

LAND USE APPLICATION SUMMARY

Property Location: 1121 W Lake Street and 3005 Emerson Avenue S
Project Name: Moxy Uptown
Prepared By: Kimberly Holien, Senior City Planner, (612) 673-2402
Applicant: Ben Graves, Graves Hospitality
Project Contact: Joshua Jensen, Collage Architects
Request: To construct a six-story hotel with 123 guest rooms and a ground floor restaurant.

Required Applications:

Rezoning	From the C2, Neighborhood Corridor Commercial district to the C3A, Community Activity Center district.
Conditional Use Permit	To increase the maximum height in the C3A district from four stories or 56 feet to six stories, 72.5 feet.
Variance	To increase the maximum floor area ratio (FAR) in the C3A district from 2.7 to 3.78.
Variance	To reduce the east rear yard setback from 15 feet to zero.
Variance	To decrease the front yard setback along Emerson Ave S from 15 feet to zero.
Variance	To reduce the minimum loading requirement from one large space to zero.
Site Plan Review	To construct a six-story hotel building with 123 guest rooms.

SITE DATA

Existing Zoning	C2, Neighborhood Corridor Commercial District PO, Pedestrian Oriented Overlay District
Lot Area	11,854 sq. ft./0.27 acres
Ward(s)	10
Neighborhood(s)	CARAG (adj. to Lowry Hill East)
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Lake Street)
Small Area Plan(s)	<u>The Uptown Small Area Plan (2008)</u>

Date Application Deemed Complete	December 31, 2015	Date Extension Letter Sent	January 25, 2016
End of 60-Day Decision Period	February 29, 2016	End of 120-Day Decision Period	April 29, 2016

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site is located at the corner of W Lake Street and Emerson Avenue S. The site currently contains a two-story building that houses a restaurant with residential above and a surface parking lot. The existing building is proposed to be demolished as part of the project.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The surrounding area contains a mix of residential and commercial uses. The site has frontage on W Lake Street and is located across the street from a fast food establishment with a drive-through. The property to the west contains a block-long, two-story building with various commercial uses. The building east of the site, across the alley, is a commercial building that is being remodeled to accommodate a new retail tenant. The properties south of the site are low-density residential. The west side of the block, facing Emerson Avenue S, contains nine single-family homes and one duplex. The east side of the block, fronting on Dupont Avenue S, contains a commercial building that extends three parcels back from W Lake Street, three single-family homes, three-duplexes and one 18-unit apartment building. The block to the west, also fronting along Emerson Avenue S, contains a two-story commercial building, a six-unit townhome development, two duplexes, three single-family homes and a 6-unit apartment building.

PROJECT DESCRIPTION. The project includes a six-story hotel with 123 guest rooms. The proposed building is designed to be six stories along W Lake Street and step down to five stories for the south half. The south half of the building has short-term parking below it at grade level with access from Emerson Avenue S and exiting via the alley. The first floor of the building includes a lobby and a restaurant with supporting functions. The primary hotel entrance into the building is facing W Lake Street near the west side of the building. The primary entrance into the restaurant is facing W Lake Street near the east end of the building. A secondary hotel entrance is located on the back side of the building, adjacent to the vehicle drop-off.

The site is zoned C2 and contains the PO, Pedestrian Oriented Overlay district. Hotels with more than 20 rooms are first allowed in the C3A district and a rezoning is requested. The maximum height allowed in the C3A district is 4 stories or 56 feet, whichever is less. The proposed hotel is a maximum of six stories, 72.5 feet in height and a conditional use permit to increase the height is requested. The project includes 44,871 square feet of gross floor area on a site that is 11,854 square feet in area for a floor area ratio of 3.78. The maximum floor area ratio in the C3A district is 2.7 and a variance is requested.

In commercial districts, residential uses and hotels with windows facing the interior side or rear property line are subject to a setback requirement of $5 + 2x$ where "x" is equal to the number of stories above the first floor. The required east rear yard setback for this 6-story building is 15 feet. The majority of the building is located up to the property line in this location and a variance from 15 feet to zero is requested. Commercial properties are also subject to a front yard setback requirement when adjacent to residential uses or lots with residential zoning. This particular parcel abuts a single-family home to the south. As such, a setback requirement of 15 feet is required for the first 25 feet as measured from the south property line. A setback is provided for the first 20 feet from the south property line, but a five-foot section projects into the required front yard. A variance from 15 feet to zero has been requested.

The project requires 35 vehicle parking spaces. There are five parking stalls located on the south side of the site along with a valet drop-off area. Most of the required parking will be accommodated via valet to a parking ramp within 800 feet of the site. The use has a medium loading requirement and requires one

large loading space (12' x 50'). No loading space is designated on site and a variance is requested accordingly.

