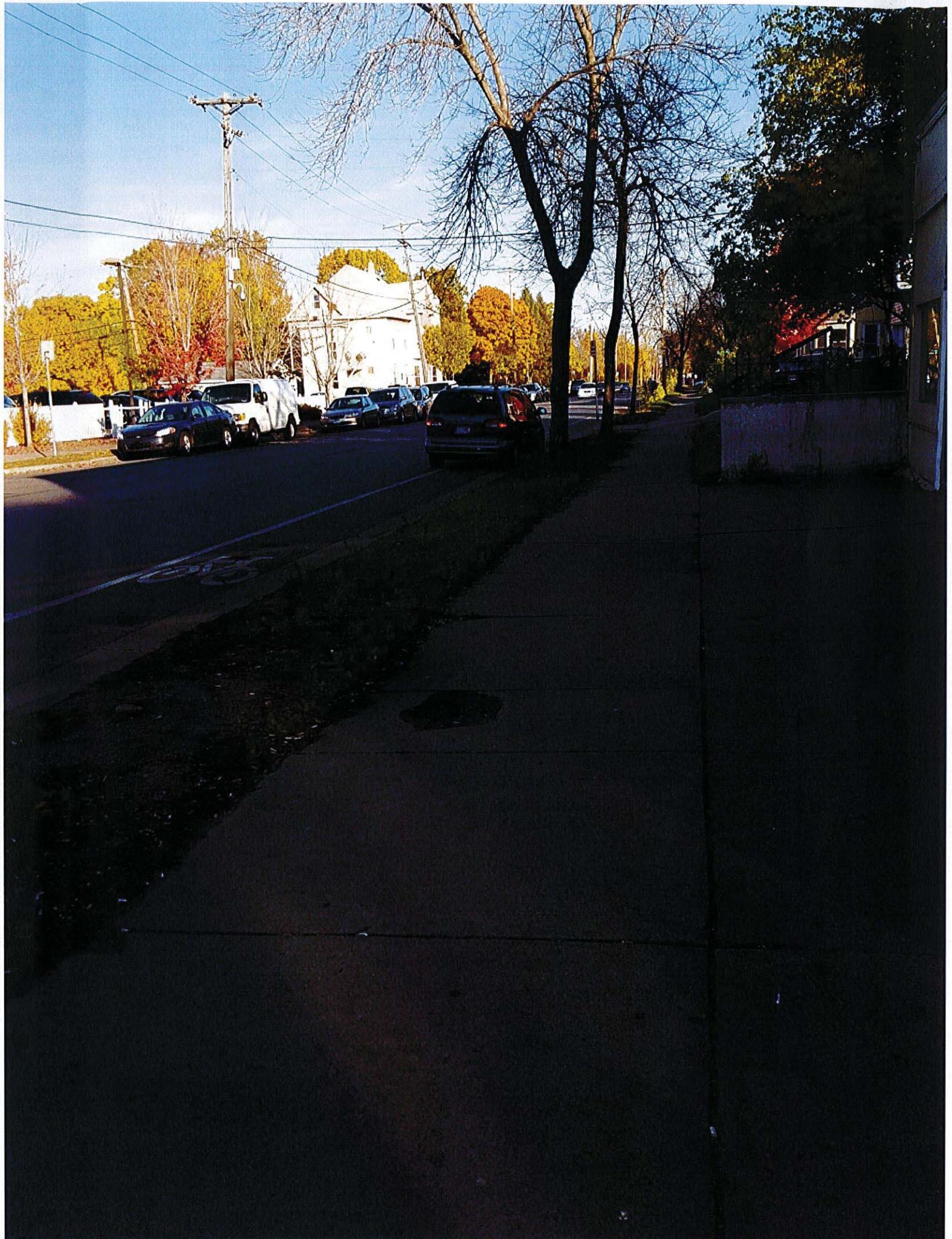














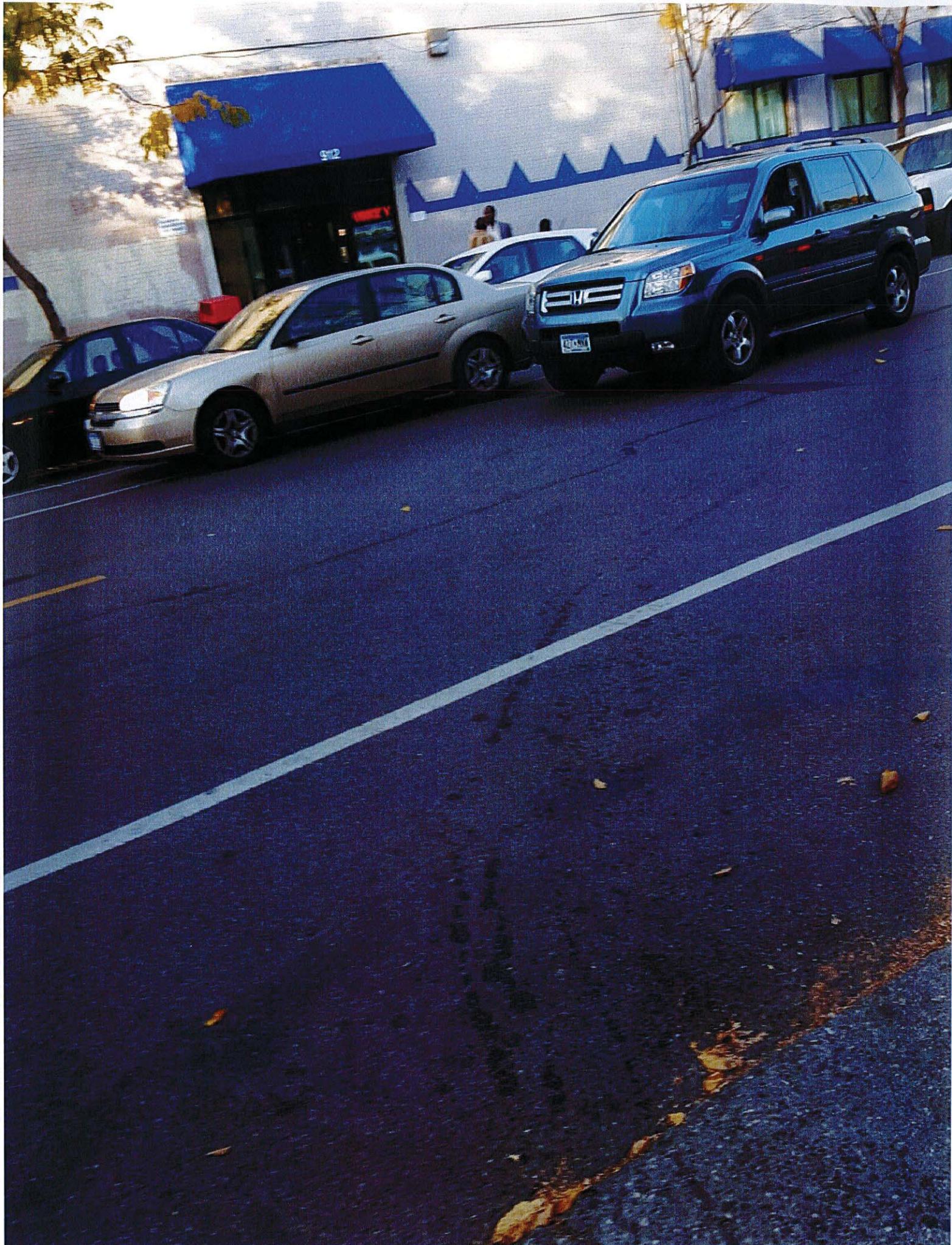
STOP

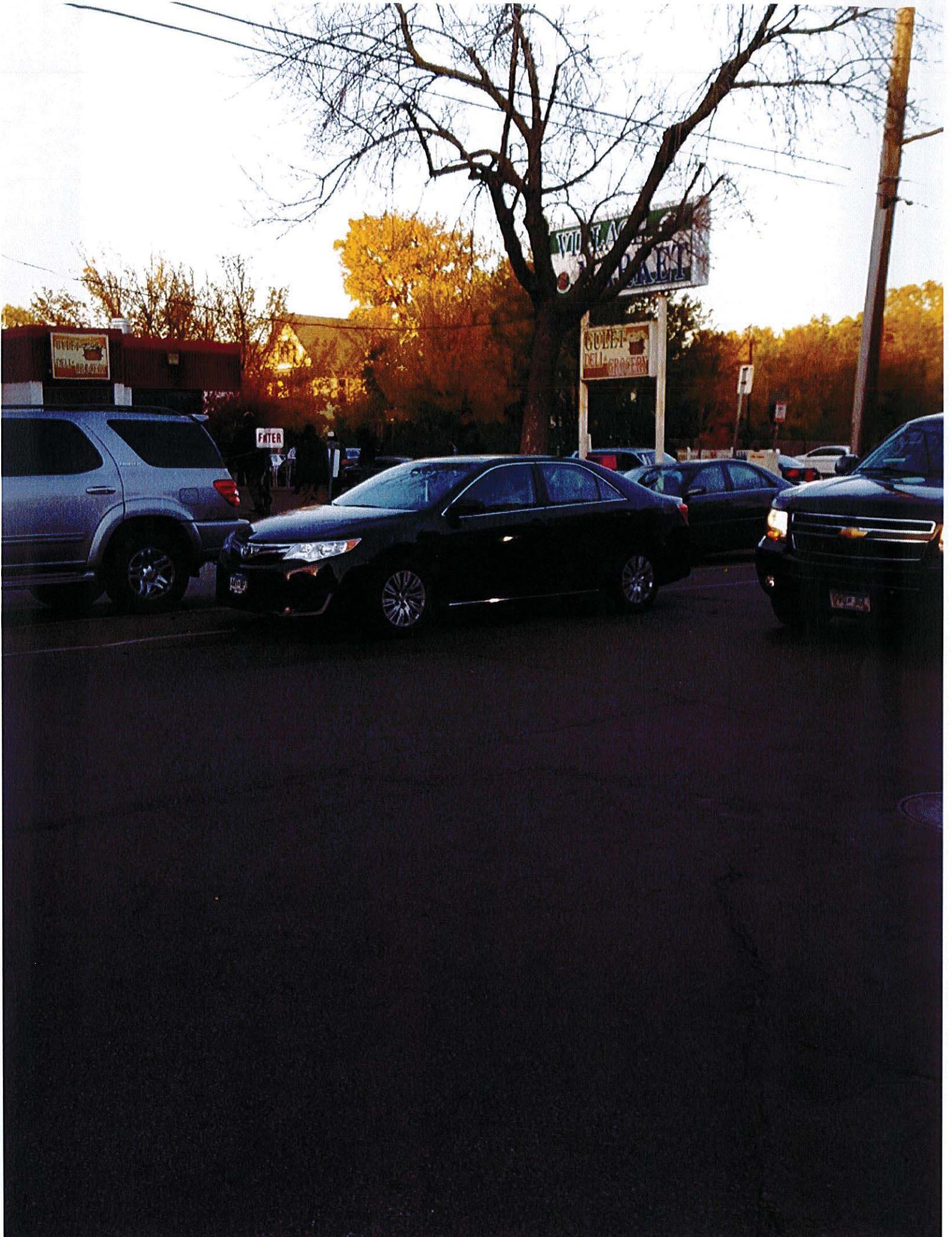
NO PARKING  
30 FT













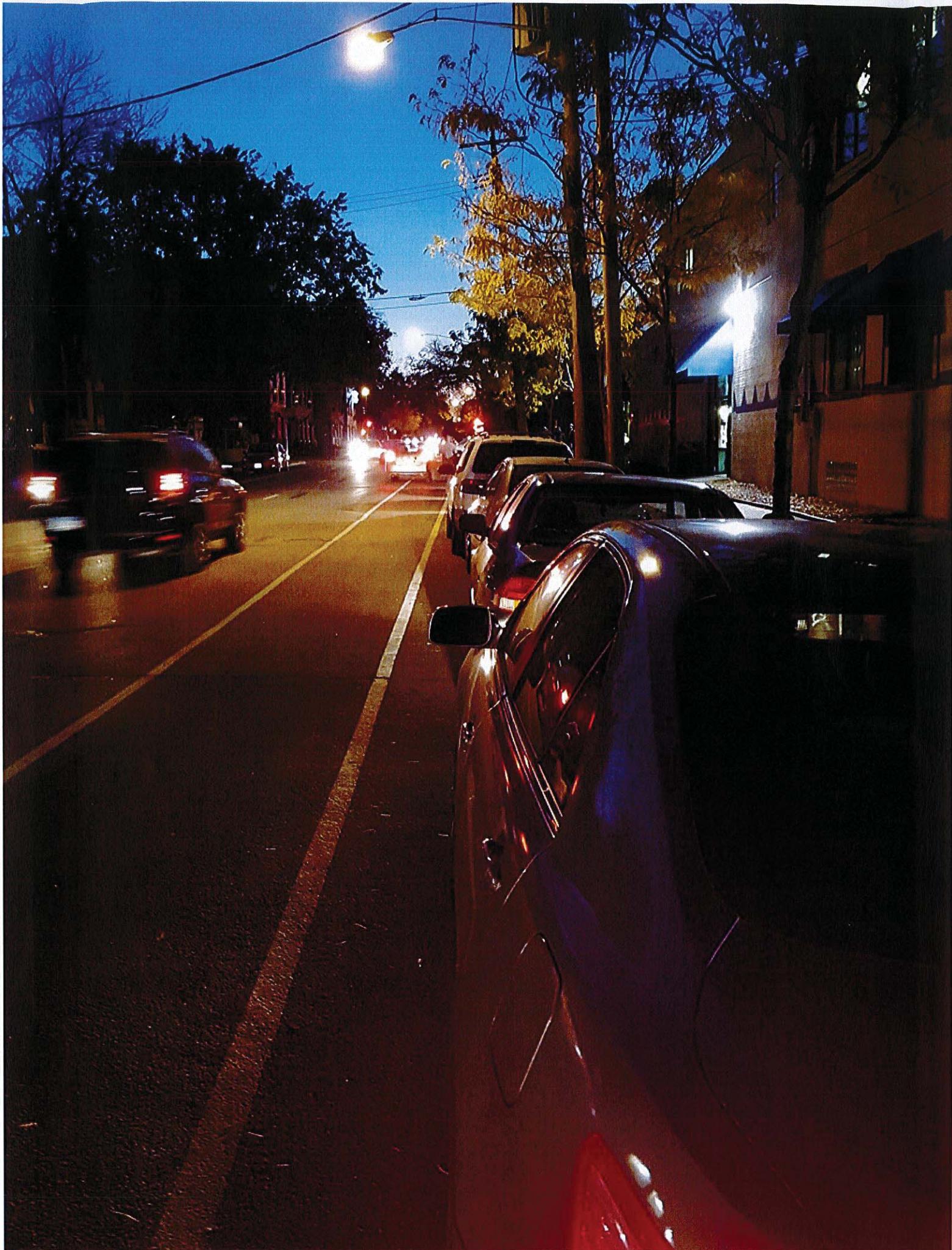


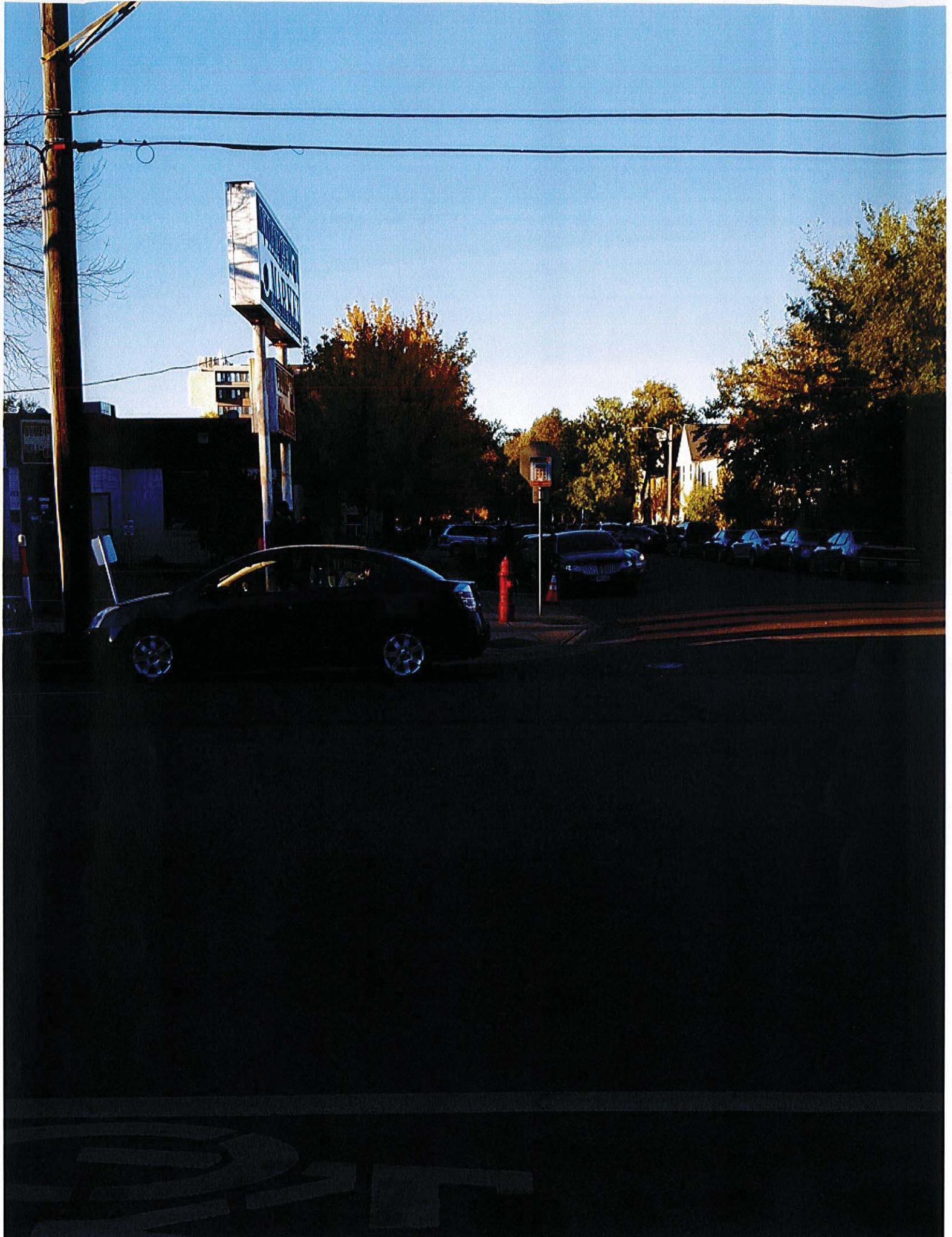
**GOLD STAR**  
SISTEMAS DE TRANSPORTE  
SOLUCIONES LOGÍSTICAS

1000

KIA  
2014









# Phillips West Neighborhood Organization

2400 Park Avenue, Suite 337

Minneapolis, MN 55404

Phone 612-879-5383

Fax 612-879-5217

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October 26<sup>th</sup>, 2015

Hilary Dvorak, Principal City Planner  
Community Planning & Economic Development  
250 South 4<sup>th</sup> Street- PSC room 300  
Minneapolis, MN 55415

Dear Ms. Dvorak,

The Phillips West Board of Directors voted at its July meeting not to support the expansion of Village Market located at 912 East 24<sup>th</sup> Street in South Minneapolis. The Phillips West Board does not support the expansion of an already non-conforming use. The site was originally approved for 37 retail vendors. It now holds as many as 350 vendors. It only has 123 parking spaces; parking is already an issue along neighborhood streets. In the three-neighborhood area around this mall, (Midtown Phillips, Ventura Village and Phillips West) there have been 7427 traffic citations issued so far this year. More than half of those citations have been issued within 1500 feet of the mall.