The project was before the City Planning Commission Committee of the Whole on November 19th, 2015. At that time, the plans showed a 9-story building fronting along W Lake Street with a smaller footprint. In response to concerns from the neighborhood group and neighboring property owners, the height of the building was reduced to six stories. This resulted in an expansion of the building footprint over the parking area.

RELATED APPROVALS. In 2010, the City Planning Commission approved applications for a two-story commercial building at 3005 Emerson Avenue S. The approved plans included a restaurant with a rooftop terrace and bar that comprised most of the lot. That building was never constructed. A summary of the previous applications is below:

Planning Case #	Application	Description	Action
BZZ-4673	Setback variances, parking variance and Site Plan Review	Applications for a two-story commercial building	Approved by the City Planning Commission on February 22, 2010
V-1720	Variance	Variance to reduce the off-street parking requirement from six spaces to five	Denied by the Board of Adjustment on March 24, 1982

PUBLIC COMMENTS. Staff received a letter from the CARAG neighborhood summarizing action taken on January 19, 2016, opposing the project. Staff also received several e-mails and those have been attached. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the property at 1121 W Lake Street and 3005 Emerson Avenue S from the C2, Neighborhood Corridor Commercial district to the C3A, Community Activity Center district based on the following findings:

1. *Whether the amendment is consistent with the applicable policies of the comprehensive plan.*

The proposed zoning would be consistent with the applicable policies of *The Minneapolis Plan for Sustainable Growth*. The property is designated as mixed use on the future land use map and Lake Street is a commercial corridor in this location. The site is 1.5 blocks east of the Activity Center boundary which terminates mid-block between Girard Avenue S and Fremont Avenue S. The Comprehensive Plan states that commercial corridors have historically been prominent destinations with a mix of uses and commercial uses dominating.

The following principles and policies outlined in the plan apply to this proposal:

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a

vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.

- I.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

- I.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- I.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.
- I.4.3 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

- I.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

- I.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.
- I.8.2 Advance land use regulations that retain and strengthen neighborhood character, including direction for neighborhood serving commercial uses, open space and parks, and campus and institutional uses.

Land Use Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

- I.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.
- I.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

- I.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.
- I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- I.10.5 Encourage the development of high-density housing on Commercial Corridors.

The applicant is requesting C3A zoning on a commercial corridor with existing C3A zoning immediately across the street to the north. The site is 1.5 blocks east of the Lake and Hennepin Activity Center boundary and four blocks west of the boundary of the Lyn-Lake Activity Center. The C3A district would allow for a broad range of commercial uses and high-density housing along this corridor, as called for in the plan.

The site is also within the study area of the *Uptown Small Area Plan*. As it relates to the rezoning request, the plan states that the south edge of Lake Street in this location should “intensify with mixed-use development” and new development should have retail at grade. The site is within the Urban Village character area of the small area plan. The plan states that the Urban Village should be a “dense district with a variety of building heights” with high-density mixed use development south of the Greenway. The plan further states that development south of the Greenway “should be encouraged to maintain the existing community oriented retail, by incorporating those uses into new, more dense, urban buildings.” This section of the plan states that the south edge of Lake Street should intensify with mixed-use development with retail at grade, on Lake Street. The proposed C3A zoning district is more consistent with the development intensity called for in the small area plan than the existing C2 zoning district. While this site also includes the Pedestrian Oriented Overlay district, without it the existing C2 district would allow for undesirable auto-oriented use that are not consistent with the small area plan guidance for the site. The following land use policies of the plan apply to the rezoning request:

Land Use Recommendations:

- Discourage one-story commercial buildings.
- Encourage retail on Lake Street and Lagoon Avenue, east of Hennepin Avenue, and on Hennepin Avenue north of 31st Street.
- Encourage mixed-use blocks along Lake Street with the goal of improving walkability and connectivity between Uptown and Lyn/Lake.
- On mixed-use blocks east of Hennepin Avenue in the Core, reinforce retail uses on Lake Street and Lagoon Avenue and residential uses on the north /south streets.

In terms of the area surrounding the site, the small area plan calls for medium density housing on the parcels immediately south of the site, which currently contain single-family homes. In the plan, it is this mid-block area immediately south of the site that is to serve as a transition from the high-density, mixed-use development called for along Lake Street to the lower density residential uses south.

2. *Whether the amendment is in the public interest and is not solely for the interest of a single property owner.*

The proposal is both in the interest of the property owner and the public interest. Rezoning to C3A in this location allows for commercial uses along a commercial corridor and near an Activity Center. The commercial uses allowed in the C3A district generally encourage more active,

pedestrian-oriented development than what is allowed under the C2 district. Providing for additional commercial uses near these land use features is supported by City Policy and in the public interest.

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 proposed rezoning from one commercial district to another would be compatible with the uses of property in the general area. The site is surrounded by a variety of uses and zoning districts. The property directly north of the site is zoned C3A and contains Arby's, a fast food establishment. The property east of the site is zoned C2 and contains a commercial building that is currently being remodeled to accommodate a retail use. The property west of the site is zoned C2 and contains a block-long, two-story building with a variety of commercial uses. The property south of the site is zoned OR1 and contains a single-family home. More generally, the properties north and west of the site are predominantly commercial or mixed use with C2 and C3A zoning. Properties to the east are generally zoned C2 and contain a variety of commercial uses. Properties to the south are predominantly low-density residential with a couple of multi-family apartment buildings.

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.*

The existing C2 zoning allows for reasonable use of the property, as it allows a variety of commercial and residential uses. However, as noted above, the development intensity called for in the small area plan is more consistent with C3A zoning on the site. The existing C2 zoning district limits the maximum floor area ratio (FAR) to 1.7 while the C3A district allows for more dense development with a floor area ratio maximum of 2.7. The density bonuses in the C3A district do more to incentivize the type of development called for in the plan than the C2 district does.

The purpose of the C2, Neighborhood Corridor Commercial District is to provide an environment of retail sales and commercial services that are larger in scale than allowed in the C1 District and to allow a broader range of automobile related uses. In addition to commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing and public services and utilities are allowed. The allowance of larger commercial uses and automobile related uses does not fit with the pedestrian-oriented policies that have been adopted for this area. The purpose of the C3A, Community Activity Center District is to provide for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services. In addition to entertainment and commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing and public services and utilities are allowed. The C3A district is more consistent with active, pedestrian-oriented development that is called for in adopted policy for this area. While the C3A district does allow some entertainment uses, such as a nightclub, that specific use has a spacing requirement of 500 feet from residence and office residence boundaries and would therefore not be allowed in this location. A full summary of the differences between the C2 district and the C3A district is attached to this report.

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 property has been zoned for commercial purposes since 1924. While the site is located outside of the Activity Center, there has been a significant change in the character of this stretch of Lake Street since the comprehensive plan was adopted in 2009 and the *Uptown Small Area Plan* was adopted in 2008. The Core has experienced a lot of development/redevelopment in recent years

and growth has begun to extend east along W Lake Street. Calhoun Square expanded to the east in 2009 and has plans for further expansion, onto the lot at W Lake Street and Fremont Avenue S, though a specific project has not been approved at this time. In 2013 the City approved applications for The Walkway- Uptown at 1320 W Lake Street. This project is a six-story mixed use building with 92 dwelling units. In August of 2015, the City Planning Commission approved applications for a 7-story mixed-use building with 125 dwelling units at 1300 W Lake Street and 2928 Fremont Avenue S. This property, one block west of the site, is also located outside of the Activity Center. Prior to being redeveloped, each of these sites contained one-story buildings with large surface parking lots.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum height in the C3A district from 4 stories or 56 feet to 6 stories, 72.5 feet based on the following findings:

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

The request to increase the maximum height in the C3A district from 4 stories or 56 feet to 6 stories, 72.5 feet will not be detrimental to or endanger the public health, safety, comfort or general welfare. There are other buildings of relative comparable height located within the immediate vicinity along W Lake Street, as well as a building that was recently approved but not yet constructed, as noted above. The applicant has provided shadow studies that illustrate the impact on surrounding properties, which would be minimal. The massing of the building has been designed to limit the impact on the residential properties to the south.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

This property is located in a fully developed area and allowing additional height is not expected to be injurious to the use and enjoyment of other property in the vicinity nor should it impede on possible future development. The subject development site is located along W Lake Street which has other buildings of comparable height on surrounding blocks, including the recently approved building at 1300 W Lake Street which was approved at seven stories outside of the Activity Center. One block to the east, the Buzza building is four stories along the street and then steps up to 8 stories to the north. The proposed building is in keeping with the scale and character of surrounding uses on the commercial corridor. Additionally, the proposed massing of the building will minimize any potential impact on adjacent properties. The building steps down to five stories on the south side to allow for a transition to the residential properties south of the site. A 17-foot setback is also provided along the south lot line to minimize the perceived height of the building. The low-density residential uses on the block are all on the south side of the site and would therefore not be impacted by shadowing. Renderings submitted by the applicant illustrate that visibility of the proposed building from the south will be limited during leaf-on season due to existing, mature vegetation.

There are two guest rooms on the south side of the 6th floor that each has an outdoor deck. Having outdoor activity and associated noise on the 6th floor of the building may be injurious to the

use and enjoyment of the residential uses south of the site. As a condition of approval, staff is recommending that these decks be removed.