The proposed 2 story expansion of 8,769 square feet would just cause further problems as it pertains to traffic and unsafe road conditions. Many of the vehicles entering the mall double park in no parking zones don't use proper turn signals and block the bike lanes on 24<sup>th</sup> Street. There is also a jay walking problem surrounding the mall that causes danger for pedestrians and drivers who might accidentally hit a pedestrian crossing the street. To remove the 6 space parking lot and expand the mall will not benefit the neighborhoods. It would just lead to 10% more mall space and it would decrease parking by 5%.

The Phillips West Board supports East African Businesses and would like to see them thrive in a larger space with more adequate parking to meet consumer needs. The former Rainbow Foods on East Lake Street is currently vacant. The Phillips West Board feels that would be an appropriate site for the proposed Village Market expansion. That space would also allot room for expansion so that more East African entrepreneurs' could open businesses.

In 2014, the Planning Commission denied the application because:

1. The expansion contributed to existing livability issues, including littering, loitering and property damage.
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 lacked a completed TDMP which would potentially address the traffic and circulation problems demonstrated by nearby residents.

At the August Public Hearing the Planning Commission determined that the TDMP wasn't adequately complete and gave Sabri 2 Planning Commission Cycles to provide a TDMP addressing all the issues that weren't complete. The meeting has since been pushed 2 more times. The Phillips West Board does not feel the past livability issues have been addressed and still does not support this expansion.

Sincerely,

Crystal Windschitl, Executive Director  
Phillips West Neighborhood Organization  
Cc: Abdi Warsame

## Dvorak, Hilary A.

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**From:** Raquel Bloom <icmpls2@yahoo.com>  
**Sent:** Monday, October 26, 2015 4:31 PM  
**To:** Dvorak, Hilary A.  
**Cc:** Cano, Alondra; Warsame, Abdi; Rebecca.Gagnon@mpls.k12.mn.us; Bender, Lisa; mforney@minneapolisparcs.org; ben@gisselmanlaw.com; ADLPierDesign@yahoo.com  
**Subject:** Request to add approximately 8,800 square feet of floor area to Village Market on East 24th Street

As the vote on the mall expansion request approaches, I respectfully remind you that the multiple, repeated traffic violations and congestion continue to create multiple very unsafe situations for residents, customers, property and business owners around the mall - without the expansion. Allowing the expansion and increasing the number of stores and foot traffic to the Village market will only intensify the issues we face every time we drive to and from our home. I have attached below new pictures, four of which were taken just a few days ago coming out of our alley. The pictures will prove to you that simultaneous double parking right outside the mall continue to take place. I have also noticed recently the increasing amount of delivery trucks blocking the bike lanes or double parked on 24th Street between Elliot and 10th Avenue creating unsafe situations and honking as drivers get frustrated when they cannot get through safely because they have to cross to the lane with oncoming traffic to get around the delivery trucks. Does the mall owner have a delivery area and do they notify their vendors to deliver in their delivery area? This happens multiple times every day. Please do not approve the expansion until these issues are addressed.







Thank you,

Raquel Bloom  
[icmpls2@yahoo.com](mailto:icmpls2@yahoo.com)

**Dvorak, Hilary A.**

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**From:** Julia Wells <juliabulbulianwells@gmail.com>  
**Sent:** Monday, October 26, 2015 5:20 PM  
**To:** Julia Wells  
**Subject:** Market Expansion

Hello,

I am writing with serious concerns about the Market on 24th Street and its request for expansion. It doesn't look like the design meets current safety regulations or code. Looking at the drawings, has the Planning Commission requested a Life-Safety Diagram demonstrating that the new building meets egress at maximum occupant load times? The corridors should be up to code, including codes for places of worship as that's where the mosque will be - that is not clear either.

Are there additional restrooms than what is shown in these plans, as there appear to be only 6 toilets in the entire building? Also, are they wheel chair accessible?

Finally, it is not clear that the building meets the code requirements of a place of worship and mall code. The developer should demonstrate this clearly in his application. For example, the exit doors on the second floor prayer room and corridor that leads to stairs appear to be too close together.

These are serious questions that should be answered. Please do not approve the Market expansion. The developer hasn't addressed building structural material, safety, and also the lack of restrooms.

Thank you,  
Julia Wells  
2309 Grand Ave S #35  
Minneapolis

## Dvorak, Hilary A.

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**From:** Katherine Blauvelt <katherineblauvelt@hotmail.com>  
**Sent:** Monday, October 26, 2015 10:47 PM  
**To:** Dvorak, Hilary A.; Kusz, Lisa M.; Bender, Lisa; Rebecca.Gagnon@mpls.k12.mn.us; ben@gisselmanlaw.com; mforney@minneapolisparcs.org; ADLPierDesign@yahoo.com  
**Cc:** Cano, Alondra  
**Subject:** Sabri Village Market Mall: 2004 TDMP & City Requirements were ignored - please do no harm today  
**Attachments:** CPC 02-09-04 Actions.doc; 2004.CPED.report.pdf; Village Market Dec 2003 TDMP Not Signed.pdf

Dear Commissioners and Council Members,

I am writing regarding the Eagle Management application to expand the 24<sup>th</sup> Street Mall. It is inappropriate to assume that the way to get improvements to the livability, safety, and traffic congestion issues is to approve Mr. Sabri's expansion plans for the 24<sup>th</sup> Street Mall.

We have been here before – In 2004, the City Council and Planning Commission approved an expansion of the Mall, with very specific requirements attached to it that would supposed to improve livability issues, including: "Approval and execution of the Amended TDMP and compliance with all provisions of the plan including the requirement to provide secure off-street parking for 100 percent of the tenant's needs, and to provide the city copies of the agreements regarding such parking." I have cut & pasted those 2003 TDMP provisions at the end of this email so you can see them – they sound great, on paper!

Eleven years later, none of those requirements appear to have been implemented, by either the City or the developer. There are no reports from the City or Developer, despite clear requirements for regular commuter surveys, and biennial reports. During those eleven years use of the site intensified (a popular mosque was established, for example), but the promised – and required by the City - improvements and investments did not happen. Disheartening is one word for it.

I see no assurances that this time it will be any different. The TDMP requirements and planning recommendations by CPED are words on paper. The residents around the Mall have incurred real negative consequences as a result of intense uses that the site was never designed for, and as a Planning Commission it is your obligation to recognize that and do no more harm.

The same chronic problems exist around the Mall that led to the denial of this application in 2014: The expansion negatively contributes to livability issues including property damage, safety issues, and littering. The bicycle (24<sup>th</sup> street has a bicycle path on the road) and pedestrian safety problems are awful. Again, it is wrong to tie an expansion to solving these important problems and in fact the expansion would worsen conditions in our neighborhood. Instead, conditions must improve first.

For these reasons, you must deny the application. Thank you for your attention to this important issue facing our neighborhood.

Very respectfully,  
Katherine Blauvelt

2411 11<sup>th</sup> Ave S  
Minneapolis

References:

2004 City Council Approval w/conditions:

<http://www.ci.minneapolis.mn.us/www/groups/public/@council/documents/proceedings/wcms1q-070010.pdf>

See attached:

- Memorandum, Minneapolis Planning Department, Planning decisions of February, 9, 2004. February 10, 2004.
- Minneapolis CPED Planning Division Report, January 26, 2004
- Village Market Redevelopment, Travel Demand Management Plan Update: FINAL, December 22, 2003.

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**Village Market Redevelopment, Travel Demand Management Plan Update: FINAL, December 22, 2003 excerpt -**

**1.0 Travel Demand Management Plan (page 16)**

- 1.1 The purpose of this section of the Travel Demand Management Plan Update is to outline measures to encourage tenants and patrons of the Village Market to use alternative modes of transportation instead of driving alone. The implementation of the following actions is the responsibility of Excelsior Development, LLC and/or their property management team. **Excelsior Development LLC and/or their property management team agrees to fund, construct and maintain all of the actions identified below.**

Proposed Actions

Excelsior Development, LLC will help the City of Minneapolis support and promote the transportation-related goals and policies, as described earlier. The following are the actions to accomplish these goals.

Excelsior Development, LLC or the subsequent building owner, with the assistance of Metro Commuter Services (MCS) will develop and implement an incentive program in order to encourage tenants and patrons to use alternative modes of transportation, and achieve the long-term goal of 70 percent non-single occupant vehicle (SOV) mode split for tenants and **50 percent non-single occupant vehicle (SOV) mode split** for patrons/visitors of the Village Market. The incentive program will include but is not limited to the following strategies and incentives:

1) Promotion and Support of Transit as a Viable Alternative

**A. On-site sale of transit passes to tenants**

Excelsior Development and/or their property management team will coordinate and actively promote the on-site sale of **discounted transit passes to their tenants** through the region's TransitWorks! Program. These passes are valid for unlimited rides on any Metro Transit bus for 31 consecutive days after its first use. 31-Day Passes are offered to the public at a 10 to 20 percent discount. TransitWorks! Participants receive an added 10 percent discount, for a total of up to 30 percent off.

**B. On-Site Sale of Transit Passes to Patrons**

Excelsior Development and/or their property management team will coordinate and actively promote the **on-site sale of stored value cards to patrons**. These cards can be used on the bus at

any time; they never expire. They are sold for \$10, \$15 or \$20 and each card contains a cash value 10 percent greater than its retail price.

**C. On-site Display of Relevant Transit Information**

Excelsior Development and/or their property management team will prominently display **on-site a mounted, up-to-date transit system** map at a central location within the facility accessible to both tenants and patrons. In addition, Excelsior Development and/or their property management team will maintain an adequate supply of transit schedule and route maps for at least the routes serving the facility near the transit system map.

2) Promotion and Support of Bicycling and Walking as Viable Alternatives

A. On-site provision of bicycle storage facilities

As part of the original TDMP Excelsior Development and/or their property management team agreed to install 20 bicycle storage spaces on-site. The spaces would be equally divided between Elliot avenue lot and the 10<sup>th</sup> Avenue lot. At this time, 10 bicycle storage spaces have been installed at one location. The remaining 10 bicycle storage spaces will be installed as part of the reconfiguration and reconstruction of the surface parking lots. Additional bicycle storage spaces will be provided, if and when demand exceeds supply.

B. On-site display of relevant bicycling and walking information

Excelsior Development and/or their property management team will **prominently display on-site a mounted, up to date Twin Cities Bicycle Map and Commuter Guide at a central location** within the facility accessible to both tenants and patrons. In addition, Excelsior Development and/or their property management team will provide other pertinent information on bicycling and walking near the bicycle map and commuter guide.

3) Promotion and Support of Car and Vanpooling as Viable Alternatives

A. On-site display of relevant car and vanpooling information

Excelsior Development and/or their property management team will prominently display **on-site and maintain a supply of information about ridesharing and the Van-Go! Program** at a central location within the facility accessible to both tenants and patrons.

4) Management of Available Off-Street Parking Supply

**A. Prohibiting Tenants and Employees from using Off-street, on-site parking**

Excelsior Development and/or their property management team recently designated all off-street on-site parking controlled by Excelsior Development for patron-visitor use only. These locations have also been recently designated as short-term (two hours or less) parking only with strict penalties for any violation (towing). It should be noted that this measure is likely to be the primary factor for the recently observed lessening of the on-street parking situation.

B. Remote Off-Street Parking

Excelsior Development and/or their property management team recently implemented a policy **requiring tenants and their employees, if they chose to drive, to park their vehicles in the nearby off-street parking locations**, such as the Phillips Eye Institute Ramp and the Boys and Girls Club lot. It should be noted that this measure is likely a contributing factor for the recently observed lessening of the on-street parking situation.

C. Security Escort Service

Excelsior Development and/or their property management team recently began providing an **enhanced security escort service on demand for tenants and their employees using their own security and/or contracted off-duty police officers**. It should be noted that this measure is likely a contributing factor for the recently observed lessening of the on-street parking situation.

D. Remote off-street parking and shuttle service

Excelsior Development and/or their property management team **may provide shuttle service, if needed**, to and from remote off-street parking sites on weekends for tenants and patrons.

Excelsior Development and/or their property management team may need to require approval from the city of Minneapolis to designate a portion (approximately 40 feet) of the north side of 24<sup>th</sup> street between Elliot Avenue and 10<sup>th</sup> Avenue as a loading/unloading zone for shuttle service.

5) Expansion of On-Street Parking

A. Petition the City to re-institute on-street parking

Excelsior Development and/or their property management team will require that the City of Minneapolis **re-institute on-street parking along the south side of 24<sup>th</sup> street** in order to increase on-street supplies for the neighborhood.

6) Transportation Education & Outreach

A. Quarterly Tenant Training and Informational Meetings

Excelsior Development and/or their property management team recently began an **educational training program that emphasizes the importance of parking at the remote locations as well the consequences and implications of parking on-street or on-site**. It should be noted that this measure is likely a contributing factor for the recently observed lessening of the on-street parking situation.

**Excelsior Development and/or their property management team will hold training and informational meetings with their tenants**. The purpose of these meetings will be to provide them with new information on transportation programs, parking issues, safety, security, neighborhood relations, etc.

7) Patriotization with the Regional TDM Organizations

Excelsior Development LLC **will designate an individual to act as Commuter Benefits Coordinator (CBC)**. The CBC will work closely with Metro Commuter Services to disseminate commuting information and materials to tenants and patrons; participate in regional training or informational sessions about TDM programs; be available to meet once a year with MCS to review available regional programs and services; and monitor progress on fulfilling TDM Plan Update commitments.

8) **Monitoring of Action Implementation and Goal Achievement**

**Excelsior Development, LLC, will monitor the implementation of the proposed TDMP Update actions and progress made toward achieving the TDMP update mode split goals through the following monitoring program:**

- With the assistance of MCS conduct a statistically valid baseline tenant and patron commuter survey within the first six months of the occupying the proposed redevelopment
- **With the assistance of MCS, conduct a tenant and patron commuter survey every two years after the original baseline survey, for ten years or until the TDMP Update non-SOV mode split goals are achieved.**
- After each round of biennial commuter surveys, review the TDM Plan Update in conjunction with the MCS, to determine its effectiveness. Then prepare a status report for MCS and the City of Minneapolis Planning and Public Works Departments to review and comment with recommendations. These recommendations may require an alternative compliance program if significant progress toward achieving the TDMP Update goal is not demonstrated.
- **If the status report reveals that significant progress towards achieving the TDMP Update goal has not been made, then, with assistance of MCS, the incentive program will be revised to reflect the recommendations from the biennial review process. Changes to the TDMP will be reviewed and approved by the City of Minneapolis.**

9) Persistent Parking Issues Clause

**Due to the existing variance of 96 spaces and the requested variance of 70 spaces for a total of 166 spaces and if parking issues are not resolved with the above defined TDMP actions, then Excelsior Development will determine and fund any and all parking studies and solutions to meet the goals of this TMDP and their parking requirements. Said parking studies and solutions may include, but not be limited to, follow up parking studies, critical parking areas, additional off-street parking agreements with other adjacent properties, securing additional off-street parking facilities, etc.**

## Minneapolis Planning Department

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### MEMORANDUM

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DATE: February 10, 2004

TO: Blake Graham, Planning Department  
Phil Schliesman, Licenses

FROM: Neil Anderson, Planning Supervisor, Development Services

CC: Barbara Sporlein, Planning Director

SUBJECT: Planning Commission decisions of February 9, 2004

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The following actions were taken by the Planning Commission on February 9, 2004. As you know, the Planning Commission's decisions on items other than rezonings, text amendments, vacations, 40 Acre studies and comprehensive plan amendments are final subject to a ten calendar day appeal period before permits can be issued:

#### ATTENDANCE

President Martin, Vice President Hohmann, G. Johnson, Krause, LaShomb, and Schiff - 6

#### APPROVAL OF MINUTES

None.

#### CONSENT AGENDA – February 5, 2004 Committee of the Whole

The February 5, 2004 Committee of the Whole meeting was cancelled.

#### INTRODUCTION TO PUBLIC HEARING

#### PUBLIC HEARING

1. **Text Amendment (Zoning Code Section 530, Ward: Citywide)** (Jim Voll) *This item was continued from the November 17, 2003, December 8, 2003, and January 12, 2004 meetings.*

- A. **Text Amendment**  
Amending Chapter 530, Site Plan Review.

**Motion:** The City Planning Commission **continued indefinitely** the text amendment to Chapter 530 establishing the property owner's responsibility for site improvements.

**2. Church of the Ascension (BZZ-1555, Ward 5)**

**1704 Dupont Avenue North** (Fred Neet)

**A. Conditional Use Permit Review**

The Church of Ascension has applied for a conditional use permit to establish a charter high school at 1704 Dupont Avenue North.

**Motion:** The City Planning Commission **continued** the application for a charter high school at 1704 Dupont Avenue North to the February 23, 2004 meeting.

**3. Project Foundation (BZZ-1572, Ward 5)**

**1708 Oak Park Avenue** (Hilary Watson)

**A. Conditional Use Permit**

Application by Project Foundation, Home Away Centers Inc. for a conditional use permit application for Project Foundation, Home Away Centers Inc., a Community Residential Facility serving up to 32 people located at 1708 Oak Park Avenue.

**Motion:** The City Planning Commission adopted the findings and **approved** the conditional use permit application for Project Foundation, Home Away Centers Inc., a Community Residential Facility serving up to 32 people located at 1708 Oak Park Avenue subject to the following conditions:

1. There shall be no more than 32 people residing in the facility.
2. The applicant shall correctly locate the concrete wheel stops and affix them to the ground.

**4. SpinCycle Coin Laundries (BZZ-992, Ward 3)**

**904-916 West Broadway Avenue** (Hilary Watson) *This item was continued from the January 26, 2004 meeting.*

**A. Conditional Use Permit Review**

Application by Jeffrey Jeanette, on behalf of SpinCycle Coin Laundry for a conditional use permit review for the SpinCycle Coin Laundries located at 904-916 West Broadway.

**Motion:** The City Planning Commission adopted the findings and **approved** the conditional use permit application for extended hours for the SpinCycle Coin Laundries located at 904-916 West Broadway subject to the following conditions:

1. The applicant shall install mirrors in the store that allow the Customer Service Representatives and customers to see what is going on in the store near the restrooms while in the front part of the store.
2. The applicant shall install signs in the store and in the office that indicate that the Customer Service Representative does not have access to money.
3. The applicant shall install signs in the store and in the office that indicate that the Customer Service Representative does not give out change.
4. There shall be at least one employee working at all times.
5. The pay phones shall be turned off after the set operating hours of the C3S zoning district.
6. The video game machines shall be turned off after the set operating hours of the C3S zoning district.
7. No more than thirty (30) percent of the front window area shall be covered with signage.
8. The restrooms shall be locked at all times and only accessed when a key is requested by a customer.
9. The main entrance to the store shall be locked after the set operating hours of the C3S zoning district. The applicant shall install a buzzer to allow access into and out of the store for those customers accessing the store after the set operating hours of the C3S zoning district.

10. After the set operating hours of the C3S zoning district, only those customers with laundry shall be allowed into the store.
11. The applicant shall inspect the site within one hundred (100) feet of the store for purposes of trash and debris removal.
12. After February 9, 2005 the applicant shall appear before the City Planning Commission for an evaluation of its 24-hour operations.

**5. SpinCycle Coin Laundries (BZZ-993, Ward 10)**

**2937 Dupont Avenue South** (Hilary Watson) *This item was continued from the January 26, 2004 meeting.*

**A. Conditional Use Permit Review**

Application by Jeffrey Jeanette, on behalf of SpinCycle Coin Laundry for a conditional use permit review for the SpinCycle Coin Laundries located at 2937 Dupont Avenue South.

**Motion:** The City Planning Commission adopted the findings and **approved** the conditional use permit application to allow 24 hour operations for the SpinCycle Coin Laundries located at 2937 Dupont Avenue South subject to the following conditions:

1. The applicant shall install a door between the Customer Service Representative area near the front entrance and the customer area.
1. The applicant shall install signs in the store and in the office that indicate that the Customer Service Representative does not have access to money.
2. The applicant shall install signs in the store and in the office that indicate that the Customer Service Representative does not give out change.
3. There shall be at least one employee working at all times.
4. The pay phones shall be turned off after the set operating hours of the C2 zoning district.
5. The video game machines shall be turned off after the set operating hours of the C2 zoning district.
6. No more than thirty (30) percent of the front window area shall be covered with signage.
7. The restrooms shall be locked at all times and only accessed when a

key is requested by a customer.