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

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

The use is not expected to contribute to traffic congestion in the adjacent public streets. The applicant is providing five on-site parking stalls for short-term parking and 35 parking stalls for hotel guests will be accommodated with valet service. The valet drop-off is located on the south side of the building. The valet service will park vehicles in the Calhoun Square parking ramp at 3001 Hennepin Avenue S, which is within 800 feet of the front door of the building. Therefore, the parking requirement for the hotel can be accommodated completely through valet. Guests utilizing the valet service will enter the site from Emerson Avenue S and exit to the alley before turning on to W Lake Street. Directional signage will be installed to direct all vehicles north out of the parking lot. The alley segment that will be utilized by the hotel is across from a commercial use and hotel traffic is not expected to interfere with residential traffic on this block. A travel demand management plan was submitted for the project. This plan notes alternative modes of transportation in the area, including three bus routes with midday service along Lake Street and three north-south bus routes that run along Hennepin Avenue. The site is five blocks from the Uptown Transit Center which provides transit connections throughout the City and the greater metro area. The site will include 18 bicycle parking spaces and is sited well to make biking a viable transit option for employees and restaurant patrons. The mode share goal for the use is for 55 percent of trips to be made via automobile, 35 percent to utilize public transit and 10 percent of trips to occur by walking or biking. In addition to the valet parking and bike parking, staff encourages the applicant to provide transit resources for hotel guests. Materials such as transit passes or brochures directing guests to local routes and schedules would make transit a more viable form of transportation for hotel guests.

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

As noted above, the property is located on a commercial corridor and is 1.5 blocks east of an activity center. The property is designated as mixed-use on the future land map. The request for increased height would be consistent with the following general land use policies of *The Minneapolis Plan for Sustainable Growth*:

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.

- 1.1.6 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

- I.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- I.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

Land Use Policy I.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

- I.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.
- I.8.2 Advance land use regulations that retain and strengthen neighborhood character, including direction for neighborhood serving commercial uses, open space and parks, and campus and institutional uses.

Land Use Policy I.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

- I.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.
- I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- I.10.5 Encourage the development of high-density housing on Commercial Corridors.

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.

Urban Design 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.
- 10.10.2 Identify commercial areas in the city that reflect, or used to reflect, traditional urban form and develop appropriate standards and preservation or restoration objectives for these areas.

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.

The proposed building is designed to minimize the impact on adjacent residential uses by concentrating the height along Lake Street and providing a generous side-yard setback along the south property line. The proposed height at six stories will not shadow any adjacent residential uses as they are all located south of the site. The requested height will allow for efficient use of an underutilized commercial property along a commercial corridor. The proposed height also supports the development intensity called for the *Uptown Small Area Plan*. Those policies are highlighted in the rezoning section above.

The site is in the Urban Village district (south sub-area) in the plan, called to be a dense district with a variety of building heights. It calls for development patterns south of the Greenway to be high-density, mixed use. Specifically as it relates to height, the small area plan states that building heights in this area should be predominantly three to five stories with the possibility of taller buildings on select sites. Elsewhere, the plan specifically states, “As in the Activity Center, buildings three to five stories can provide transition and taller buildings may be appropriate along major corridors.” Lake Street would be considered a major corridor. The plan recommends that this area be developed with a variety of building heights with special attention paid to the transitions to the neighborhoods south of Lake Street. The south edge of Lake Street “should intensify with mixed-use development and new development should have retail at grade, on Lake Street, but should transition in height as it turns the corner and approaches the existing neighborhood.”

A built-form recommendation diagram in the small area plan shows a height of four stories on this side of Lake Street. The proposed building exceeds the four-story recommendation. However, due to the proposed massing, a four-story building with a similar footprint would have an equivalent impact on adjacent uses. The plan also calls for the upper floors of buildings to step back to limit shadowing of streets. In this case, the applicant has concentrated the massing on Lake Street in order to step down to the neighborhood. While the proposed massing at the street is not consistent with this plan recommendation, it is inferred that this recommendation is in place to limit the shadowing impact on the pedestrian realm. Stepping the top floor of the building back from Lake Street would not result in decreased shadowing on the sidewalk on the south side of the street and shadowing impacts on the sidewalk on the north side of the street are minimal under the current design.

The proposed building provides dense development along a key corridor. The tallest portion of the building is concentrated along Lake Street. The building is six stories, 72.5 feet at the tallest point. The sixth story has an angled roofline that slopes down from north to south to a height of approximately 68 feet. The south 25 feet of the building step down to five stories and approximately 60 feet in height to provide a transition as it approaches the neighborhood, as called for in the small area plan. As noted above, the small area plan calls for medium density housing on the south side of the site. This mid-block area currently contains single-family homes.

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

If the requested land use applications are approved, the proposal will comply with all provisions of C3A, Community Activity Center District.

Additional Standards to Increase Maximum Height

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

1. Access to light and air of surrounding properties.

The proposed six story building will have a limited impact on the amount of light and air adjacent properties receive. The building is setback approximately 17 feet from the south lot line. The closest residential structure is approximately 21 feet from the edge of the fifth floor and 46 feet from the south wall of the sixth floor. The proposed building is separated from the property north of the site by Lake Street, which has a right-of-way width of 80 feet in this location. The commercial property east of the site is separated from the subject site with a public alley. The properties west of the site are separated from the proposed building by Emerson Avenue S, which is has a right-of-way width of 60 feet in this location.

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

The shadow studies provided by the applicant show limited shadowing impacts on surrounding properties due to the separation between uses. The residential properties south of the site are not impacted by shadowing due to the fact that they are south of the proposed building. Shadowing impacts on commercial properties north and west of the site are minimal and primarily during the winter months. There are no significant public spaces in the vicinity and no known solar energy systems.

3. The scale and character of surrounding uses.

The scale and character of surrounding uses varies from high-density mixed-use buildings to the north and west and low-density residential to the south. The recent trend of development along W Lake Street and to the north in the Urban Village has been large-scale, mixed use buildings between five and seven stories. The building at the intersection of Lagoon Avenue and Emerson Avenue S is a five-story, mixed-use building with 44 dwelling units that was constructed in 2007. The Walkway project at 1320 W Lake Street is a six-story mixed use building with 92 dwelling units that was constructed in 2013. In August of 2015 the City Planning Commission approved applications for a 7-story, mixed-use building with 125 dwelling units at 1300 W Lake Street and 2928 Fremont Avenue S. The stretch of Lake Street between Emerson Avenue S and Colfax Avenue S is fairly auto-oriented. Immediately adjacent to the site there is a one-story commercial building to the east, a one-story fast food establishment to the north, a two-story, block-long commercial building to the east and single and two-family homes and townhomes to the south.

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

The proposed building would not impact views of any landmark buildings, significant open spaces or water bodies. The Buzza building one block east of the site is considered a landmark building but is separated from the subject site in a manner that does not impact views. There are no significant open spaces or water bodies nearby that would be impacted by the increase in height.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the maximum floor area ratio based on the following findings:

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

The project includes 44,871 square feet of gross floor area on a site that is 11,854 square feet in area for a floor area ratio of 3.78. The maximum floor area ratio in the C3A district is 2.7 and a variance is requested. Practical difficulties exist because of circumstances unique to the property. The site is uniquely situated along a commercial corridor and near an Activity Center where the recent trend of development has been larger, mixed-use buildings. The policy recommendations for dense, mixed-use development in this location also contribute to unique circumstances that have not been created by the applicant.

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

The proposed request for a floor area ratio increase allows for reasonable use of the property and is in keeping with the development intensity called for in the small area plan. The small area plan does not specifically reference floor area ratio or building bulk, but calls for dense, mixed-use development on the south side of Lake Street in the Urban Village. The proposed floor area ratio is also in keeping with the spirit and intent of the zoning ordinance as it relates to bulk regulations. Bulk regulations are intended to ensure that development is compatible with the surrounding area and maintains adequate access to light and air. As noted above, the building bulk has been distributed to reduce the impact on adjacent properties and to maintain adequate access to light and air. In this particular case, a building with less floor area but a larger footprint would have a greater impact on residential uses to the south. Further, while the project is mixed use with a restaurant on the ground floor and a hotel above, it does not qualify for any density bonuses because a hotel is a commercial use. The maximum achievable floor area ratio if density bonuses were available is 3.78.

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

The proposed variance will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. The bulk and scale of buildings in the general area is varied. The applicant is proposing a 17-foot setback along the south property line to concentrate the building bulk along Lake Street and away from the residential uses on the block. The proposed building bulk is consistent with other new developments along W Lake Street and within the Urban Village area designated in the small area plan. Most recently, the project at 1300 W Lake Street was approved for a floor area ratio of 4.3. That project is also located outside of the Activity Center. The floor area ratio of the building at 1320 W Lake Street is 3.67. The building at the corner of Emerson Avenue S and Lagoon Avenue is 3.77.