8. The main entrance to the store shall be locked after the set operating hours of the C2 zoning district. The applicant shall install a buzzer to allow access into and out of the store for those customers accessing the store after the set operating hours of the C2 zoning district.
9. After the set operating hours of the C2 zoning district, only those customers with laundry shall be allowed into the store.
10. The applicant shall inspect the site within one hundred (100) feet of the store for purposes of trash and debris removal.
11. After February 9, 2005 the applicant shall appear before the City Planning Commission for an evaluation of its 24 -hour operations.

**6. West Bank Tobacco Store (BZZ-1577, Ward 2)**

**404 Cedar Avenue South** (Jason Wittenberg)

**A. Conditional Use Permit**

Application by Tsegaye Shibeshi for a conditional use permit for a retail tobacco store in the existing multi-tenant commercial building located at 404 Cedar Ave. S.

**Motion:** The City Planning Commission adopted the findings and **approved** the conditional use permit application for a tobacco shop located at 404 Cedar Avenue South, subject to the following conditions:

1. The tobacco shop shall comply with the following applicable Specific Development Standards of section 536.20 of the zoning code:
  - a. Back-lighted signs, back-lighted awnings, portable signs, temporary signs and freestanding signs shall be prohibited.
  - b. The window and door area of any existing first floor facade that faces a public street or sidewalk shall not be reduced, nor shall changes be made to such windows or doors that block views into the building at eye level.
  - c. The use of bars, chains or similar security devices that are visible from a public street or sidewalk shall be prohibited.
  - d. The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.

**7. Minnesota Transition Charter Schools (BZZ-1563, Ward 9)**

**2510-2520 East Lake Street** (Becca Farrar)

**A. Conditional Use Permit**

Application by the Minnehaha Center for a Conditional Use Permit on behalf of their tenant, the Minnesota Transition Charter Schools. The applicant proposes to expand the existing use from the current square footage of 53,802 to 60,913 square feet within the shopping center located on the property at 2510-2520 East Lake Street.

**Motion:** The City Planning Commission adopted the findings and **approved** the conditional use permit application for a school located at 2510 – 2520 Lake Street East subject to the specific development standards for a school, grades K-12 listed in Chapter 536 of the zoning code.

**8. Timbercraft Hiawatha Court (PL-115, Ward 9)**

**2530 East 34<sup>th</sup> Street** (Hilary Watson)

**A. Final Plat**

Application by Michael O’Connell on behalf of Timbercraft Enterprises, Inc. for a final plat for Hiawatha Court located at 2530 East 34<sup>th</sup> Street.

**Motion:** The City Planning Commission **approved** the final plat application for Hiawatha Court located at 2530 East 34<sup>th</sup> Street.

**9. Hawthorne Village Apartments (BZZ-1564, Ward 3)**

**322-324 and 326-328 25<sup>th</sup> Avenue North** (Jim Voll)

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

Application by Third Way Network for an expansion of a legal nonconforming use for property located at 322-324 and 326-328 25<sup>th</sup> Avenue North.

**Motion:** The City Planning Commission adopted the findings and **approved** the application to expand a legal nonconforming use for property located at 322-324 and 326-328 25<sup>th</sup> Avenue North subject to the following conditions:

1. No additional units are allowed by code.
2. Any exterior renovations shall use materials compatible with the rest of the house.

**10. Blue Café (BZZ-1480, Ward 6)**

**2524 Nicollet Avenue** (Becca Farrar)

**A. Site Plan Review**

Application by Samantha Nguyen for a site plan review for property located at 2524 Nicollet Avenue.

**Motion:** The City Planning Commission adopted the findings and **approved** the site plan review application for property located at 2524 Nicollet Avenue subject to the following conditions:

1. Staff review and approval of the final site, landscaping, lighting, and snow storage and removal plans before permits may be issued and improvements are installed. All site improvements shall be completed by March 15, 2005 (unless extended by the Zoning Administrator) or permits may be revoked for noncompliance.
2. If estimated site improvement costs exceed \$2,000, the applicant shall submit a performance bond in the amount of 125% of the estimated site improvement costs before permits may be issued.
3. The use is subject to the specific development standards for a coffee shop found in Section 536 of the Zoning Ordinance.
4. Installation of bike rack(s) on site to promote bike traffic to and from the coffee shop, as well as encourage pedestrian and transit-oriented travel.
5. Installation of decorative planters in all of the windows in front of the building to break up the façade.

**B. Variance**

Application by Samantha Nguyen for a variance for off street parking requirements from the required 15 spaces to 4 spaces for property located at 2524 Nicollet Avenue.

**Motion:** The City Planning Commission adopted the findings and **approved** the variance application for off street parking requirements from the required 15 spaces to 4 spaces for property located at 2524 Nicollet Avenue.

**11. Franklin Community Library (BZZ-1582, Ward 6)**

**1314 East Franklin Avenue** (Jim Voll)

**A. Conditional Use Permit**

Application by the Franklin Community Library for a conditional use permit for expansion of the Franklin Library located at 1314 East Franklin Avenue.

**Motion:** The City Planning Commission adopted the findings and **approved** the conditional use permit application for Franklin Library located at 1314 East Franklin Avenue to the following conditions:

1. Staff review and approval of the final site, landscaping, and lighting plan before permits may be issued and construction may begin.
2. All improvements must be completed by September 30, 2005 (unless extended by the Zoning Administrator) or permits may be revoked for noncompliance.
3. Compliance with all Heritage Preservation Commission approvals.
4. All fencing in the interior boulevard (right-of-way) requires an encroachment permit from Public Works.

**12. Salvation Army – Central Avenue Corps (BZZ-1202, Ward 1)**

**2727-51 Central Avenue Northeast and 942-944 28<sup>th</sup> Avenue Northeast**  
(Hilary Watson)

**A. Conditional Use Permit**

Application by the Salvation Army – Central Avenue Corps for a conditional use permit to allow a community center at 2727-51 Central Avenue Northeast and 942-944 28<sup>th</sup> Avenue Northeast.

**Motion:** The City Planning Commission **continued** the application for The Salvation Army located at 2727-51 Central Avenue Northeast and 942-944 28<sup>th</sup> Avenue Northeast to the March 22, 2004 City Planning Commission meeting.

**13. Fife Pointe at Pleasant (BZZ-1565, Ward 7)**

**1926 Pleasant Avenue** (Becca Farrar)

**A. Conditional Use Permit**

Application by Charleen Zimmer for a conditional use permit to allow 9 condominium units for the property located at 1926 Pleasant Ave.

**Motion:** The City Planning Commission adopted the findings and **approved** the Conditional Use Permit for 9 condominium units for the property located at 1926 Pleasant Ave.

**B. Site Plan Review**

Application by Charleen Zimmer for a Site Plan Review for the property located at 1926 Pleasant Ave.

**Motion:** The City Planning Commission adopted the findings and **approved** the Site Plan Review application for the property located at 1926 Pleasant Ave., subject to the following conditions:

1. Staff review and approval of the final site, landscaping, lighting, and snow storage and removal plans before permits may be issued and improvements are installed. All site improvements shall be completed by March 15, 2005 (unless extended by the Zoning Administrator) or permits may be revoked for noncompliance.
2. If estimated site improvement costs exceed \$2,000, the applicant shall submit a performance bond in the amount of 125% of the estimated site improvement costs before permits may be issued.
3. The applicant provide a more substantial buffer between the surface parking area in the front yard along Pleasant Avenue in addition to the additional landscaping proposed. Staff suggests the installation of either a decorative brick, wrought iron fence or combination of to provide a more substantial buffer between the parking area and street.

**C. Variance**

Application by Charleen Zimmer for a variance to allow a parking area in the front yard and to allow parking between the principle structure and front lot line for the property located at 1926 Pleasant Ave.

**Motion:** The City Planning Commission adopted the findings and **approved** the variance application to allow a parking area in the front yard and to allow parking between the principle structure and front lot line for the property located at 1926 Pleasant Ave. subject to the following condition:

1. The applicant provide a more substantial buffer between the surface parking area in the front yard along Pleasant Avenue in addition to the additional landscaping proposed. Staff suggests the installation of either a decorative brick, wrought iron fence or combination of to provide a more substantial buffer between the parking area and street.

**D. Variance**

Application by Charleen Zimmer for a variance to locate parking spaces closer than six (6) feet from a dwelling of any type for the property located at 1926 Pleasant Ave.

**Motion:** The City Planning Commission adopted the findings and **approved** the variance to locate parking spaces closer than six (6) feet from a dwelling of any type for the property located at 1926 Pleasant Ave.

**14. Abdiwahab Mohamed Reception Hall (BZZ-1541, Ward 8)**

**417 East Lake Street** (Jim Voll) *This item was continued from the January 12, 2004 meeting.*

**A. Conditional Use Permit**

Application by Abdiwahab Mohamed for a conditional use permit to allow extended hours for the property located at 417 East Lake Street.

**Motion:** The City Planning Commission **continued** the application for extended hours for the property at 417 East Lake Street to the February 23, 2004 meeting.

**15. Village Market (BZZ-1015, C-2046, PR-575, V-421, Ward 6)**

**2321 10<sup>th</sup> Avenue South; 1000 and 1010 East 24<sup>th</sup> Street** (Merland Otto) *This item was continued from the June 2, 2003 and January 26, 2004 meetings.*

**A. Rezoning**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC to rezone 1000 24<sup>th</sup> Street East, 1010 24<sup>th</sup> Street East, and 2321 10<sup>th</sup> Avenue South from R2B to TPOD.

**Motion:** The City Planning Commission recommended that the City Council adopt the findings and **approve** the application for a TPOD for the three parcels at 1000 24<sup>th</sup> Street East, at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue So.

**B. Rezoning**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC to rezone the adjoining north east parcel (Lot 16, Block 2, Chicago Ave. Second Addition and Lot 1, Block 3, Wright and Fisk's addition) which is a part of 912 24<sup>th</sup> St. East from R2B to I1.

**Motion:** Notwithstanding Planning staff's recommendation, the City Planning Commission recommended that the City Council **deny** the application for Rezoning the adjoining north east parcel (Lot 16, Block 2, Chicago Ave. Second Addition and Lot 1, Block 3, Wright and Fisk's addition) which is a part of 912 24<sup>th</sup> St. East from R2B to I1.

**C. Site Plan Review**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a site plan review at 912 East 24<sup>th</sup> Street, 2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street.

**Motion:** The City Planning Commission adopted the findings and **approved** the application for Site Plan Review for the three parcels at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue So. Subject to the following provisions:

1. Ingress and egress to the parking area via the alley is prohibited and continuous curb and landscaping shall be provided on the east side of the lot.
2. That the capacity of the lot is 30 spaces total and the parking lot shall have continuous curb.
3. The final landscaping plan shall include a minimum of 7 additional canopy trees and 30 additional shrubs in addition to those shown on the site plan dated Jan. 30, 2004.
4. That a new screen fence 6' high be installed along the north property line except in the front setback area where it shall not exceed 3' and all existing chain link fence on the site will be removed.
5. The final site, landscaping, snow removal and lighting plans shall be subject to the approval of CPED Planning Division.
6. That the exterior light fixtures be subject to the approval of CPED Planning Division.
7. That the applicant replace any public walkways on the property which are in poor condition.

8. That the parking lot be closed by means of a secured gate during the hours of 10:15 p.m. to 6:00 a. m. Sunday through Thursday and from 11:15 p.m. through 6:00 a.m. Friday and Saturdays.
9. The premises, adjacent streets, sidewalks and alleys within 100 feet shall be inspected regularly for the purposes of removing any litter found thereon.
10. If estimated site improvement costs exceed \$2000, the applicant shall submit a performance bond in the amount of 125% of the estimated site improvement costs prior to building permits being issued, or the permit may be revoked for non-compliance.
11. All site improvements shall be completed by November 30, 2004 or the permit may be revoked for non-compliance.
12. Approval and execution of the Amended TDMP and compliance with all provisions of the plan including the requirement to provide secure off street parking for 100 per cent of the tenant's needs, and to provide to the city copies of the agreements regarding such parking.

**D. Site Plan Amendment**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for an amendment of site plan review Permit **PR-575** at 912 East 24<sup>th</sup> Street, 2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street.

**Motion:** The City Planning Commission adopted the findings and **approved** the amendments of site plan review Permit PR-575 at 912 East 24<sup>th</sup> Street, 2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street. These amendments are in addition to and not in lieu of the conditions of the approval granted March 19, 2001:

1. No vehicle ingress or egress is permitted from the expanded and redeveloped parking areas to the alley.
2. That the curb cut and drive aisle to the grocery/deli on 10th Ave. nearest 24th be closed and perimeter curb and landscaping be installed.
3. That a new screen fence 6' high be installed along the north property line of the north east parcel except in the front setback area where it shall not exceed 3' in height in the front yard setback area of 10th Ave.
4. That the screen fence along the north side of the parking lot be reconstructed lowering the height from six feet to three feet in the required front yard setback area on the Elliot Street side.

5. That the front yard setback required along Elliot be re-implemented, unlawful pavement and curbing removed and landscaping be installed
6. The premises, adjacent streets, sidewalks and alleys within 100 feet shall be inspected regularly for the purposes of removing any litter found thereon.
7. That all landscaping previously approved with the initial site plan review be installed as shown on the site plan by DJR Architecture (dated 1.29.01 and labeled L1) unless otherwise approved by CPED Planning Division.
8. The final site, landscaping, and lighting plans shall be subject to the approval of CPED Planning Division.
9. If estimated site improvement costs exceed \$2000, the applicant shall submit a performance bond in the amount of 125% of the estimated site improvement costs prior to building permits being issued, or the permit may be revoked for non-compliance.
10. All site improvements shall be completed by November 30, 2004 or the permit may be revoked for non-compliance.
11. Approval and execution of the Amended TDMP and compliance with all provisions of the plan including the requirement to provide secure off street parking for 100 per cent of the tenant's needs, and to provide to the city copies of the agreements regarding such parking.
12. Contingent upon change to an appropriate zoning district which allows the proposed use for the adjoining north east parcel (Lot 16, Block 2, Chicago Ave. Second Addition and Lot 1, Block 3, Wright and Fisk's addition) which is a part of 912 24th St. East.

**E. Conditional Use Permit**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC to amend the conditional use permit **C-2046** at 912 East 24<sup>th</sup> Street, 2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street

**Motion:** The City Planning Commission adopted the findings and **approved** the application for amendment of the Conditional Use Permit C-2046 at 912 East 24<sup>th</sup> Street, 2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street subject to the following conditions:

1. That the approved uses of the building covered under this conditional use permit as amended are:
  - Mixed use/retail- Building A (16100SF mixed use with 296SF of public space for coffee shop)

- Mixed use/retail- Building B (16320SF mixed use with 643SF of public space for coffee, juice)
  - Restaurant-Building C (restaurant with 1806SF of public space)
  - Mixed Use/Production-Building C (food mfg./mixed use with no food court)
  - Mixed Use/Production/Wholesale and Retail Building D (10486SF mixed use)
  - Basement-Storage, Utility and Mechanical use only
  - Second Floor-Office Space (office-7780SF, storage-6970SF)
2. That the game room in Building A is removed and converted to mixed use/retail market space.
  3. That more intensive uses such as additional restaurants, bars, coffee shops, game uses or other uses which generate a higher parking requirement under city code are not permitted other than those specifically approved herein and illustrated on the plan set dated 1/30/04.
  4. That all necessary licensing, building code and permit requirements are fulfilled.
  5. That a snow removal plan be submitted to CPED Planning Division for approval.
  6. That the parking lots are developed prior to operation or occupancy of the newly developed uses.
  7. Approval and execution of the Amended TDMP and compliance with all provisions of the plan including the requirement to provide secure off street parking for 100 per cent of the tenant's needs, and to provide to the city copies of the agreements regarding such parking.
  8. The premises, adjacent streets, sidewalks and alleys within 100 feet shall be inspected regularly for the purposes of removing any litter found thereon.
  9. That the permit holder work with Metro Transit to coordinate the most suitable location for a transit shelter.

**F. Variance**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a variance from the TPOD district standard requiring that the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue South about the 912 East 24<sup>th</sup> Street parcel.

**Motion:** The City Planning Commission adopted the findings and **approved** the application for a variance from the TPOD district standard requiring that the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue South abut the 912 East 24<sup>th</sup> Street parcel.

**G. Variance**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a variance for the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue from a 5' setback along 24<sup>th</sup> Street to a setback of 3'.

**Motion:** The City Planning Commission adopted the findings and **approved** the application for a variance for the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue from a 5' setback along 24<sup>th</sup> Street to a setback of 3'.

**H. Variance**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a variance for the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue from a 20' front yard setback along 10<sup>th</sup> Ave. to a setback of 13.5'.

**Motion:** The City Planning Commission adopted the findings and **approved** the application for a variance for the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue from a 20' front yard setback along 10<sup>th</sup> Ave. to a setback of 13.5'.

**I. Variance**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a variance from the five foot setback requirement to two feet for the NE parcel parking lot at 912 East 24<sup>th</sup> Street.

**Motion:** The City Planning Commission adopted the findings and **approved** the application for a variance from the five foot setback requirement to two feet for the NE parcel parking lot at 912 East 24<sup>th</sup> Street contingent upon change to an appropriate zoning district which allows the proposed use.

**J. Variance**

Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a variance from the front yard setback of fifteen feet for forty feet on the north side of the NE parcel at 912 East 24<sup>th</sup> Street.

**Motion:** The City Planning Commission adopted the findings and **denied** the application for a variance from the front yard setback of fifteen feet for forty feet on the north side of the NE parcel at 912 East 24<sup>th</sup> Street.

- K. Variance**  
Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a variance from the front yard setback of fifteen feet for forty feet on the north side of the parking lot nearest Elliot Ave at 912 East 24<sup>th</sup> Street.

**Motion:** The City Planning Commission adopted the findings and **denied** the application for a variance from the front yard setback of fifteen feet for forty feet on the north side of the parking lot nearest Elliot Ave at 912 East 24<sup>th</sup> Street.

- L. Variance**  
Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a parking variance **V-421** from 96 spaces to 146 spaces at 912 East 24<sup>th</sup> Street.

**Motion:** The City Planning Commission adopted the findings and **approved** the application to amend parking variance V-421 from 96 spaces to 146 spaces at 912 East 24<sup>th</sup> Street contingent upon change to an appropriate zoning district which allows the proposed use.

- M. Travel Demand Management Plan (TDMP)**  
Application by Azzmi Sabri on behalf of Excelsior Development, LLC for a Travel Demand Management Plan (TDMP) at 912 East 24<sup>th</sup> Street, 2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street.

The Planning Commission determined no action was needed for the TDMP because the TDMP is approved by the Planning Director and the Director of Public Works.

**16. CVS Pharmacy (BZZ-1442, Ward 2)**

**211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; 928 University Avenue Southeast** (Jennifer Bever) *This item was continued from the November 17, 2003, December 8, 2003 and January 12, 2004 meetings.*

- A. Rezoning**  
Application by Peter Coyle, on behalf of Bear Creek Capital for rezoning from R5 to C2 for the property located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast from R5 to C2.

**Motion:** The City Planning Commission **continued** the application for rezoning from R5 to C2 for property located at 211 10<sup>th</sup> Avenue SE, 219 10<sup>th</sup> Avenue SE, 918 University Avenue SE, and 928 University Avenue SE to the March 22, 2004 meeting.

**B. Conditional Use Permit**

Application by Peter Coyle, on behalf of Bear Creek Capital for a conditional use permit for 24-hour operation of a neighborhood pharmacy and general retail store with drive-through facility located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast.

**Motion:** The City Planning Commission **continued** the application for a conditional use permit for 24-hour operation of a neighborhood pharmacy and general retail store located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast to the March 22, 2004 meeting.

**C. Variance**

Application by Peter Coyle, on behalf of Bear Creek Capital for a variance to allow two freestanding signs on one zoning lot located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast.