As noted above, the bulk and scale of adjacent uses is varied, even on this block. The west side of the block, facing Emerson Avenue S, contains nine single-family homes and one duplex. The east side of the block, fronting on Dupont Avenue S, contains a commercial building that extends three parcels back from W Lake Street, three single-family homes, three-duplexes and one 18-unit apartment building. The block face to the west, also fronting along Emerson Avenue S, contains a two-story commercial building, a six-unit townhome development, two duplexes, three single-family homes and a 6-unit apartment building.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the front yard setback requirement based on the following findings:

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

Commercial properties are subject to a front yard setback requirement when adjacent to residential uses or lots with residential zoning. This particular parcel abuts a single-family home to the south on a property that is zoned ORI. As such, a setback requirement of 15 feet is required for the first 25 feet as measured from the south property line. A setback is provided for the first 20 feet from the south property line but a five-foot section projects into the required front yard. A variance from 15 feet to zero has been requested.

Staff does not find that practical difficulties exist in complying with the front yard setback. The portion of the building that is located in the required front yard is relatively small, at approximately 75 square feet per floor and adjustments could be made to eliminate this encroachment. There are no unique circumstances on the property to justify the request for a reduced setback along Emerson Avenue S.

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

The requested variance would not be reasonable due to the established setback pattern of the single-family homes along this block face. The purpose of setback requirements is to maintain access to light and air, provide adequate separation between uses and provide for normal and orderly development. There is a fairly uniform pattern of building placement on this side of the street. Further, the proposed hotel would be located directly adjacent to a single-family home that is only 3.9 feet off the shared property line. Requiring the proposed building to comply with the setback requirement would be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

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

The proposed variance to allow the building to encroach into the required front yard would have an impact on the essential character of this block. As noted above, the established setback pattern on this block face is fairly uniform. Allowing the proposed building to reduce the front yard would impact this feature of the block. The proposed variance is not expected to be injurious to the use and enjoyment of other property in the vicinity or be detrimental to the public health, safety and welfare.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the rear yard setback requirement based on the following findings:

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

In commercial districts, residential uses and hotels with windows facing the interior side or rear property line are subject to a setback requirement of $5 + 2x$ where “x” is equal to the number of stories above the first floor. The required east rear yard setback for this 6-story building is 15 feet due to windows on this elevation. The majority of the building is located up to the property line in this location and a variance from 15 feet to zero is requested.

Practical difficulties exist in complying with the ordinance. The building is adjacent to an alley in this location, which allows for the openings proposed within 15 feet of the centerline of the alley per building code. If the windows were eliminated, the building could be built up to the property line. However, eliminating the windows would diminish the design of the building in a manner that is inconsistent with the Pedestrian Oriented Overlay district.

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

The request to allow a reduced rear yard setback for hotel windows is reasonable. The applicant is proposing a setback of 1.5 feet on the north end of the building and the remainder the building will be located up to the property line. The building abuts an alley in this location. The first floor does not require a variance, but a variance is required for floors 2-6.

Granting this setback variance would be in keeping with the spirit and intent of the ordinance and comprehensive plan. In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The urban design policies of the comprehensive plan also address this issue in calling for building placement to allow light and air into the site and surrounding properties. The building is designed in a manner that would allow for adequate access to light and air for the subject site and commercial building to the east due to the fact the buildings are separated with a 12-foot alley and the neighboring building has surface parking between the building and the alley. The applicant is proposing a rear yard setback of 1.5 feet on the north end of the building to allow for adequate sightlines for traffic exiting the alley onto Lake Street.

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

The proposed rear yard setback will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. Lake Street is developed with several commercial uses that extend from lot line to lot line in this general area. The proposed rear yard setback will not impact any adjacent residential uses as the building is located 17 feet off the rear property line. The proposed setback would not be detrimental to the health, safety or welfare of the general public or those utilizing nearby properties as a small setback is provided for sightlines out of the alley. The rear yard setback of 1.5 feet is combined with a front yard setback of 2.3 feet to provide a sight triangle.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the loading requirement based on the following findings:

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

The use had a medium loading requirement, equating to one large space (12' x 50'). There is not a designated loading space provided on site and a variance has been requested. Staff finds that practical difficulties exist due to circumstances unique to the property. While there is not a designated loading space on site, the applicant is accommodating loading on-site based on the needs of the use. The site is located in the Pedestrian Oriented Overlay district. Requiring 600 square feet of pavement for a loading space in a pedestrian oriented overlay district and adjacent to residential uses when one is not necessary to accommodate the use creates a practical difficulty. This circumstance has not been created by the property owner.

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

The variance to reduce the minimum loading requirement is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. Loading requirements are established to recognize the needs of uses and structures and to enhance the compatibility between parking and loading areas and their surroundings. The applicant will be accommodating all of the loading functions on the property by using vehicles that do not require a 12' x 50' space. The loading narrative submitted by the applicant states that there will be limited deliveries on site. The applicant expects six to seven deliveries per week. All laundry will be done in-house. If needed, the applicant will work with Public Works to obtain permissions for on-street loading.

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

The proposed loading variance will not alter the essential character of the locality or be injurious to the use and enjoyment of adjacent properties. The applicant is accommodating limited loading on-site without providing a designated space. The on-site loading will occur on the back side of the building. The proposed variance is not expected to be injurious to the use and enjoyment of other property in the vicinity or be detrimental to the public health, safety and welfare.

SITE PLAN REVIEW

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

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

BUILDING PLACEMENT AND DESIGN

Building placement – Meets requirements

- In this case, the front lot line is located along Emerson Avenue S. The south 25 feet of the lot have an increased setback requirement of 15 feet due to adjacent residential zoning. The portion of the building that is not subject to a greater setback is within eight feet of the front lot line. The first floor of the building is also located within eight feet of the corner side lot line along W Lake Street. The maximum setback along Lake Street is 4.5 feet.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.
- The area between the building and lot line along W Lake Street includes amenities, specifically benches and decorative concrete pavers. Landscaping is provided between the building and the public sidewalk along Emerson Avenue S.

- All on-site accessory parking is located to the rear or interior of the site. There are five surface parking stalls located on the south side of the building, accessed from Emerson Avenue S, and a valet drop-off zone.

Principal entrances – Requires alternative compliance

- The building is oriented so that the principal entrance faces the corner side property line (Lake Street) instead of the front lot line (Emerson Avenue S). The hotel and the restaurant each have an entrance facing the W Lake Street. Alternative compliance is requested.
- All principal entrances are clearly defined and emphasized. The front entrance into the hotel, facing Lake Street, is recessed and emphasized with glass. The restaurant entrance is emphasized in a similar manner. The rear entrance is emphasized through the use of glass.

Visual interest – Requires alternative compliance

- The building walls provide architectural detail and contain windows in order to create visual interest.
- The building has been designed into smaller, identifiable sections by changing the primary material from fiber cement to brick as it turns the corner along Emerson Avenue S. The massing is broken up with recesses and material changes (glass) on the front elevation.
- The first floor of the south elevation has sections of blank wall in excess of 25 feet. Alternative compliance is requested.

Exterior materials – Requires alternative compliance

- The applicant is proposing a high-density fiber cement panel, brick panel and glass as the building’s primary exterior materials. The applicant is requesting alternative compliance to the durability standards on the north elevation, where fiber cement is proposed for 100 percent of the elevation exclusive of glass. The other three elevations would comply with the City’s durability standards for exterior materials (see Table 2). Where the percentages in Table 2 add up to less than 100 percent, the remainder of the elevation is comprised of glass. Please note that exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.
- In addition, the application is consistent with the City’s policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials. Two primary materials are proposed.
- Plain face concrete block is not proposed along any public streets, sidewalks, or adjacent to a residence or office residence district.
- The exterior materials and appearance of the rear and side walls of the building are similar to and compatible with the front of the building.

Table I. Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick (panel)	75%	0%	70%	63.4%	63.4%
Fiber Cement (≤ 5/8”)	30%	100%	26%	30%	30%

Windows – Meets requirements

- For nonresidential uses, the zoning code requires that no less than 30 percent of the walls on the first floor are windows with clear or lightly tinted glass with a visible light transmittance ratio of six-tenths (0.6) or higher. In addition, at least 40 percent of the first floor façade of a nonresidential

use facing a public street or sidewalk is required to be windows or doors with clear or tinted glass in the Pedestrian Oriented Overlay District. This increase applies to the north and west elevations. No less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. Based on the floor plans, all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade. The project is in compliance with the minimum window requirement (see Table 3) on the north, east, and west elevations. Alternative compliance is requested for the window requirement on the first floor of the south elevation.

- All windows are vertical in proportion and are evenly distributed along the building walls.

Table 2. Percentage of Windows per Applicable Elevation

	Code Requirement		Proposed	
Nonresidential Uses				
1st floor (north)	40% minimum	409.6 sq. ft.	90.3%	925.6 sq. ft.
2nd floor and above (north)	10% minimum	102 sq. ft.	29.9%	307 sq. ft.
1 st floor (east)	40% minimum	174.5 sq. ft.	71.3%	311.25 sq. ft.
2nd floor and above (east)	10% minimum	56.4 sq. ft.	25.6%	145 sq. ft.
1 st floor (west)	40% minimum	174.5 sq. ft.	71.3%	311.25 sq. ft.
2nd floor and above (west)	10% minimum	56.4 sq. ft.	25.6%	145 sq. ft.
1 st floor (south)	30% minimum	307.2 sq. ft.	5.4%	56 sq. ft.
2nd floor and above (south)	10% minimum	102 sq. ft.	17.4%	178.54 sq. ft.