**Motion:** The City Planning Commission **continued** the application for a variance to allow two freestanding signs on one zoning lot located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast to the March 22, 2004 meeting.

**D. Variance**

Application by Peter Coyle, on behalf of Bear Creek Capital for a variance to exceed maximum square footage allowed on one freestanding sign from 80 square feet to 164 square feet located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast.

**Motion:** The City Planning Commission **continued** the application for a variance to exceed maximum square footage allowed on one freestanding sign from 80 square feet to 164 square feet located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast to the March 22, 2004 meeting.

**E. Variance**

Application by Peter Coyle, on behalf of Bear Creek Capital for a variance to exceed maximum square footage signage allowed on Building Frontage #1 from 102 square feet to 258 square feet, and for a variance to exceed maximum square footage signage allowed on Building Frontage #2 from 143 square feet to 264 square feet located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast.

**Motion:** The City Planning Commission **continued** the application for a variance to exceed maximum square footage signage allowed on Building Frontage #1 from 102 square feet to 258 square feet, and **continued** the application for a variance to exceed maximum square footage signage allowed on Building Frontage #2 from 143 square feet to 264 square feet located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast to the March 22, 2004 meeting.

**F. Site Plan**

Application by Peter Coyle, on behalf of Bear Creek Capital for a site plan review for a neighborhood pharmacy and general retail store with drive-through facility located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast.

**Motion:** The City Planning Commission **continued** the application for site plan review for a neighborhood pharmacy and general retail store located at 211 10th Avenue Southeast; 219 10th Avenue Southeast; 918 University Avenue Southeast; and 928 University Avenue Southeast to the March 22, 2004 meeting.

**17. Immanuel Baptist Church (MS-108, Ward 2) [addendum item]**

**3620 East 26<sup>th</sup> Street and 2548 37<sup>th</sup> Avenue South** (Jim Voll)

**A. Minor Subdivision**

Application by Jon Hansel for a minor subdivision for property located at 3620 East 26<sup>th</sup> Street and 2548 37<sup>th</sup> Avenue South.

**Motion:** The City of Planning Commission **withdrew** the minor subdivision for property located at 3620 East 26<sup>th</sup> Street.

**COMMISSION BUSINESS**

1. Moratoriums
2. Appeals
3. Waivers
4. Miscellaneous

**ADJOURNMENT**

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Amendment to Conditional Use Permit C-2046  
Amendment to Site Plan PR-575  
Parking Variance V-421  
Re-zoning from R-2B to II  
Re-zoning from R-2B to TPOD  
BZZ-1015

**Date:** January 26, 2004

**Applicant:** Excelsior Development, LLC

**Address of Property:** 2321 10<sup>th</sup> Avenue South; 1000 and 1010 East 24<sup>th</sup> Street

**Date Application Deemed Complete:** 1/08/04

**End of 60-Day Decision Period:** 3/8/04

**Applicant has waived 60-Day Requirement:** Until April 30, 2004

**Contact Person and Phone:** Assmi Sabri 612-998-0963

**Planning Staff and Phone:** Merland Otto 612-673-2576

**Ward:** 6      **Neighborhood Organization:** Ventura Village

**Existing Zoning:** R-2B (Plate 20)

**Proposed Use:** Mixed Use, Commercial; Industrial Living Overlay and Transitional Overlay

**Concurrent Review:** C-2046 Amendment to Conditional Use Permit; PR-575 Amendment to Site Plan V-421 Parking and Setback Variance,

Amendment to the approved Travel Demand Management Plan (approved 12/7/00).  
Latest Revisions received 1/20/04

**Appropriate Section(s) of the Zoning Code:** Chapters 525-Administration and Enforcement; 530-Site Plan Review; 535-Regulations of General Applicability; 536 Specific Development Standards; 541-Off Street Parking and Loading; 550-Industrial Districts; 551- Overlay Districts

**Prior Approvals:**

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Conditional Use Permit Application (C-2046): Approved 3/19/01.

Site Plan Review (PR-575): Approved 3/19/01.

Variance (V-421): On 3/19/01, the Planning Commission approved a variance to reduce the applicable off-street parking requirements from 138 to 42, based on the assumption the proposed use would serve pedestrian and transit-oriented uses.

**Proposed Use:** II Mixed use/General retail services, food manufacturing, offices, storage

**Background:**

Excelsior Development, LLC as part owners and managers of Village Market originally applied for and received approval for a farmers' market/multi use center at the former Metz bakery site on 24<sup>th</sup> Street East at 10<sup>th</sup> Avenue So. This application addresses corrective actions required as a result of the development that has taken place since that approval, as well as subsequent actions to address parking issues related to the development.

As originally approved by the CPC on March 19, 2001, the approved uses specified on the DJR floor plan issued 1/29/01 comprised a total of 57561 square feet. As shown on the approved plan the uses were:

<b>Approved Use</b>	<b>Square Footage</b>
Farmers Market/Mixed Use	20559
Bakery	3065
Coffee Shop	4112
Warehouse/Storage	14093
Office	<u>15732</u>
<b>Total</b>	<b>57561</b>

Approximately 16100 square feet of the building did not have a designated use at the time of the original application nor was it approved for any use as part of the project. Based on the approved floor plan drawn by DJR dated 1/29/01 and the designated uses, it was determined that a total of 138 parking spaces were required. The approved site plan provided for 42 spaces on site and granted a variance for 96 spaces based on the TDMP submitted for the project which projected a heavily pedestrian and transit oriented patronage.

Excelsior Development, LLC doing business as the Village Market proposes to expand the previously approved mixed-use development within the confines of the existing building and rezone a portion of the site from R2B to I1 to allow the construction of a parking lot to serve the facility. Additionally, three lots across 10<sup>th</sup> Avenue (2321 10<sup>th</sup> Avenue South and 1000 and 1010 East 24<sup>th</sup> Street) are proposed to be rezoned from R2B to TPOD and developed as a parking lot supporting the primary use. A variance would be required for the TPOD since the property is not abutting the principle parcel.

The lots on 24<sup>th</sup> Street combined with the 10<sup>th</sup> Ave. lot are proposed to be developed into a surface parking lot for 30 vehicles supporting the activity across 10<sup>th</sup> Avenue at the Village Market. The parcels

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are currently zoned R2B. The applicant has applied for a rezoning to a TPOD District, parking and yard setback variances, and site plan review.

Additionally, a related effort has previously been noticed and continued for rezoning the northeast corner of the site from R2B to I1, a permit amendment to a conditional use permit (C-2046), parking and yard setback variances, and amendment to site plan review permit (PR-575). The amended site plan supports expansion of surface parking for an additional 36 vehicles on the existing site at 912 East 24<sup>th</sup> Street as well as an expansion of business activity.

On April 3, 2003 the Inspections Department inspected the site and notified the owners of the following items not conforming to the plans as approved March 19, 2001:

- Only one grocery and deli store and one coffee shop are permitted
- Retail sales, coffee shops and groceries were constructed in an area not approved
- No restaurants were approved
- Site landscaping had not been completed in accordance with the site plan
- Site improvements had not been completed in accordance with the approved site plan

As constructed, prior to the Inspections action a total of approximately 37265 square feet of mixed use/retail had actually been developed versus the 20735 square feet, which had been approved. The building also housed a number of more intense uses such as a game room, juice bar, and coffee shops than approved. Since the Inspection action a hold has been placed on any further permitting or licensing.

The applicant is now seeking an amendment to the conditional use permit, which addresses the development as currently constructed and as proposed for complete build out.

As approved under the 3/19/01 plan plus with the unauthorized current construction, and restricting any further use or development of the building, the following square footages are derived and subsequent parking spaces would be required:

Current Use	Square Footage	Parking Req'd
Mixed Use/Retail (Bldgs A & B)*	32420	123
Restaurant (Bldg C-1806SF public space)	3272	41
Mixed use/production (D)	4845	16
Bakery/deli (Free standing)	3065	4
<b>Total</b>		<b>184</b>

- Includes coffee shops, juice bar, game room (1683SF of public space in Buildings A & B)

A total of seven spaces are operating as coffee shops, juice bar, restaurant or game room. These spaces all require additional parking spaces based on their public space capacity vs. a general mixed use retail. The gross square footage of these spaces is 6427 square feet ( versus 3332 square feet approved) with approximately 3860 square feet available as public space. This drives a requirement of 77 parking spaces.

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With the full development as proposed except: 1) disallowing any use other than storage and utility use in the basement area, 2) development of offices is limited to 7780 square feet on the second floor, 3) the remainder of the second floor is limited to accessory storage space; the following parking spaces are required:

Area	Parking Spaces
Building A (16100SF mixed use with 296SF of public space for coffee shop)	45*
Building B (16320SF mixed use with 643SF of public space for coffee, juice)	65
Building C (restaurant with 1806SF of public space)	41
Building C (food mfg./mixed use with no food court)	26
Building D (10486SF mixed use)	35
Second Flr (office-7780SF, storage-6970SF)	28
Basement (storage and utility only)	0
Grocery/Deli	<u>4</u>
<b>Total Parking Required</b>	<b>244</b>

- Excelsior Development has agreed to close the game room (744 SF) in Bldg A and convert this space to mixed use retail thereby reducing parking requirements by 13 spaces.

With the proposed development of new parking areas and inclusive of the previously approved variance, an additional parking variance of 41 spaces would be required based upon the current proposal. This is based on:

Total required spaces	244
less	
Existing parking	42
Existing variance	96
Proposed new on site parking	30
Proposed new lot across 10 <sup>th</sup>	<u>30</u>
Subtotal	<u>198</u>
Variance Required	46

With the initial parking variance approval, the applicant was approved to provide 30% of the parking requirements on site with a variance of 70% from the total spaces required. Under the planned buildout, a total of 102 spaces (42%) would be provided, if approved, requiring a parking variance of 58%. This is a significant reduction of the gap between required parking versus that which was originally granted a variance.

Over the course of this application process for the proposed expansion, the applicant has proposed a number of various uses for the building which drove parking requirements to as high as 276 spaces. In the course of discussions the applicant has agreed to decrease the intensity of development ultimately ending with the current plan requiring 244 spaces.

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SRF, traffic consultant for the TDMP, indicates in their December 22, 2003 cover letter (attached) that Excelsior Development has made significant strides in alleviating the parking demands and inherent problems within the past year through implementation of policies and programs for their tenants.

The revised TDMP indicates that based on a travel behavior survey conducted in May of 2003, approximately 70% of tenants were arriving by auto and 80% of patrons were arriving by automobile. The TDMP further indicates that the long term goal would be to try to attain a split where 70% of tenants were arriving other than by single occupancy auto at least three times a week and that 50% of patrons arrive other than by auto. These are aggressive goals, and if attained, would support a variance of approximately 60%. Until these goals are achieved, it can be assumed that continued demand will be placed on on-street parking in the immediate vicinity. The recently revised TDMP concludes:

### **"CONCLUSIONS AND RECOMMENDATIONS**

*Based on the above analysis, the following conclusions and recommendations are offered for your consideration:*

- *The current Village Market is generating a demand for at least 130 peak period parking stalls and no more than 151 peak period parking stalls based on a comparison of parking utilization directly adjacent to the facility and within a one block radius of the facility during early weekday morning conditions and early weekend evening conditions. Based on field observations and data collected, it is apparent that the on-street parking impact of Village Market does exceed beyond the four adjacent street segments to about a one block radius during peak periods. However, there is no simple way to determine the exact number of spaces utilized due to the public nature of on-street parking and the number of other users of on-street parking in the neighborhood. Assuming that all of the difference between early morning conditions and early weekend evening conditions within a one block radius of the facility is generated by the facility is a fair proxy since within that area the facility is easily the largest parking demand generator.*

**Early Weekday Morning Early Weekend Evening**

**Off-Street On-Street Off-Street On-Street**

**Directly Adjacent 0 52 43 139**

**Within 1 Block 0 147 43 255**

*Source: SRF staff field observations.*

- *The proposed full build out of the Village Market is estimated to generate a demand for an additional 50 peak period parking spaces. The proposed full build out of the Village Market is expected to include an expansion in off-street, on-site and off-street, nearby available parking supplies. The additional off-street parking is expected to meet all of the additional demand, and reduce the current on-street parking spillover by 16 vehicles, thereby alleviating the current on-street parking issues but not eliminating them. The estimated on-street peak parking spillover is expected to remain at greater than 100 vehicles (underlining added)."*

**Summary of issues:**

**The project has a dire shortage of off-street parking.** At the urging of the applicant's transportation consultant, neighborhood groups, and City staff, the applicant is in the process of securing three undersized parcels for parking across the street from the main entrance. The second site is an adjacent parcel that was a part of the original bakery site but is zoned R2B.

The amendment of the Conditional Use Permit would approve expansion of the retail commercial uses into spaces that were originally approved for storage and warehousing or assumed to remain vacant for some period of time. The increase represents a 53% expansion within the existing building. The primary concern involves parking and transportation matters

SRF indicates that the current development generates a peak hour parking demand between 130-151 spaces with 42 spaces provided. If this application for rezoning and site development of the parking lots is approved, 102 spaces would be provided.

The Zoning Code requires that Transitional Parking Overlay Districts abut the primary zoning district for which the parking will serve. The Code also allows this requirement to be waived via a variance [Section 525.520 (20)].

On 3/19/01, the Planning Commission approved the previously listed permits to allow the reuse of the building for the Village Market project. The project is a mixed-use development that includes a fairly wide range of independent businesses that lease space in the building including mixed use retail and service businesses, coffee shops, storage, and bakery. There is no "farmers' market" in the traditional sense. The applicant proposes the following changes to the prior approvals:

- **Expanded utilization of the building:** As originally approved, the applicant intended to use approximately 45,500 sq. ft. of the existing building for the mix of uses described above. The remaining parts of the building were for office use, expansion and storage. A shortage of parking was part of the reason for the phased use of the building. Since the approval, the applicant moved some new businesses into some of the areas that were not a part of the approved plans. The applicant now wishes to obtain approval for these businesses and the rest of the building, an additional 24,000 sq. ft., which is a 53% expansion.
- **Additional parking:** The project as originally approved had a parking requirement of 138 parking stalls, and a supply of 42 stalls. The Commission approved a 70% variance for the 96-stall gap. Since then, the applicant obtained site control for two additional parking lots with a capacity of 60 stalls. As currently proposed, the expanded project now has a parking requirement of 244 parking stalls and a supply of 102 stalls. This yields a 142-stall gap, but the size of the variance as expressed as a percentage of the total requirement decreases to 58%.

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- **TDMP:** As a part of the original project, the applicant completed a Travel Demand Management Plan. The TDMP has been revised and amended. And includes the following findings:
- On-street spillover from the site currently impacts streets directly adjacent to the site and within a one-block radius during peak periods but not beyond that distance.
- In an effort to alleviate the on street parking demand, the developer instituted (in 2003) a no parking on site policy for tenants in order to leave on site parking available for patrons.
- The developer has also entered into an agreement with the Boys and Girls club approximately a block away to use up to 80 spaces for off site parking. Reportedly, the developer is providing both maintenance and security services for the use of this lot. From a practical standpoint, this can aid in relieving some of the parking problem for Village Market. Under City Code, however, since the Boys and Girls Club property is zoned R2B, those spaces cannot be counted against the parking requirements for a property in an industrially zoned district or used as such without a TPOD. It should be noted that a unique circumstance of this development is that despite public parking ramps or possible excess surface parking in the area, ( and regardless of any agreement the developer would enter into with the owners for parking privileges ), those parking spaces could not be counted against the needed parking requirements because all would be in residentially zoned districts.
- **Behavior/Enforcement:** A number of complaints have been received from residents over the past two years. Common themes of their complaints are 1) parking on streets in the residential areas; 2) parking on sidewalks or blocking driveways 3) increased traffic and careless driving; 4) littering. For the most part, these are enforcement issues for behaviors, not zoning or land use issues. It appears that Excelsior Development's management team has begun working more diligently with tenants to educate them of expectations in order to encourage a more harmonious environment with the neighborhood.

### Findings as Required By the Minneapolis Zoning Code for the Zoning Petition

1. **Whether the amendment is consistent with the applicable policies of the comprehensive plan.**
  - a. **The *Minneapolis Plan* (adopted by the City in 2000):** The following policies are most relevant to the proposed rezoning:
    - Policy 2.8: Minneapolis will develop the existing economic base by emphasizing business retention and expansion.**
      - Implementation Steps (selected):**
        - Promote business start-ups, retentions and attractions. Foster a healthy business environment by encouraging access to the resources and information necessary for successful operation.
    - Policy 4.4: Minneapolis will continue to provide a wide range of goods and services for city residents, to promote employment opportunities, to**

**encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.**

**Implementation Steps (selected):**

- Maintain and strengthen the character and marketability of small-scale commercial areas throughout the city through technical and financial assistance to qualified neighborhood businesses, neighborhood based business associations and local development corporations.

**Policy 4.5: Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small scale retail sales and commercial services and are compatible with adjacent residential areas.**

**Implementation Steps (selected):**

- Support the continued presence of small scale retail sales and commercial services in Neighborhood Commercial Nodes.
- Limit the territorial expansion of Neighborhood Commercial Nodes, but encourage rehabilitation and reinvestment in existing buildings.
- Ensure that commercial uses do not negatively impact nearby residential areas.
- Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts; mitigated impacts on neighboring uses and shared use of parking facilities.

**b) Consistency with the *Minneapolis Plan* policies:**

- The approval by the Planning Commission of the first phase of the project in 2001 anticipated that an expansion was likely to occur to use the remainder of the building. In order for the expansion to proceed without adversely impacting on-street parking supply on the adjacent streets during the peak periods, additional parking is needed, which triggers the need for the rezoning. Rezoning for the two parking lots will enable 24,000 sq. ft. of business startups in the existing building, the creation of new jobs targeted to the surrounding neighborhood, and more goods and services consistent with Policies 2.8 and 4.4.
- The *Minneapolis Plan* does not designate this area as a Neighborhood Commercial Node, however, the Plan describes the criteria for designation. The Planning Commission's approval of the project in 2001 allowed the development to proceed to the point that it now fits the definition of a Neighborhood Commercial Node even if it is not formally designated.

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The current expansion project is consistent with Policy 4.5. The proposed off-site parking lots are also consistent for the following reasons: The lot on the northeast side of the side of the site is vacant and underutilized. Two of the three parcels at the corner of 10<sup>th</sup> Ave. and 24<sup>th</sup> St. are a visual blight to the neighborhood (refer to photos). When rezoned and improved, the two parking lots will improve customer access; help eliminate peak-period, off-site parking impacts; and improve the appearance of the area with a fully developed landscape plan.

2. **Whether the amendment is in the public interest and is not solely for the interest of a single property owner.**

Rezoning the site to allow the two parking lots will help to alleviate parking demand for the current project and may enable the project to expand as anticipated by the City's original approval of the project in 2001. The Village Market has become, in addition to an economic center, a community base for a significant portion of the Somali community.

3. **Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.**

The site and area have been used for and zoned for a wide range of uses for many years. The zoning in the area includes medium and high density residential (R2B, R4, R5 and R6), and office-residential (OR1-3). Uses include medium-to-high density residential, institutional (e.g. Phillips Eye Institute and the Boys and Girls Club), and a wide variety of office uses. The site is the only industrial zoning in the area. A circumstance, however, that is unique to this property is that virtually no other commercial or industrially zoned property is located within 500' of the Village Market. Thus, regardless of the efforts of the owner to secure parking from others, those usable spaces cannot be counted (under City Code) to offset the parking requirements generated by this development. Rezoning the adjoining parcel and the three parcels across 10<sup>th</sup> Ave. to allow parking on them will not likely create new long or short-range problems for the nearby uses if adequately secured and policed.

4. **Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.**

Although the current R2B zoning on the two sites does not permit accessory parking for commercial, the district does allow single and two-family homes.

NE lot: The lot on the northeast corner of the site (44 X 146 = 6,424) is large enough to build a single-family house (min. 5,000 sq. ft. lot) but not a duplex (min. 10,000 sq. ft. lot).

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Adjacent lot: The proposed parking lot is comprised of three parcels. The smallest two-- 1010 24 St. E (30 X 44 = 1,320 sq. ft.) and 2321 10 Ave. (22 X 146 = 3,243 sq. ft.), are not buildable lots for either a single-family house or a duplex. The third lot at 1000 24 St. E. (116 X 44 = 5,140) is buildable for a single-family residence. All three taken together are still below the minimum lot size for a duplex without a lot area variance per Section 525.520 (1).

5. **Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.**

The primary change to the immediate area is the conversion and reuse of a vacant building to a retail center. Significant improvements have been made to the building both on the exterior and the interior. The property diagonally across the street has also recently been improved.

**B. Findings as Required By the Minneapolis Zoning Code for the Amendment to the Conditional Use Permit (C-2046) for the Use**

The Minneapolis City Planning Department has analyzed the application and from the findings above concludes that the establishment, maintenance, or operation of the proposed conditional use:

1. **Will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.**

The proposed expansion of this mixed-use development would add office, restaurant, manufacturing, and retail uses to the Phillips neighborhood. The development will move towards completing the rehabilitation of the old Metz Bakery building.

The site offers close proximity to downtown, Hiawatha Avenue and LRT, I-35W, I-94, parkland, and a residential neighborhood. This close proximity translates to opportunities for pedestrian accessible activities, and therefore, less dependence on the automobile. Surrounding amenities include restaurants, educational institutions, health facilities, theaters, places of worship, and public transportation.

The proposed mixed-use development is compatible with other uses in the area and should not be detrimental to or endanger the public health, safety or general welfare.

2. **May not be injurious to the use and enjoyment of other property in the vicinity and could impede the normal or orderly development and improvement of surrounding property for uses permitted in the district and may substantially diminish and impair property values.**

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The expansion will be contained within unused space in the existing building. Fully utilizing the site will provide additional amenities for the Phillips neighborhood. The development is subject to Site Plan Review standards. These requirements include provisions for landscaping and screening along the public streets and between the subject site and adjacent residential uses. Complying with these standards will promote compatibility. The proposed development should not diminish or impair property values.

**3. Will have adequate utilities, access roads, drainage and/or other necessary facilities.**

Three public streets, 24th Street, Elliot Avenue South, and 10th Avenue South provide access to the site. The remainder of this block is residential. The existing L-shaped public alley serves these residential units. The developer can not utilize the existing alley for access to parking nor may the alley be utilized for vehicle maneuvering. The applicant has created the appropriate buffers between the proposed parking lots and the public alley by curbing.

The Department of Public Works required that the roof drainage be directed to the surface or storm drain system. Connections to the sanitary sewer are not permitted. Final approval for storm and surface water runoff is subject to the review and approval by the Department of Public Works.

**4. Will adequately provide ingress and egress designed as to minimize traffic congestion in the public streets.**

The proposed expansion includes the following changes to access for the original plan:

Closure of an excess curb cut on 24<sup>th</sup> St. for the new parking lot.

Closure of an excess curb cut at the deli parking lot on 10<sup>th</sup> Ave.

No other changes are proposed.

Public Works has reviewed and given preliminary approval of the proposed changes.

**5. Is consistent with the applicable policies of the comprehensive plan.**

Refer to Finding 1 in Section A above.

**6. And, does in all other respects conform to the applicable regulations of the district in which it is located upon approval of this conditional use permit and site plan review.**

The project must comply with the following provisions of the Zoning Code:

**Hours:** Hours of operation in the I1 District are limited to 6:00 a.m. to 10:00 p.m. Sunday through Thursday and 6:00 a.m. to 11:00 p.m. Friday and Saturday. The applicant has indicated that operating hours for the uses will conform to this standard.

- **Loading:** The site can accommodate two loading docks.
- **Height and lot area:** The existing building ranges in height from one to two-stories. Buildings in the I1 district are limited in height to four stories or 56 feet, whichever is less. The site meets the minimum lot area and minimum lot width requirements. The existing building is located at the front property line along 24 Street and at the side property along the Elliot Avenue property line.
- **Specific Development Standards (Chapter 536):** According to Chapter 536, both grocery food stores and coffee shops are subject to the following specific development standard: 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.

With the accompanying approvals, the project will conform to all applicable requirements in the Zoning Code

**C. Findings as Required By the Minneapolis Zoning Code for the Variances for the TPOD, Yards, and Parking**

The applicant is requesting the variances detailed in the Background section of this report, and an amendment to the parking variance (V-421).

1. **The property cannot be put to a reasonable use under the conditions allowed and strict adherence to the regulations of this zoning ordinance would cause undue hardship.**

**TPOD variance:** The parcels across the street do not abut the primary parcel, however, largely they have been blighted property significantly more inconsistent with the residential area. Pedestrian access from the parking area will be across a relatively low volume street rather than crossing a major thoroughfare. No properties currently zoned commercial or industrial are located within 500 feet of the site which could be used for off street parking. Strict adherence to the ordinance will not provide sufficient parking for the proposed reuse of the building.

**Yard variances:** The Village Market site is relatively flat and totals 2.17 acres. The existing buildings occupy 64% of the site. The project involves the reuse of a formerly vacant industrial use for purposes consistent with the Minneapolis Plan and approved by the Planning Commission. To accomplish this, the applicant has maximized the amount of the parking and landscaping on the site, but still has a substantial parking deficit as regards the Zoning Code requirements. Without the setback variance for the NE parcel, a drive aisle variance would be required. The new parking lot will have a front yard setback adjacent to the abutting residential property of 15' rather than 20'.

The parking lot across 10<sup>th</sup> Ave. requires a setback variance from 5' to 3' on the 24<sup>th</sup> St. frontage in order to meet stall depths and drive aisle width which conform with code in addition to meeting the 5' setback along the north property line. There is an additional 9'

Minneapolis CPED- Planning Division Report

from the property line to the sidewalk giving a total of 12' between the walk and the parking area. The applicant will need an encroachment permit from Public Works for landscape installation. The front yard setback is 13.5' to the property line with an additional 3.5' from the property line to the sidewalk for a total of 17'.

**Amendment to the parking variance:** As stated above, the applicant has maximized the amount of the parking and landscaping on the site, but still has a substantial parking deficit as regards the Zoning Code requirements. This deficit would exist regardless of the types of uses proposed.

2. **The circumstances are unique to the parcel of land for which the variance is sought and have not been created by any persons presently having an interest in the property. Economic considerations alone shall not constitute an undue hardship if reasonable use for the property exists under the terms of the ordinance.**

The shape of the parcel is not unique. The determination of parking spaces is based on the type of use proposed. According to the applicant, the neighborhood plan calls for the building to be used to supply the neighborhood with needed services and programs. The additional parking demand is due to the change of use, from manufacturing to a mix of production, retail services, office and food services.

3. **The granting of the variance will be in keeping with the spirit and intent of the ordinance and will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity.**

Approval of the variance request will aid in alleviating a negative impact from the neighborhood by providing additional off street parking for what has developed into a successful concern. By reducing the gap in parking requirements provided, the development can improve its relationship with the neighborhood.

4. **The proposed variance will not substantially increase the congestion of the public streets, or increase the danger of fire, or be detrimental to the public welfare or endanger the public safety.**

The site is located between four heavily used bus routes including, Chicago Avenue and 11<sup>th</sup> Avenue running north and south, and 24<sup>th</sup> Street and Franklin Avenue running east and west. In addition, the site is also within one half mile from the proposed Franklin Station of the Hiawatha LRT. The applicant has also outlined an aggressive effort to reduce reliance on automobile travel and has expended significant funds to provide off street parking for tenants and patrons. The variance should help to alleviate traffic and parking impositions imposed on the neighborhood.

- 2. The conditions upon which a petition for a variance is based are unique to the parcel of land for which the variance is sought and are not applicable, generally, to other property within the same zoning classification.**

According to the TDM Plan, the owners and promoters of this market facility will help encourage patronage, by providing information to the community at the marketplace and encourage employees and employers to participate in the Metro Pass and ride share programs. As the need arises, they would be willing to participate in surveys of businesses to better understand the transportation characteristics and needs in the greater business community in the area.

In the TDM Plan, the applicant indicated that the proposed retail spaces have been developed with the Minneapolis Community Development Agency, in an effort to assist the Somali community in the neighborhood. The demographics around the 24<sup>th</sup> Street marketplace support a large Somali community.

- 3. The alleged difficulty or hardship is caused by the zoning ordinance and has not been created by any persons presently having an interest in the parcel of land.**

A large part of the difficulty is created by the zoning ordinance which does not permit the use of parking spaces other than in nearby commercial or industrial districts to offset the requirements created by the reuse of this building as a commercial center. Virtually no other commercial or industrially zoned property is within 500' of the property. Several surface parking lots and the Phillips Eye Institute parking ramp is located within 500', but are zoned R2B or OR districts.

- 4. The granting of the variance will not alter the essential character of the locality or be injurious to other property in the vicinity in which the parcel of land is located or substantially diminish property values.**

Granting the variance would result in a trade-off of meeting parking requirements under difficult conditions or for more landscaping and screening which will create an appropriate transition area between this development and adjacent residential facilities. The alleviation of on street parking demand appears to be the higher concern in the neighborhood. By granting the required variances, additional parking is provided. The variance will not alter the essential character or be injurious to other properties in the vicinity.

## **Recommendations of the Community Planning and Economic Development Planning Division:**

### **Zoning**

## Minneapolis CPED- Planning Division Report

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the above findings and **approve** the application for Rezoning the three parcels at 1000 24<sup>th</sup> Street East, at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue So. from R2B to TPOD.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission and the City Council adopt the above findings and **approve** the application for Rezoning the adjoining north east parcel (Lot 16, Block 2, Chicago Ave. Second Addition and Lot 1, Block 3, Wright and Fisk's addition) which is a part of 912 24<sup>th</sup> St. East from R2B to II.

### Site Plan Approval BZZ 1015

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the above findings and **approve** the application for Site Plan Review for the three parcels at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue So. Subject to the following provisions:

- 1) Ingress and egress to the parking area via the alley is prohibited and continuous curb and landscaping shall be provided on the east side of the lot.
- 2) That the capacity of the lot is 30 spaces total and the parking lot shall have continuous curb.
- 3) The final landscaping plan shall include a minimum of 7 additional canopy trees and 30 additional shrubs in addition to those shown on the site plan dated Jan. 30, 2004.
- 4) That a new screen fence 6' high be installed along the north property line except in the front setback area where it shall not exceed 3' and all existing chain link fence on the site will be removed.
- 5) The final site, landscaping, snow removal and lighting plans shall be subject to the approval of CPED Planning Division.
- 6) That the exterior light fixtures be subject to the approval of CPED Planning Division.
- 7) That the applicant replace any public walkways on the property which are in poor condition.
- 8) That the parking lot be closed by means of a secured gate during the hours of 10:15 p.m. to 6:00 a. m. Sunday through Thursday and from 11:15 p.m. through 6:00 a.m. Friday and Saturdays.
- 9) The premises, adjacent streets, sidewalks and alleys within 100 feet shall be inspected regularly for the purposes of removing any litter found thereon.
- 10) If estimated site improvement costs exceed \$2000, the applicant shall submit a performance bond in the amount of 125% of the estimated site improvement costs prior to building permits being issued, or the permit may be revoked for non-compliance.
- 11) All site improvements shall be completed by November 30, 2004 or the permit may be revoked for non-compliance.

### Amendment to Site Plan Review Permit PR-575

**These amendments are in addition to and not in lieu of the conditions of the approval granted 3/19/01:**

- 1) No vehicle ingress or egress is permitted from the expanded and redeveloped parking areas to the alley.
- 2) That the curb cut and drive aisle to the grocery/deli on 10<sup>th</sup> Ave. nearest 24<sup>th</sup> be closed and perimeter curb and landscaping be installed.

## Minneapolis CPED- Planning Division Report

- 3) That a new screen fence 6' high be installed along the north property line of the north east parcel except in the front setback area where it shall not exceed 3' in height in the front yard setback area of 10<sup>th</sup> Ave.
- 4) That the screen fence along the north side of the parking lot be reconstructed lowering the height from six feet to three feet in the required front yard setback area on the Elliot Street side.
- 5) That the front yard setback required along Elliot be re-implemented, unlawful pavement and curbing removed and landscaping be installed
- 6) The premises, adjacent streets, sidewalks and alleys within 100 feet shall be inspected regularly for the purposes of removing any litter found thereon.
- 8) That all landscaping previously approved with the initial site plan review be installed as shown on the site plan by DJR Architecture (dated 1.29.01 and labeled L1) unless otherwise approved by CPED Planning Division.
- 10) The final site, landscaping, and lighting plans shall be subject to the approval of CPED Planning Division.
- 11) If estimated site improvement costs exceed \$2000, the applicant shall submit a performance bond in the amount of 125% of the estimated site improvement costs prior to building permits being issued, or the permit may be revoked for non-compliance.
- 12) All site improvements shall be completed by November 30, 2004 or the permit may be revoked for non-compliance.

### **Amendment of the Conditional Use Permit C-2046**

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **approve** the application for amendment of the Conditional Use Permit subject to the following conditions:

- 1) That the approved uses of the building covered under this conditional use permit as amended are:
  - Mixed use/retail- Building A (16100SF mixed use with 296SF of public space for coffee shop)
  - Mixed use/retail- Building B (16320SF mixed use with 643SF of public space for coffee, juice)
  - Restaurant-Building C (restaurant with 1806SF of public space)
  - Mixed Use/Production-Building C (food mfg./mixed use with no food court)
  - Mixed Use/Production/Wholesale and Retail Building D (10486SF mixed use)
  - Basement-Storage, Utility and Mechanical use only
  - Second Floor-Office Space (office-7780SF, storage-6970SF)
- 2) That the game room in Building A is removed and converted to mixed use/retail market space.
- 3) That more intensive uses such as additional restaurants, bars, coffee shops, game uses or other uses which generate a higher parking requirement under city code are not permitted other than those specifically approved herein and illustrated on the plan set dated 1/30/04.
- 4) That all necessary licensing, building code and permit requirements are fulfilled.
- 5) That a snow removal plan be submitted to CPED Planning Division for approval.
- 6) That the parking lots are developed prior to operation or occupancy of the newly developed uses

## Minneapolis CPED- Planning Division Report

- 7) That the permit holder review progress towards the TDMP goals one year from the date of this approval, and thereafter at least every other year, report in writing to the City, and otherwise conform to the recommendations and practices outlined in the amended TDM Plan.
- 8) The premises, adjacent streets, sidewalks and alleys within 100 feet shall be inspected regularly for the purposes of removing any litter found thereon.
- 9) That the permit holder work with Metro Transit to coordinate the most suitable location for a transit shelter.

### Variance Requests

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **approve** the application for a variance from the TPOD district standard requiring that the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue So. abut the 912 East 24<sup>th</sup> Street parcel.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **approve** the application for a variance for the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue from a 5' setback along 24<sup>th</sup> Street to a setback of 3'.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **approve** the application for a variance for the properties at 1000 and at 1010 24 Street East, and at 2321 10<sup>th</sup> Avenue from a 20' front yard setback along 10<sup>th</sup> Ave. to a setback of 13.5'.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **approve** the application for a variance from the five foot setback requirement to two feet for the NE parcel parking lot at 912 24<sup>th</sup> St. East.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **deny** the application for a variance from the front yard setback of fifteen feet for forty feet on the north side of the NE parcel at 912 24<sup>th</sup> St. East.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **deny** the application for a variance from the front yard setback of fifteen feet for forty feet on the north side of the parking lot nearest Elliot Ave. at 912 24<sup>th</sup> St. East.

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and **approve** the application to amend parking variance V-421 from 96 spaces to 143 spaces at 912 24<sup>th</sup> St. East.

Minneapolis CPED- Planning Division Report

**TDMP**

The Community Planning and Economic Development Planning Division recommends that the City Planning Commission adopt the findings and approve the amended TDM Plan with revisions dated through 1/20/04.

M:\staff\directory\merlandotto\BZZ1015app



01	OCT 01
02	FEB 02
03	MAR 02
04	SEP 02
05	NOV 02
06	MAR 03
07	FEB 03
08	OCT 03
09	MAY 04



**DISENOS**  
 P O BOX 8838  
 MINNEAPOLIS, MN 55408-0838  
 PH 612.594.9135  
 FX 952.944.3008

**VILLAGE MARKET**  
 PROPOSED BUILDING REMODELING  
 912 EAST 24th STREET  
 MINNEAPOLIS, MINNESOTA

**FIRST FLOOR PLAN**  
 SCALE 1" = 30'-0"  
 SHEET NO.

**A1.1**

FILE NO. 24000001

**LEGEND:**

INDICATES EXISTING WALLS TO REMAIN  
 ALL EXISTING WALLS ARE CONCRETE MASONRY UNITS  
 TO STRUCTURE ABOVE

INDICATES NEW WALLS  
 1/2" MIN. 1/2" METAL STUDS, 1/2" O.C.  
 TO STRUCTURE ABOVE WITH 5/8" TYPE FIRE-RATED  
 SURET ROCK BOTH SIDES, AND PAINTED AS SELECTED  
 BY OWNER AND/OR TENANT

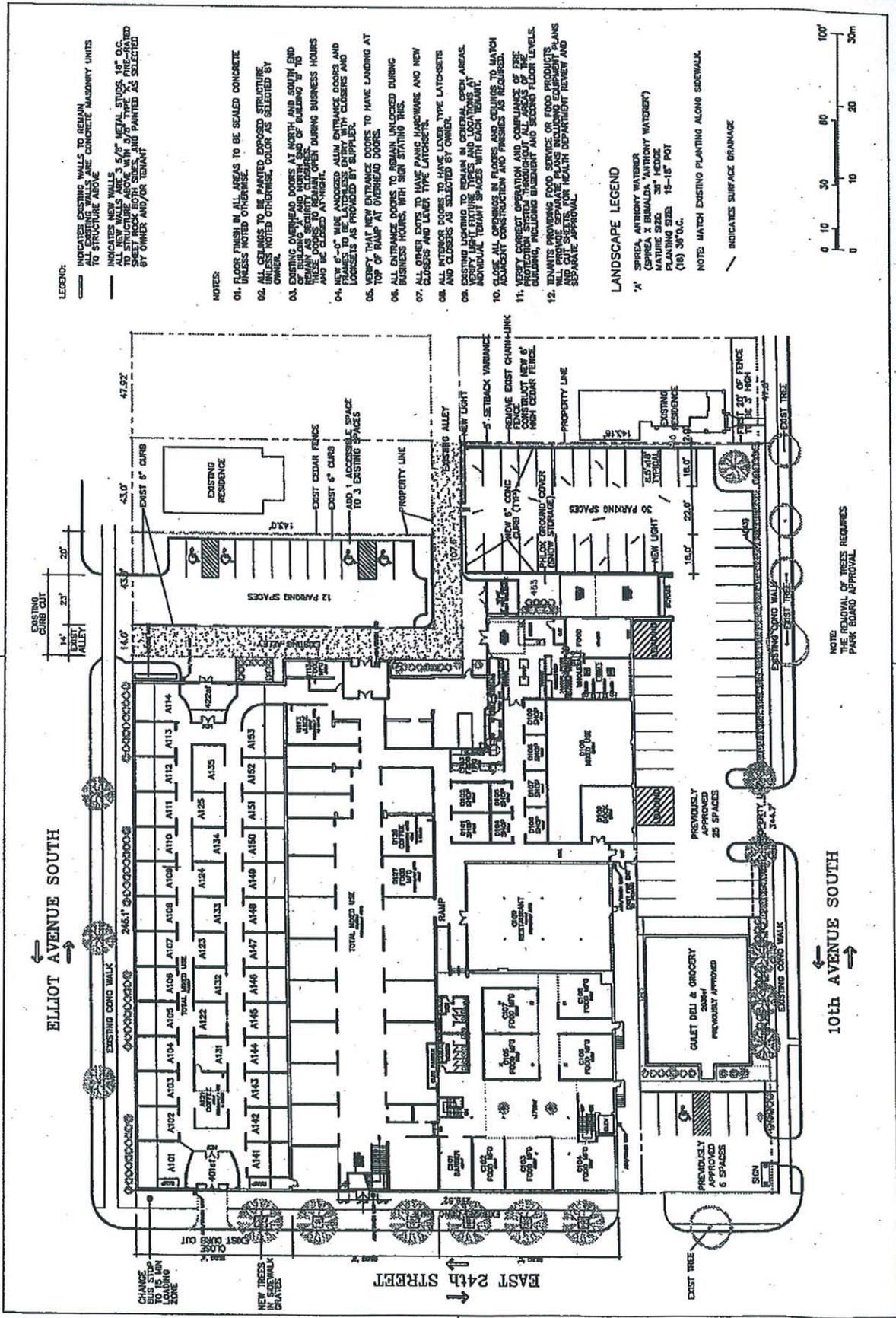
- NOTES:**
- FLOOR FINISH IN ALL AREAS TO BE SEALED CONCRETE UNLESS NOTED OTHERWISE.
  - ALL CEILING TO BE PAINTED EXPOSED STRUCTURE UNLESS NOTED OTHERWISE, COLOR AS SELECTED BY OWNER.
  - EXISTING OVERHEAD DOORS AT NORTH AND SOUTH END TO BE REMOVED AND SECURITY CLOSURES TO BE INSTALLED TO REMAIN OPEN DURING BUSINESS HOURS AND BE SECURED AFTER HOURS.
  - FRAMES TO BE LATCHLESS EXCEPT WITH CLOSERS AND LOCKSETS AS PROVIDED BY SUPPLIER.
  - VERIFY THAT NEW ENTRANCE DOORS TO HAVE LANDING AT TOP OF RAMP AT OVERHEAD DOORS.
  - ALL ENTRANCE DOORS TO REMAIN UNLOCKED DURING BUSINESS HOURS, WITH SIGN STATING THIS.
  - ALL OTHER EXITS TO HAVE PANIC HARDWARE AND NEW CLOSERS AND LEVER TYPE LATCHSETS.
  - ALL INTERIOR DOORS TO HAVE LEVER TYPE LATCHSETS AND CLOSERS AS SELECTED BY OWNER.
  - EXISTING LIGHTING TO REMAIN IN GENERAL OPEN AREAS, EXCEPT WHERE SHOWN OTHERWISE WITH EACH TENANT'S VERTICAL LIFE SAFETY SIGNAGE.
  - ALL NEW CONSTRUCTION AND FINISHES AS REQUIRED, TO MATCH EXISTING CONSTRUCTION AND FINISHES AS REQUIRED.
  - VERIFY CORRECT OPERATION AND COMPLIANCE OF FIRE PROTECTION SYSTEM THROUGHOUT ALL AREAS OF THE BUILDING, INCLUDING BASEMENT AND SECOND FLOOR LEVELS.
  - TENANTS PROVIDING FOOD SERVICE OR FOOD PRODUCTS WILL PROVIDE SEPARATE PLANS INCLUDING ENERGY PLANS AND SEPARATE APPROVAL.

**LANDSCAPE LEGEND**

'X' SPIREA ANTHONY WATERBURY  
 (SPIREA X BIMALDA ANTHONY WATERBURY)  
 MATURE SIZE 30" HEDGE  
 PLANTING SIZE 15-18" POT  
 (18) 30" O.C.

NOTE MATCH EXISTING PLANTING ALONG SIDEWALK

INDICATES SURFACE DRAINAGE



NOTE:  
 THE REMOVAL OF TREES REQUIRES  
 PARK BOARD APPROVAL

10th AVENUE SOUTH



DATE	DESCRIPTION
22 OCT 01	
03 SEP 02	
01 OCT 02	
17 JUN 03	
23 JUN 03	
13 OCT 03	
30 JAN 04	



**DISEÑOS**

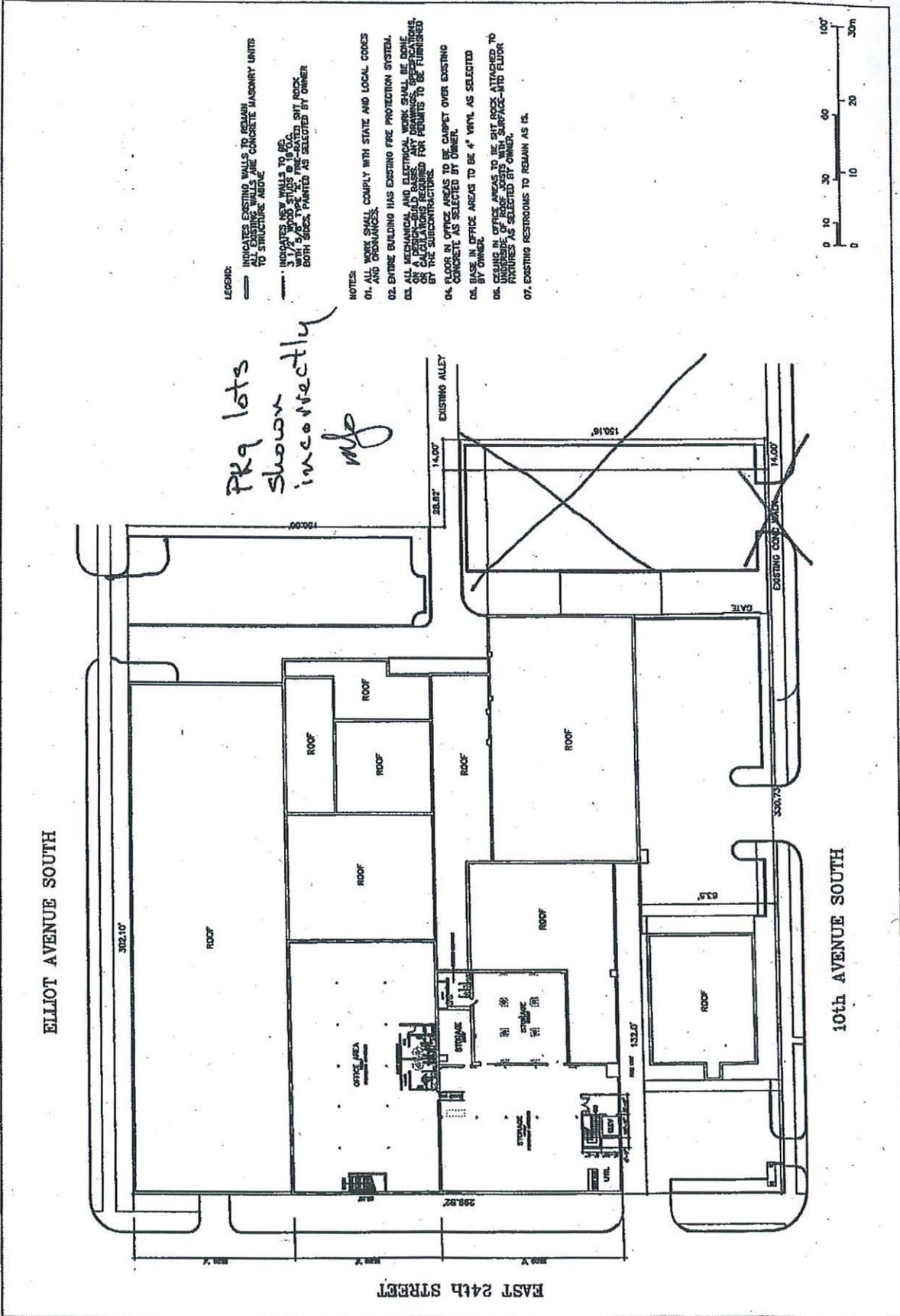
P O BOX 24386  
MINNEAPOLIS MN  
55424  
PH 612.351.0835  
FX 612.344.2596

PROPOSED BUILDING REMODELING  
**VILLAGE MARKET**  
912 EAST 24th STREET  
MINNEAPOLIS, MINNESOTA

SECOND FLOOR PLAN  
SCALE 1" = 30'-0"  
PROJECT NO.

**A1.2**

FILE NO.



*PKg lots  
shown  
incorrectly  
mfp*

- LEGEND:**
- INDICATES EXISTING WALLS TO REMAIN
  - INDICATES NEW CONCRETE MASONRY UNITS TO STRUCTURE ABOVE
  - INDICATES NEW WALLS TO BE CONCRETE BLOCK WITH PRE-CAST SHT ROCK BOTH SIDES PAINTED AS SELECTED BY OWNER
- NOTES:**
01. ALL WORK SHALL COMPLY WITH STATE AND LOCAL CODES AND ORDINANCES.
  02. ENTIRE BUILDING HAS EXISTING FIRE PROTECTION SYSTEM.
  03. ALL MECHANICAL AND ELECTRICAL WORK SHALL BE DONE ON A PERMANENT-BUILD BASIS. ANY PERMITS TO BE FURNISHED BY THE SUBCONTRACTORS.
  04. FLOOR IN OFFICE AREAS TO BE CARPET OVER EXISTING CONCRETE AS SELECTED BY OWNER.
  05. FLOOR IN OFFICE AREAS TO BE 4" VINYL AS SELECTED BY OWNER.
  06. CEILING IN OFFICE AREAS TO BE SHT ROCK ATTACHED TO UNDERSIDE OF ROOF JOISTS WITH SURFACE-INTD FLOOR FINISHES AS SELECTED BY OWNER.
  07. EXISTING RESTROOMS TO REMAIN AS IS.



**VILLAGE MARKET REDEVELOPMENT**

**TRAVEL DEMAND MANAGEMENT PLAN UPDATE**  
***FINAL***

Prepared for

**Excelsior Development, LLC**  
P.O. Box 385118  
Bloomington, MN 55437

Prepared by

**SRF CONSULTING GROUP, INC.**  
One Carlson Parkway North, Suite 150  
Minneapolis, MN 55447-4443  
(763) 475-0010  
Fax: (763) 475-2429

**December 22, 2003**

SRF No. 0034788

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### APPENDIX A – PARKING STUDY TECHNICAL MEMORANDUM

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# **TRAVEL DEMAND MANAGEMENT PLAN**

## **1.0 INTRODUCTION**

This Travel Demand Management Plan (TDMP) was prepared for the proposed redevelopment of the Village Market, which is located in the Phillips Neighborhood in the Sixth Ward of the City of Minneapolis (see figure 1).

### **Project Description**

Village Market is located on the southern half of the block bound on the north by 22nd Street, on the south by 24th Street, on the east by 10th Avenue and on the west by Elliot Avenue (see figure 1). The project site falls within the light industrial (I1) district.

The proposed redevelopment involves the redeveloping an existing building, expanding on-site surface parking and constructing an adjacent off-site surface parking lot (see Table 1 and figures 2a and 2b). The proposed redevelopment would increase the occupied total gross building area of the facility, primarily through the addition of mixed use and coffee shop/restaurant space (trip generating space) and tenant storage (non-trip generating space).

The businesses within the Village Market currently operate from 10:00 a.m. to 10:00 p.m. on Sundays through Thursdays, and from 10:00 a.m. to 11:00 p.m. on Fridays and Saturdays. No change in the hours of operation is expected with the proposed redevelopment.

Within the area already redeveloped, there are approximately 40 retail shops, 12 offices, 3 coffee shops and 1 restaurant.



Excelsior Development, Inc.  
0034788 June 2003

**PROJECT SITE & STUDY AREA**

VILLAGE MARKET REDEVELOPMENT PARKING STUDY  
Excelsior Development, LLC

Figure 1





**Table 1**  
**Summary of Project Elements (Full Build Out)**

Mixed Use	42,741 GSF
Office	13,261 GSF
Coffee Shops/Restaurant/Food Mfg	11,546 GSF
Grocery/Deli/Bakery	4,038 GSF
Wholesale (Storage)	9,917 GSF
<b>Total Building Area</b>	<b>81,503 GSF</b>
Elliot Ave Parking Lot <sup>(1)</sup>	16 spaces
10 <sup>th</sup> Ave Parking Lot (North) <sup>(1)</sup>	32 spaces
10 <sup>th</sup> Ave Parking Lot (Middle) <sup>(1)</sup>	25 spaces
10 <sup>th</sup> Ave Parking Lot (South) <sup>(1)</sup>	6 spaces
10 <sup>th</sup> Ave Parking Lot (Adjacent) <sup>(1)</sup>	32 spaces
<b>Total On-Site, Off-Street Parking</b>	<b>111 spaces</b>
Boys & Girls Clubs Parking Lot <sup>(2)</sup>	80 spaces
<b>Total Off-Site, Off-Street Parking</b>	<b>80 spaces</b>

Source: Excelsior Development, LLC

(1) See figures 2a and 2b for locations of the on-site lots and adjacent lot.

(2) See figure 1 for location of the B&G C lot.

**Travel Behavior**

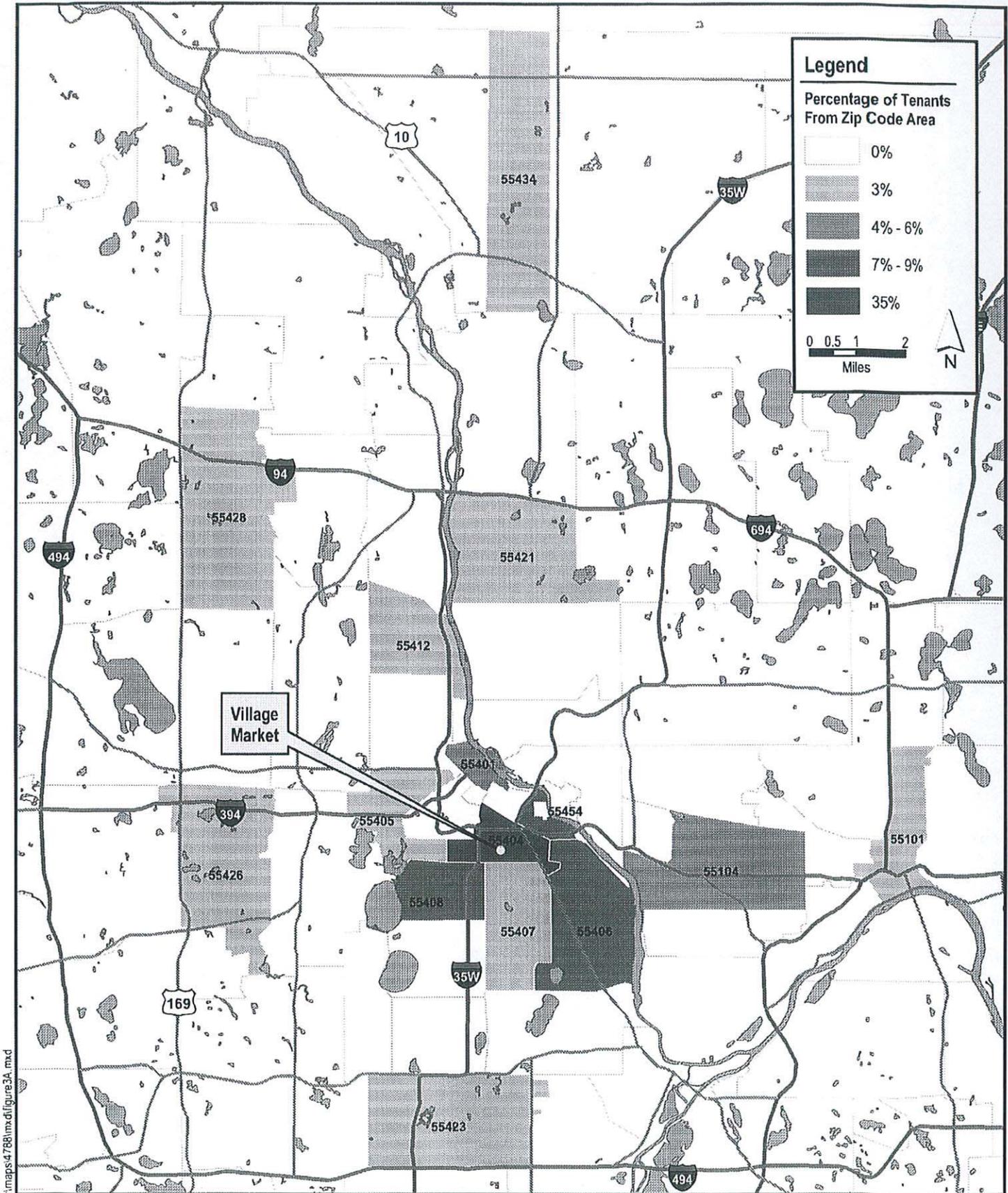
The original TDMP used an estimate for expected travel behavior of the tenants and patrons of Village Market. The estimate was based on observations reported in an independent study of the retail shopping area at Franklin Avenue and Chicago Avenue. The study report stated that only 15 percent of patrons drove to the shopping area, and the auto occupancy ranged from two to five persons per automobile.

SRF Consulting Group, Inc. provided the person and vehicle trip generation estimates for the original TDMP. The vehicle trip generation table provided for the original TDMP assumes a 40 percent non-automobile mode split (or 60 percent auto mode split) for the project site, which is consistent with a previous analysis completed for other nearby major trip generators along Franklin Avenue.

Below are summary results of a travel behavior survey that was administered to a sample of tenants and patrons of Village Market by SRF Consulting Group staff on May 29, 2003. According to the travel behavior survey, the non-automobile mode split is 29 percent for tenants and 19 percent for patrons/visitors (see Table 2). Based on work start times and finish times, the average length of stay for tenants is 10 hours. Most patrons/visitors (61.3 percent) stay for less than one hour (see Table 3). Also collected during the travel behavior survey were the home (origin) zip codes of tenants and patrons/visitors, which are plotted in Figures 3A and 3B.

29  
 19  
 81  
 19

It is worth noting that since the travel behavior survey was conducted at the start of the process in May, the migration of Somali community members to the neighborhood that began with the opening and occupancy of the Village Market in late 2002 has continued, particularly with the tenants of the Village Market. This trend is one factor for the recently observed lessening of the on-street parking situation.



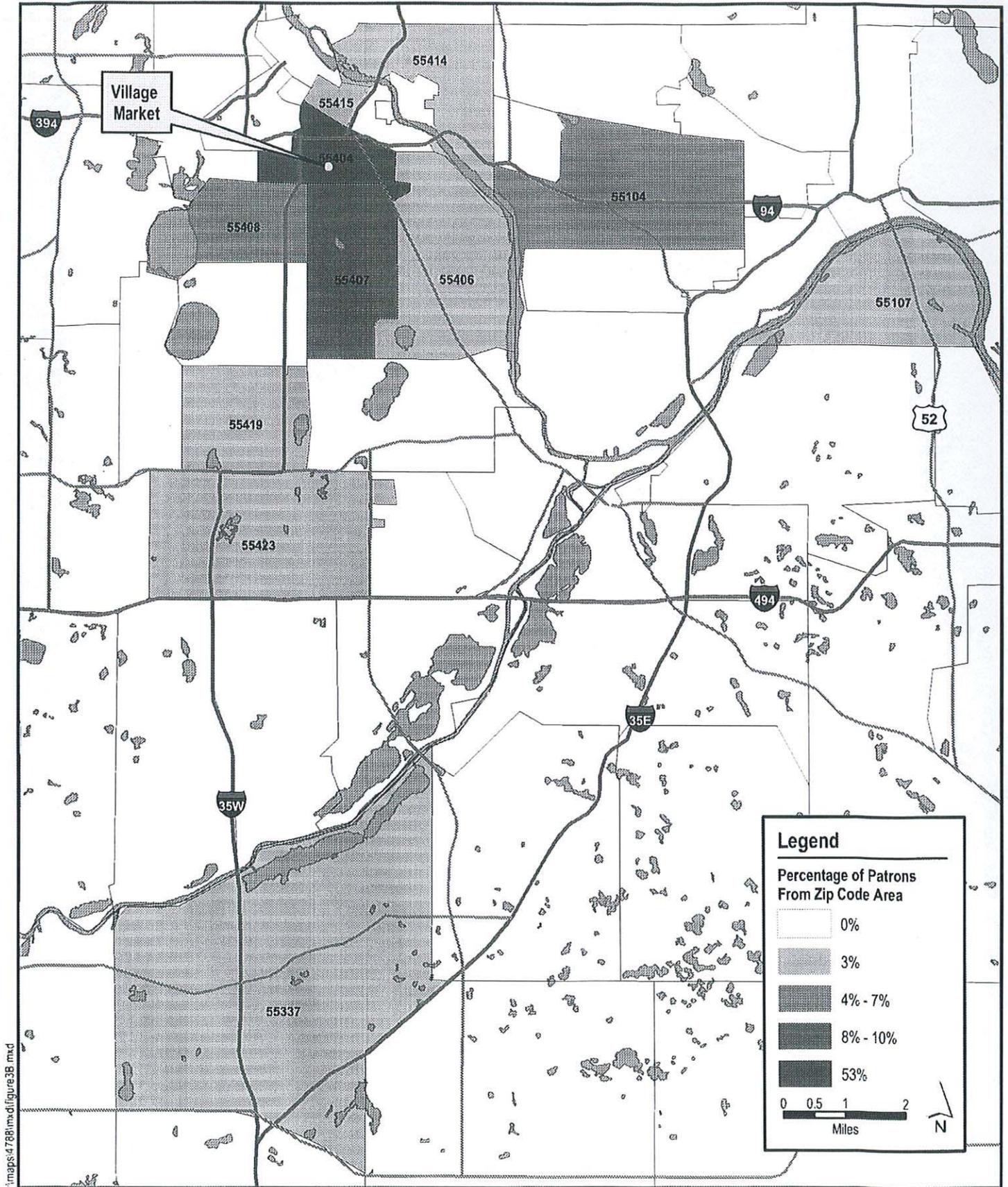
j:\maps\4788\mxd\figure3a.mxd

**TENANT HOME ORIGINS**

VILLAGE MARKET REDEVELOPMENT TDM PLAN UPDATE

Excelsior Development, LLC

Figure 3A



**PATRON HOME ORIGINS**

VILLAGE MARKET REDEVELOPMENT TDM PLAN UPDATE

Excelsior Development, LLC

*Figure 3B*

SRF contacted the property manager of a peer facility, West Side Market (WSM) in Cleveland, Ohio, to ask them for information about tenant and patron/visitor travel behavior for their facility. WSM is an approximately 79,000 GSF facility containing retail (approximately 29,000 GSF), storage, a fruit and vegetable arcade, and office space that operates on Mondays and Wednesdays from 7:00 a.m. to 4:00 p.m. and on Fridays and Saturdays from 7:00 a.m. to 6:00 p.m. Within the WSM, there are currently 104 vendors with 180 stands. WSM offers variety merchandise for many ethnicities (something for everyone). The primary market area for WSM is the City of Cleveland and its surrounding suburbs, however it does draw patrons as far as 50 miles away plus it is a tourist attraction for visitors. WSM is located in primarily a retail/commercial area surrounded by residential within about one to two blocks away. WSM provides 325 on-site, off-street parking spaces for solely for their patrons/visitors. In addition, there is a nearby lot containing approximately 195 spaces that is shared by WSM and other retail/commercial shops along 25th Street. There is also on-street parking and a couple of small pay lots. The WSM Vendor Tenants Association, formed collectively by all of the vendor tenants, purchased/leases an approximately 50-space parking lot about a block away for tenant parking only. WSM experiences parking shortages on Saturdays between 9:00 a.m. and 4:00 p.m. A majority of both tenants and patrons/visitors drive (alone and pool) to WSM. There is good bus service in the immediate area plus there is a Rapid Transit Stop across the street, however, because of the expanse of the WSM market area most people drive/pool.

**Table 2**  
**Mode of Arrival – Tenants and Patrons/Visitors**

	Tenants		Patrons/Visitors	
	Number	Percentage	Number	Percentage
Drive Alone	15	44.1%	20	64.5%
Pool	9	26.5%	5	16.1%
Transit	3	8.8%	1	6.5%
Bike	1	2.9%	2	3.2%
Walk	6	17.6%	3	9.7%
Total	34	100.0%	31	100.0%

Source: Face-to-Face Survey by SRF Consulting Group staff.

**Table 3**  
**Average Length of Stay – Patrons/Visitors**

Length of Stay	Number	Percentage
Less than 1 hour	19	61.3%
Approximately 1 hour	5	16.1%
Approximately 2 hours	6	19.4%
More than 2 hours	1	3.2%
Total	31	100.0%

Source: Face-to-Face Survey by SRF Consulting Group staff.

## City of Minneapolis Transportation Goals

The *Minneapolis Plan*, the City of Minneapolis' comprehensive plan, is the prevailing policy guide pertaining to transportation applicable to the project area. The goals, policies and implementation steps most relevant to the Village Market Redevelopment Travel Demand Management Plan Update include but are not limited to the following:

- Create strong vital commercial corridors city-wide through mixed use development, including a variety of businesses and creative housing (Minneapolis Plan, City Goal No. 4).
- Improve public transportation to get people to jobs, school and fun (Minneapolis Plan, City Goal No. 5).
- Strengthen our city through infrastructure investments (Minneapolis Plan, City Goal No. 8).
- Maintain and enhance the elements of a responsive transportation system through balancing the interests of economic development and neighborhood livability (Minneapolis Plan, Policy 8.1).
- Continue to build, maintain and require a pedestrian system that recognizes the importance of a network of private and public sidewalks, which achieve the highest standard of connectivity and amenity (Minneapolis Plan, Policy 8.3).
- Strengthen the transportation system in favor of transit alternatives in order to make transit a better choice for a range of transportation needs and follow a policy of 'Transit First' in order to build a more balanced transportation system than the current one (Minneapolis Plan, Policies 8.5 and 8.6).
- Continue to enhance the opportunities for cyclist movement (Minneapolis Plan, Policy 8.11).
- Continue to reduce the negative impacts of traffic volumes on residential neighborhoods throughout the city and plan automobile traffic to minimize the negative impact of the automobile in city neighborhoods (Minneapolis Plan, Implementation Steps 8.1.1 and 8.2.2).
- Adopt parking regulations and approaches that are flexible enough to address short- and long-term parking needs (Minneapolis Plan, Implementation Step 8.2.9).
- Encourage employers to provide incentives for ride sharing, car or vanpooling and bicycling and other alternatives of getting to work (Minneapolis Plan, Implementation Step 8.7.7).

## Goals of the Travel Demand Management Plan

The purpose of this Travel Demand Management Plan Update for the Village Market is to support the City of Minneapolis in accomplishing their transportation goals as discussed earlier. The objective or long-term goal of this plan update is to encourage tenants and patrons/visitors to use alternative modes of transportation, such that 70 percent or more of tenants use some mode other than driving alone at least three days out of the week and that 50 percent or more of patrons use some mode other than driving alone. These long-term alternative transportation mode split goals are reasonable and attainable based on the existing tenant and patron mode split for the facility (see Table 2). This Travel Demand Management Plan Update identifies actions to be taken to manage and minimize trip and parking generation by the Village Market.

7 Tenants from 36% to 70%  
Patrons from 3% to 50%

*John [Signature]*

## 2.0 DISCLOSURE OF TRANSPORTATION IMPACTS

This section of the Travel Demand Management Plan Update describes the transportation impacts associated with the proposed redevelopment. A more detailed parking analysis, *Village Market Redevelopment Parking Study*, can be found in Appendix A of this Plan Update.

### Traffic Operations

An updated analysis of traffic operations for the Village Market Redevelopment was not required by the City of Minneapolis for this TDMP Update. Below is the complete excerpt regarding traffic operations from the Traffic Characteristics section of the original TDMP dated November 29, 2000<sup>1</sup>.

#### Excerpt from the 24th Street and 10th Avenue Marketplace TDMP

“Previous volume and trip generation: The Taystee/Metz Baking Company employed 120 people with an estimated trip generation of 350 to 520 daily trips and 120 to 190 peak hour trips. This building also served as a distribution warehouse servicing 55 to 70 trucks nonstop throughout the day. The current roadway conditions support one lane in each direction of travel on 24th Avenue, 10th Street and Elliott Street. Drivers will have access to the facility through a dedicated (entrance only) on 10th Street and (exit only) on Elliott Street.

The forecast shows retailers and patrons of the proposed project will originate from Franklin Avenue and the Phillips neighborhoods. Statistics provided by Hennepin County indicate a high percentage of this demographic does not own an automobile and, therefore, will walk or use public transportation. There will be limited truck traffic, due to specified shipping and receiving hours. Based on the proposed land use, that is targeted toward the existing neighborhood demographics; additional traffic studies are not warranted at this time. If the land use changes, a subsequent detailed study may be required.

The attached Pedestrian Traffic Study (Tables 4 and 5 on the next page) projects 40 percent pedestrian traffic potential. Pedestrians will have convenient access to the building at the 24th and 10th Avenue entrances, via the existing sidewalk system.

This location is accessible through Metro Transit Bus Routes, Route 22 operates on 29th Street, Routes 2,14, and 43 are located two blocks away, route 5 operates on Chicago Avenue, one block away. A bus shelter is planned at the bus stop on the corner of 24th and Elliott, as a community service project.

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<sup>1</sup> SRF Consulting Group, Inc. provided the person and vehicle trip generation estimates for the original TDMP but did not prepare the actual TDMP. The vehicle trip generation table provided for the original TDMP assumes a 40 percent non-automobile mode split (or 60 percent auto mode split) for the project site, which is consistent with previous analysis completed for other nearby major trip generators.

In order to understand the traffic potential at the 24th Street marketplace, an independent study was initiated over a three month period at the shopping area around Franklin and Chicago Avenue, during peak and off hours. The observations reported are that only 15 percent of the customers drove to this location to shop, and 85 percent walked or rode the bus. The automobiles had between 2 to 5 occupants. The parking lot was never full, and additional parking places were always available on Chicago and Franklin; congestion was not a problem. The demographics around 24<sup>th</sup> Street marketplace support a large Somali community. It is estimated that there are approximately 65,000 Somali residents in Minnesota, and only 1,000 of them have a drivers license.”

**Table 4  
Person Trip Generation**

LAND USE TYPE	SIZE (GL sq. ft.)	DAILY	A.M. PEAK HOUR		P.M. PEAK HOUR	
		Total Trips	Trips In	Trips Out	Trips In	Trips Out
Wholesale Foods	24,308	164	8	4	2	3
Office	10,296	232	27	3	5	23
Grocery Store	3,000	335	6	4	24	23
Shopping Center	29,760	3127	47	30	115	114
<b>Total</b>	<b>67,364</b>	<b>3858</b>	<b>88</b>	<b>41</b>	<b>146</b>	<b>163</b>

Source: SRF Consulting Group, Inc., November 2000.

**Table 5  
Vehicle Trip Generation<sup>(1)</sup>**

LAND USE TYPE	SIZE (GL sq. ft.)	DAILY	A.M. PEAK HOUR		P.M. PEAK HOUR	
		Total Trips	Trips In	Trips Out	Trips In	Trips Out
Wholesale Foods	24,308	98	5	2	1	2
Office	10,296	139	16	2	3	14
Grocery Store	3,000	201	4	2	14	14
Shopping Center	29,760	1,876	28	18	69	68
<b>Total</b>	<b>67,364</b>	<b>2,315</b>	<b>53</b>	<b>25</b>	<b>88</b>	<b>98</b>

Source: SRF Consulting Group, Inc., November 2000.

(1) Assumes a 40 percent non-automobile mode split

## Parking Operations

There are currently a total of 43 on-site, off-street parking spaces serving the Village Market distributed among several surface parking lots. In addition, Excelsior Development has secured an agreement with the Boys and Girls Clubs of the Twin Cities for use of their off-street surface parking supply at their Phillips Community/Jack Cornelius Club located two blocks east of Village Market. The parking lot at the Phillips Community/Jack Cornelius Club has a total available capacity of approximately 80 spaces. During the “after hours” of the club, Village Market has potential access to the entire parking supply at this location (approx. 80 spaces). Excelsior Development is seeking to increase the number of on-site, off-street parking spaces serving the Village Market by approximately 68 spaces.

There are approximately 992 on-street parking spaces within reasonable walking distance of Village Market (see Table 6 below).

**Table 6**  
**Summary of On-Street Parking Supply**

	Directly Adjacent	Within 1 block	Entire Study Area
Unrestricted	136 spaces	298 spaces	824 spaces
Restricted	0 spaces	49 spaces	168 spaces
Total	136 spaces	347 spaces	992 spaces

Source: SRF Consulting Group, Inc.

Excelsior Development and the Village Market Facility Management Team has recently designated all off-street, on-site parking controlled by Excelsior Development for patron/visitor use only. These locations have also been recently designated as short-term (two hours or less) parking only with strict penalties for any violation (towing). It should be noted that this measure is likely to be the primary factor for the recently observed lessening of the on-street parking situation. Excelsior Development and the Village Market Facility Management Team has also recently implemented a policy requiring tenants and their employees, if they chose to drive, to park their vehicles in the nearby off-street parking locations, such as the Phillips Eye Institute Ramp and the Boys and Girls Club lot. As a follow-up to this policy, Excelsior Development and the Village Market Facility Management Team has begun an educational training program that emphasizes the importance of parking at the remote locations as well as the consequences and implications of parking on-street or on-site. Excelsior Development and the Village Market Facility Management Team has also enhanced their facility security services in order to be able to provide a security escort on demand for their tenants and employees in an attempt to facilitate their continuous use and utilization of these off-site parking locations.

The early weekday morning on-street utilization for the entire project study area is 30.0 percent (see Table 7). The early weekday evening peak use of the on-street parking supply within the entire study area is approximately 35.4 percent (see Table 7). The early weekend evening peak use of the on-street parking supply within the entire study area is approximately 38.4 percent (see Table 7).

**Table 7**  
**Summary of On-Street Parking Utilization**

	Early Weekday Morning <sup>(1)</sup>	Early Weekday Evening <sup>(2)</sup>	Early Weekend Evening <sup>(3)</sup>
Directly Adjacent	38.2%	69.9%	102.2%
Within 1 block	42.4%	48.7%	73.5%
Entire Study Area	30.0%	35.4%	38.4%

Source: SRF Consulting Group, Inc.

- (1) "Early Weekday Morning" refers to conditions on an early weekday morning (5:00 a.m. to 6:00 a.m.) representing primarily residential use of on-street parking. The survey was conducted on Thursday, May 1, 2003 from 5:00 a.m. to 5:35 a.m.
- (2) "Early Weekday Evening" refers to conditions on an early weekday evening (5:00 p.m. to 6:00 p.m.) representing residential, Village Market and other generators' use of on-street parking. The survey was conducted on Thursday, June 5, 2003 from 5:00 p.m. to 5:50 p.m.
- (3) "Early Weekend Evening" refers to conditions on an early weekend evening (5:00 p.m. to 6:00 p.m.) representing residential, Village Market and other generators' use of on-street parking. The survey was conducted on Saturday, June 7, 2003 from 5:10 p.m. to 5:30 p.m.

The City of Minneapolis Zoning Code requires Village Market to provide 274 off-street parking spaces (see Table 8 below). The redevelopment project is estimated to have a need for 216 peak period parking spaces based on ITE rates (see Table 8 below).

**Table 8**  
**Summary of Estimated Parking Demand**

Estimation Technique	Full Build Out Conditions
Mpls Zoning Code	274 spaces
ITE Parking Generation	216 spaces

Source: SRF Consulting Group, Inc.

## Alternative Transportation Infrastructure

### Existing Infrastructure & Service

As a requirement of the original TDMP, 20 bicycle storage spaces were to be provided on-site distributed equally at two locations. At this time, 10 bicycle storage spaces have been installed at one location. The remaining 10 bicycle storage spaces will be installed as part of the reconfiguration and reconstruction of the surface parking lots.

The project site is well-served by local bus transit (see Table 9 and Figure 4). In addition, adjacent and nearby streets are either designated as on-street bike routes or have actual on-street bike lanes (see Figure 4).

**Table 9  
Transit Routes Serving The Village Market<sup>(1)</sup>**

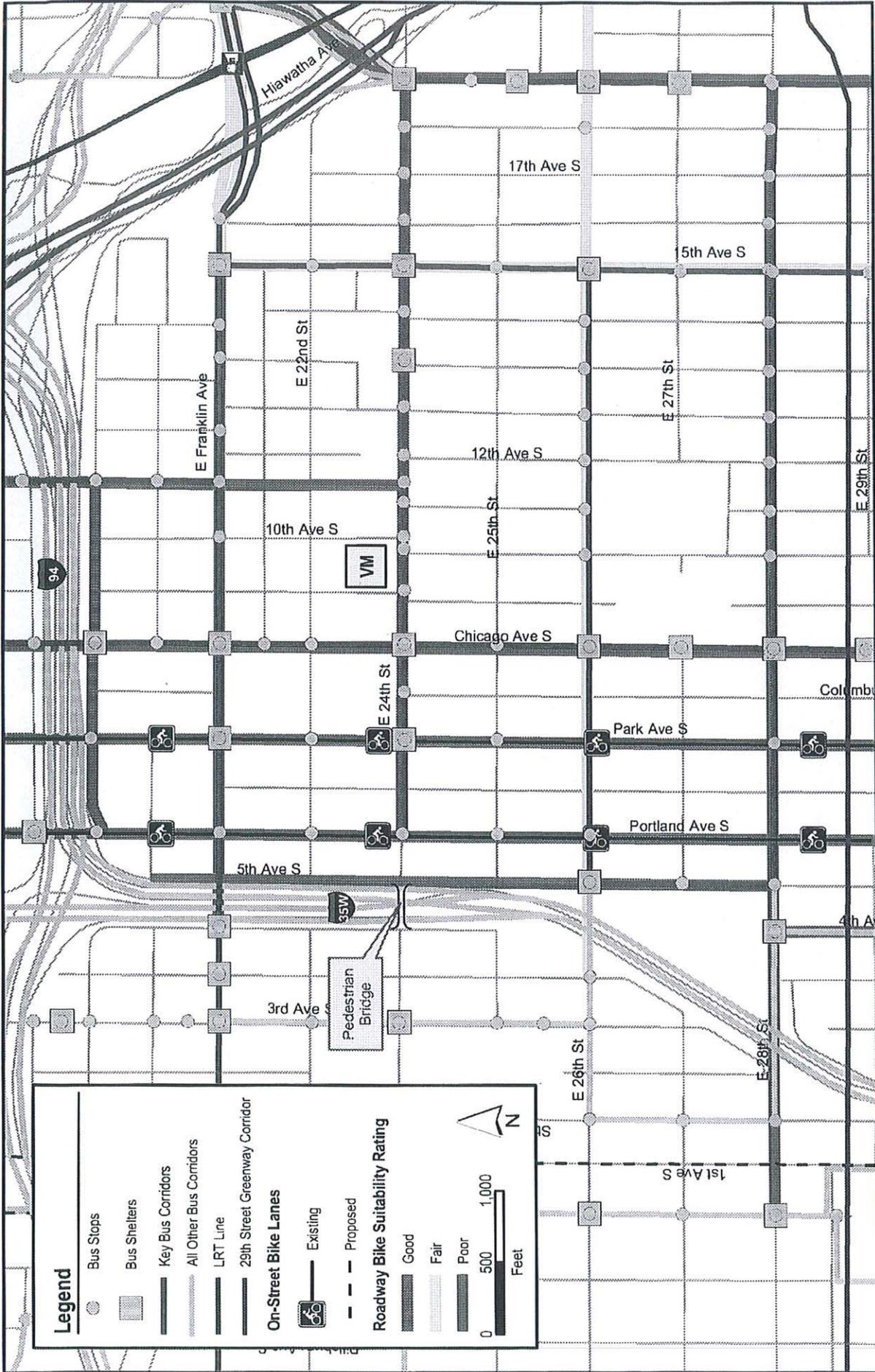
Route	Service Type	Service Areas	Level of Service <sup>(2)</sup>
Metro Transit 2	Local	South Minneapolis, University of Minnesota, Cedar/Riverside, Dinkytown	5:37 am – 12:06 am (M-F) 20 minute (EB and WB) 10 EB and 8 WB
Metro Transit 5	Local	Brooklyn Center, North Minneapolis, Downtown Minneapolis, South Minneapolis, Richfield, Bloomington	24 Hour Service (M-F) 10 minute (SB and NB) 24 SB and 29 NB
Metro Transit 8	Local	Downtown Minneapolis, South Minneapolis	5:01 am – 12:32 am (M-F) 20 minute (EB and WB) 7 EB and 8 WB
Metro Transit 14	Local	Robbinsdale, North Minneapolis, Downtown Minneapolis, South Minneapolis	4:22 am – 1:37 am (M-F) 15 minute (SB and NB) 11 SB and 13 NB
Metro Transit 22	Local	Brooklyn Park, Brooklyn Center, North Minneapolis, Downtown Minneapolis, South Minneapolis	4:08 am – 1:48 am (M-F) 15 minute (SB and NB)
Metro Transit 39	Limited Stop	Downtown Minneapolis, South Minneapolis	6:18 am – 5:55pm (M-F) 20 minute (SB and NB) 7 NB and 6 SB buses/hour
Metro Transit 43	Local	South Minneapolis	10:02 am – 7:28 pm (Sat) 45 minute (EB and WB) No Weekday Service

(1) "Routes Serving the Village Market" include routes that run along 24th Street, which is a roadway directly adjacent to Village Market, routes that run along Chicago Avenue, which is one block away, routes that run along Park/Portland Avenues, which are three to four blocks away, and routes that run along Franklin Avenue, which is four blocks away.

(2) Level of Service describes the average frequency (buses/hour) and average headway (time interval between buses) outbound service from the site in the p.m. peak period, and the span of service.

Planned or Proposed Infrastructure and Service

Additional bicycle storage spaces will be provided, if and when demand exceeds supply.



**ALTERNATIVE TRANSPORTATION INFRASTRUCTURE**

VILLAGE MARKET REDEVELOPMENT TDM PLAN UPDATE

Excelsior Development, LLC

Figure 4

### 3.0 TRAVEL DEMAND MANAGEMENT PLAN

The purpose of this section of the Travel Demand Management Plan Update is to outline measures to encourage tenants and patrons of the Village Market to use alternative modes of transportation instead of driving alone. The implementation of the following actions is the responsibility of Excelsior Development, LLC and/or their property management team. Excelsior Development, LLC and/or their property management team agree to fund, construct and maintain all of the actions identified below.

#### Proposed Actions

Excelsior Development, LLC will help the City of Minneapolis support and promote the transportation-related goals and policies, as described earlier. The following are the actions to accomplish these goals.

Excelsior Development, LLC or the subsequent building owner, with the assistance of Metro Commuter Services (MCS)<sup>2</sup>, will develop and implement an incentive program in order to encourage tenants and patrons to use alternative modes of transportation, and achieve the long-term goal of 70 percent non-single occupant vehicle (SOV) mode split for tenants and 50 percent non-single occupant vehicle (SOV) mode split for patrons/visitors of the Village Market. The incentive program will include but is not limited to the following strategies and incentives:

#### 1) Promotion and Support of Transit as a Viable Alternative

##### A. On-Site Sale of Transit Passes to Tenants

Excelsior Development and/or their property management team will coordinate and actively promote the on-site sale of discounted transit passes to their tenants through the region's TransitWorks! Program. These passes are valid for unlimited rides on any Metro Transit bus for 31 consecutive days after its first use. 31-Day Passes are offered to the public at a 10 to 20 percent discount. TransitWorks! participants receive an added 10 percent discount, for a total of up to 30 percent off.

##### B. On-Site Sale of Transit Passes to Patrons

Excelsior Development and/or their property management team will coordinate and actively promote the on-site sale of stored value cards to patrons. These cards can be used on the bus at any time; they never expire. They are sold for \$10, \$15 or \$20, and each card contains a cash value 10 percent greater than its retail price.

##### C. On-Site Display of Relevant Transit Information

Excelsior Development and/or their property management team will prominently display on-site a mounted, up-to-date transit system map at a central location within the facility accessible to both tenants and patrons. In addition, Excelsior Development and/or their property management team will maintain an adequate supply of transit schedule and route maps for at least the routes serving the facility near the transit system map.

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<sup>2</sup> Contact Patty Carlson at 651-602-1211 for assistance and information.

## **2) Promotion and Support of Bicycling and Walking as Viable Alternatives**

### **A. On-Site Provision of Bicycle Storage Facilities**

As part of the original TDMP, Excelsior Development and/or their property management team agreed to install 20 bicycle storage spaces on-site. The spaces would be equally divided between the Elliott Avenue lot and the 10th Avenue lot. At this time, 10 bicycle storage spaces have been installed at one location. The remaining 10 bicycle storage spaces will be installed as part of the reconfiguration and reconstruction of the surface parking lots. Additional bicycle storage spaces will be provided, if and when demand exceeds supply.

### **B. On-Site Display of Relevant Bicycling and Walking Information**

Excelsior Development and/or their property management team will prominently display on-site a mounted, up-to-date Twin Cities Bicycle Map & Commuter Guide at a central location within the facility accessible to both tenants and patrons. In addition, Excelsior Development and/or their property management team will provide other pertinent information on bicycling and walking near the bicycle map and commuter guide.

## **3) Promotion and Support of Car and Vanpooling as Viable Alternatives**

### **A. On-Site Display of Relevant Car and Vanpooling Information**

Excelsior Development and/or their property management team will prominently display on-site and maintain a supply of information about ridesharing and the Van-GO! program at a central location within the facility accessible to both tenants and patrons.

## **4) Management of Available Off-Street Parking Supply**

### **A. Prohibiting Tenants and Employees from Using Off-Street, On-Site Parking**

Excelsior Development and/or their property management team recently designated all off-street, on-site parking controlled by Excelsior Development for patron/visitor use only. These locations have also been recently designated as short-term (two hours or less) parking only with strict penalties for any violation (towing). It should be noted that this measure is likely to be the primary factor for the recently observed lessening of the on-street parking situation.

### **B. Remote Off-Street Parking**

Excelsior Development and/or their property management team recently implemented a policy requiring tenants and their employees, if they chose to drive, to park their vehicles in the nearby off-street parking locations, such as the Phillips Eye Institute Ramp and the Boys and Girls Club lot. It should be noted that this measure is likely a contributing factor for the recently observed lessening of the on-street parking situation.

**C. Security Escort Service**

Excelsior Development and/or their property management team recently began providing an enhanced security escort service on demand for tenants and their employees using their own security and/or contracted off-duty police officers. It should be noted that this measure is likely a contributing factor for the recently observed lessening of the on-street parking situation.

**D. Remote Off-Street Parking and Shuttle Service**

Excelsior Development and/or their property management team may provide shuttle service, if needed, to and from remote off-street parking sites on weekends for tenants and patrons. Excelsior Development and/or their property management team may need to request approval from the City of Minneapolis to designate a portion (approximately 40 feet) of the north side of 24th Street between Elliott Avenue and 10th Avenue as a loading/unloading zone for the shuttle service.

**5) Expansion of On-Street Parking**

**A. Petition the City to Re-Institute On-Street Parking**

Excelsior Development and/or their property management team will request that the City of Minneapolis re-institute on-street parking along the south side of 24th Street in order to increase on-street supplies for the neighborhood.

**6) Transportation Education & Outreach**

**A. Quarterly Tenant Training and Informational Meetings**

Excelsior Development and/or their property management team recently began an educational training program that emphasizes the importance of parking at the remote locations as well as the consequences and implications of parking on-street or on-site. It should be noted that this measure is likely a contributing factor for the recently observed lessening of the on-street parking situation.

Excelsior Development and/or their property management team will hold training and informational meetings with their tenants. The purpose of these meetings will be to provide them with new information on transportation programs, parking issues, safety, security, neighborhood relations, etc.

**7) Participation with Regional TDM Organizations**

Excelsior Development, LLC will designate an individual to act as the Commuter Benefits Coordinator (CBC). The CBC will work closely with Metro Commuter Services to disseminate commuting information and materials to tenants and patrons; participate in regional training or informational sessions about TDM programs; be available to meet once a year with MCS to review available regional programs and services; and monitor progress on fulfilling TDM Plan Update commitments.

## 8) Monitoring of Action Implementation and Goal Achievement

Excelsior Development, LLC will monitor the implementation of the proposed TDMP Update actions and progress made toward achieving the TDMP Update mode split goals through the following monitoring program.

- With the assistance of MCS, conduct a statistically valid baseline tenant and patron commuter survey within the first six months of the occupying the proposed redevelopment.
- With the assistance of MCS, conduct a tenant and patron commuter survey every two years after the original baseline survey, for ten years or until the TDMP Update non-SOV mode split goals are achieved.
- After each round of biennial commuter surveys, review the TDM Plan Update in conjunction with MCS, to determine its effectiveness. Then prepare a status report for MCS and the City of Minneapolis Planning and Public Works Departments to review and comment with recommendations. These recommendations may require an alternative compliance program if significant progress toward achieving the TDMP Update goal is not demonstrated.
- If the status report reveals that significant progress towards achieving the TDMP Update goal has not been made, then, with assistance of MCS, the incentive program will be revised to reflect the recommendations from the biennial review process. Changes to the TDMP will be reviewed and approved by the City of Minneapolis.

## 9) Persistent Parking Issues Clause

Due to the existing variance of 96 spaces and the requested variance of 70 spaces for a total of 166 spaces and if parking issues are not resolved with the above defined TDMP actions, then Excelsior Development will determine and fund any and all parking studies and solutions to meet the goals of this TDMP and their parking requirements. Said parking studies and solutions may include, but not be limited to, follow up parking studies, critical parking areas, additional off-street parking agreements with other adjacent properties, securing additional off-street parking facilities, etc.

# **APPENDIX A**

## **VILLAGE MARKET REDEVELOPMENT PARKING STUDY TECHNICAL MEMORANDUM**

## Dvorak, Hilary A.

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**From:** jim bueche <bueche.jim@gmail.com>  
**Sent:** Tuesday, October 27, 2015 2:06 AM  
**To:** Dvorak, Hilary A.  
**Subject:** Letter to Planning Commission  
**Attachments:** Dear Minneapolis Planning Commission October 26th 2015.docx

Hillary,

I am attaching a letter to the planning commission. My letter is long, please understand my emotional investment in this. This is my home and it is where I raise my son. It is where my friends raise their children. Our intention has never been to be inhospitable as neighbors, and I hope that you can see in the history of this situation that as a neighborhood we have been asked to give a lot.

It has been frustrating dealing with you through out this matter. I don't fully understand your job, and I don't understand what leads you to recommend for approval - with regard to all of the reasons this application was not approved last year. I apologize if I make this seem personal toward you, for me you have been the main voice on these issues and I strongly disagree on the issues. I haven't gotten the sense you appreciate the impact the lack of compliance with past agreements this property has had on our lives, and again I apologize if that is a periodical of professional distance.

I don't expect you to take responsibility for the past actions of other city officials, and I don't expect you to have the power to control the future. But, I ask that you see the reality we live with and understand why it is hard for us as a neighborhood to trust this developer and trust the city to ensure no harm is done going forward.

Jim

Dear Minneapolis Planning Commission,

Briefly stated the reasons for the 2014 “NO” vote related to this proposal still exist. The TDMP is not adequate in its accuracy of count and prediction of impact. The property does not have a history of compliance with conditions in applications for expansion, from 2001 or 2004. There is a significant issue of violent crime that is being overlooked. The impact of this expansion will negatively impact livability, and if approved cannot be undone.

I write to respectfully ask that you say NO to the proposed expansion of the Eagle Management property at 914 E. 24<sup>th</sup> Street. I have lived in this neighborhood since 1998, and I know the neighborhood to be wonderfully diverse, filled with long time home owners and hopeful new home owners. I have heard only agreement among residents, including the Ventura Residents voting conditionally for the expansion, that crime, litter, parking and congestion need to be resolved. A bigger building and more cars will not move us toward that common goal.

Hillary Dvorak will talk about the variance for parking of 142 cars. Please hear that in context: the first parking variance in 2001 was issued with the anticipation of 40% pedestrian traffic and there is no evidence that goal has ever been realized – this was a 96 car variance. In 2004 the parking requirement was estimated at 244 spaces and the variance was increased to 142 cars, related to Village Market renting 80 spaces from Boys and Girls Club – there is no indication offsite parking is currently leased by Eagle Management for tenants of this property. Now with the implementation of paid parking the practical parking provided by Eagle Management is effectively 0, until adjacent street are full. As Jordan from SRF stated when he sat with us on 10/2/2015 in regards to on-street parking, ‘The goal is to make it as hard as possible to park on the streets near the mall, to incentivize the use of the paid parking.’ That stated goal negatively impacts the livability of the neighborhood. It makes parking less available for residents who have not obtained critical parking permits, and it limits residential visitors to our neighborhood.

Also, looking at the TDMP the maximum estimated parking load is 206. One of my neighbors said it best, “If that is true why even have paid parking?” The number is a guess and a low one. In 2003 when SRF conducted the TDMP for the 2004 application it stated: *“Assuming that all of the difference between early morning conditions and early evening conditions within a one block radius of the facility is generated by the facility is a fair proxy since within that area the facility is easily the largest parking demand generator”*. The methodology in the TDMP we see today adds a .5 multiplier, after subtracting the morning base – the methodology from the earlier TDMP is more in line with the reality we see on our streets. Also, the counting area from 2003 was larger than the grid counted now. If 206 spaces was the peak demand for parking, and Mr. Sabri left his lots open and free for a day there would be no need for parking other than the spaces adjacent to the building. In reality a lack of accessible parking pushes parking pressure as far as 12<sup>th</sup> Ave to the East, Chicago to the West, 26<sup>th</sup> to the South and Franklin to the North. The TDMP did not include a large enough area, to capture the entire customer parking load in 2014 or 2015. In light of that there is no evidence that the implementation of paid parking has done anything but shift parking locations. Also, worth noting the maximum observed on street parking was 38% full in 2003, compared to 74% in 2015 (and that includes all restricted areas). Looking at the newest TDMP it states the Boys and Girls Club spaces were underutilized in 2003 and will not be considered further – there are two things overlooked in that decision. First we are talking about

dramatically different counts with nearly twice the level of on street parking. The Second is that the former Boys and Girls club will be renovating and reopening a public pool in that facility, so that parking lot will be more fully utilized in the future. Failure to meet the pedestrian goals, discontinued rental of 80 spaces, permanent closure of 6 spaces, set aside of 29 for tenants and 87 spaces for pay available to the public are all impacting the parking load we see on the street today.

Making his building bigger does not solve the traffic problems, and it will make conditions worse. The parking now follows a regular pattern. Each morning 6 block faces are the first to fill roughly 118 cars, before his paid lots for patron and tenant reach double digits combined. The double parking and erratic driving is centralized but not limited to this adjacent block. "Things won't get worse," is the defeatist logic I have heard reasoning approval for this expansion, and I find this reasoning maddening and patently false. As a resident of this neighborhood listening to the Minneapolis Planning Commission I heard time and again a priority to enhance livability. I and my neighbors have every right to demand things get better and not tolerate a decision that will surely make things worse.

When I look at the CPED Staff Report from Hillary Dvorak recommending approval of the project, I strongly disagree. The rationale relating to the 6 car lot on 24<sup>th</sup> and 10<sup>th</sup> being a problem that needs solving, strikes me as double speak. In the back of that same report on page 15 there is a citation that recommends a variance for landscaping because parking is at a premium. While the picture Mr. Sabri, SRF and Hillary Dvorak present is that another 8,000 square feet will have no impact, because parking has dropped – which I think is an inaccurate assessment especially considering the counts since June.

Personally what I see in that six car lot on a daily basis, and especially since the end of August when Mr. Sabri put up orange cones and yellow caution tape to close it, are elders gathering in that space sharing coffee and conversation. There are usually 10 to 20 men, but I have witnessed as many as 100 men gathered in that space. What strikes me is that the 3000ft Mr. Sabri is short of landscaping would be nearly met if that lot was converted into a green space, for gathering. Commissioner Kronzer suggested a place like Village Market would benefit from gathering space; this space seems to lend itself to gathering already. If the goal is to reduce the congestion created by those six parking spaces, an alternative could convert that space to common green space and move into compliance. If those spaces are going to be lost parking, don't compound the shortage by drawing more cars to the neighborhood with a bigger building.

At the August 17<sup>th</sup> hearing Omar Sabri spoke highly of the successful implementation of the shared tenant lot, where 70 of the 116 tenants share 29 spaces. And he went on to suggest the incentives of cheaper rent had made the program successful and many of the other tenants have moved to the neighborhood or walk. I believe this success is at least overstated. Again the first streets to fill in the morning are 24<sup>th</sup>, 10<sup>th</sup> and Elliot and that can be as early as 8am, and what I understood from Omar Sabri's presentation is that property opens to the public at 9am. On the days that we have counted there is not a single day that we have counted more than 10 cars in tenant lot by noon. What I would suspect is that a great number of the cars parked closest to the building are tenants, and are there most of the day.

In relation to congestion, it must be noted that the current paid parking available to the public has a single public ingress to the property. The TDMP has states there is no significant cueing, that is inaccurate the pictures attached were taken during the SRF count on September 4<sup>th</sup>. Recent videos are also available documenting extensive congestion on Elliot and other streets around the Village Market.

On August 25<sup>th</sup> a neighbor and I were door knocking to get residents to a Midtown Phillips meeting where Omar Sabri was to present his proposal for expansion and community discussion, Mr. Sabri did not show up at the meeting. The experience of knocking changed me. We started on 10<sup>th</sup> and the first house we met a couple with a two kids. A few houses later we'd met a single man, in an hour we would make it just a few houses down 10<sup>th</sup> Ave. When we first knocked on the single man's door we woke him from a nap, thinking we were selling something he started to politely ask us to leave. When he understood why we were there, he asked us to wait went inside to grab a shirt and came onto the porch to talk. He explained that he had his house 19 years and in September he would have it paid in full! I was blissful for him, a rare accomplishment and the American dream. The next thing he said, 'but I think I am done, I can't take the violence anymore.' Almost on cue a group of 8-10 East African men started to scuffle, voices raised and fist began to fly, I called it in to 911. As I was on the phone, the woman from the first couple we had met walked into the street banging a stick telling the men to disperse; with neighbors backing her up the men did disband. Not 10 min later still talking with the single man, he distinctly sourced the violence to the patrons of the Village Market. As we talked I heard some yelling and looking to the right I saw an East African Man who looked like he was at least drunk walking down the street with a hunting knife, yelling into the air. I call 911 for a second time while on the phone a second man came from behind a car with a hand axe and chased the man from the block. The man with the axe was man from the first couple we had met. As I watched this absurd situation, two things struck me – the single man didn't really have a reaction and the couple's kids were playing on the sidewalk! At the 5:30 meeting that night I learned the man with the knife came back, the police were called a third time. This time the man from the couple clubbed the man with the knife in self-defense and Police finally did intervene, as the man with the knife came back after the man who had clubbed him.

A few weeks ago Don Greely of the third precinct sent a witness report: four Somali Men beat a person sending them to the hospital and stealing their car, also on 10<sup>th</sup> Ave. I offer these two incidents in the context that when 911 calls were reported at the August 17<sup>th</sup> meeting, they seemed to be dismissed as there being no indication of a relationship to the Village Market. From the observation of 10<sup>th</sup> Ave residents there is an apparent draw for violent individuals to come to the neighborhood to access Village Market.

Nothing has changed since last year regarding the finding of congestion, property damage and litter. A TDMP has been completed; more signs will mean more tickets, curb bump outs sound expensive and don't address the volume of cars impacting this residential neighborhood. The suggestions of bike racks and locks, transit passes are the same stock suggestions from the original proposal in 2001. There is no way to know how the proposed expansion will be used in the future, and many alternative uses could generate exponentially higher traffic than the current use estimates. As a neighborhood we have not seen the City or this property Manager Make good on the follow through of past agreements, and as a neighborhood it is unfair to impose this expansion on us today.

Sincerely,

Jim Bueche





459-PHR

106-ATL

STOP