Ground floor active functions – Meets requirements

- The ground floor facing W Lake Street contains active functions for 100 percent of the frontage, as does the ground floor fronting along Emerson Avenue S.

Roof line – Meets requirements

- The principal roof line of the building will be flat, which is similar to that of other commercial buildings in the area. The northernmost portion of the building has an angled roofline to provide visual interest.

Parking garages – Not applicable

- There are no parking garages proposed as part of this project.

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

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

Transit access – Not applicable

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

Vehicular access – Meets requirements

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses. Cars entering the site will utilize a curb cut from Emerson Avenue S and exit into the alley. This curb cut is only 16 feet in width to reduce potential conflicts with pedestrian traffic. Directional signage will be provided to communicate that cars are to turn north out of the alley on to Lake Street.
- Curb cuts have been consolidated.
- Commercial traffic will only use the northernmost end of the alley where it is adjacent to another commercial use to avoid conflicts between hotel traffic and residential traffic on this block.
- The loading functions of the site will be limited and have been addressed in detail in the loading variance section of this report.
- The proposed site plan minimizes the use of impervious surfaces. Pervious surfaces are provided 2,214 square feet of the total site, equivalent to 36.1 percent of the site not occupied by building. Pervious surfaces include landscaping and porous pavers.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The overall composition and location of landscaped areas complement the scale of development and its surroundings. The majority of the landscaping is provided along the south property line to provide a green buffer between the parking area and the residential structure south of the site.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 1,630 square feet of landscaping on site, or approximately 26.5 percent of the site not occupied by buildings (see Table 4).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is two and the applicant is proposing a total of six canopy trees on site and six within the right-of-way adjacent to the site.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 12 and the applicant is proposing 29 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees. The applicant is also proposing a planter with bamboo on the south side of the building.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	11,854 sq. ft.
Building Footprint	--	5,726 sq. ft.
Remaining Lot Area	--	6,128 sq. ft.
Landscaping Required	1,225 sq. ft.	1,630 sq. ft.
Canopy Trees (1:500 sq. ft.)	2 trees	6 trees
Shrubs (1:100 sq. ft.)	12 shrubs	29 shrubs

Parking and loading landscaping and screening – Requires alternative compliance

- The parking area along Emerson Avenue S contains an on-site landscaped yard of at least that is 15 feet in width.
- The applicant is proposing screening that is a minimum of three feet in height and 60 percent opaque in this location. The screening is comprised of densely planted shrubs.
- The parking area abutting the alley requires an on-site landscaped yard of at least seven feet in width. A landscaped yard is provided in this location but, due to the angle of the parking stalls, it is less than 7 feet in width in some locations. Alternative compliance is requested.
- The parking area abutting the residence district to the south contains a landscaped yard that is a minimum of seven feet in width.
- The applicant is proposing screening that is a minimum of six feet in height and 95 percent opaque for the parking lot area facing the residential use south of the site. As previously noted, there is a 12-foot solid wood fence in this location that would be retained as part of the project. Landscaping consisting of shrubs, arborvitae and canopy trees provides additional screening.
- The corners of the parking lot that are unavailable for parking or vehicular circulation are landscaped.
- Information included in the landscape plan indicates that the plant materials, and installation and maintenance of the plant materials, would comply with sections 530.200 and 530.210 of the zoning code.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, shrubs, and trees.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – Meets requirements

- The parking lot is defined by a six-inch by six-inch continuous concrete curb. On-site filtration will be accommodated to some degree in the landscaped areas in the parking lot.

Site context – Meets requirements

- There are no important elements of the city near the site that will be obstructed by the proposed building.
- This building should have minimal shadowing effects on public spaces and adjacent properties based on the shadow study provided. This is evaluated in more detail in the conditional use permit section above.
- This building has been designed to minimize the generation of wind currents at ground level.

Crime prevention through environmental design – Meets requirements

- The site plan employs best practices to increase natural surveillance and visibility, to control and guide movement on the site, and to distinguish between public and non-public spaces.
- The proposed site, landscaping, and buildings promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- The landscaping, sidewalks, lighting, fencing, and building features are located to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.
- The entrances, exits, signs, fencing, landscaping, and lighting are located to distinguish between public and private areas, to control access, and to guide people coming to and going from the site.

Historic preservation – Meets requirements

- This site is neither historically designated nor is it located in a historic district.

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

The proposed use is permitted in the C3A District.

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

- The off-street vehicle parking requirement for hotels is one space for every three rooms, per Table 5 below. For this 123 room hotel, 41 parking spaces are required. The parking requirement is reduced by 25 percent due to the site’s inclusion in the pedestrian oriented overlay district. This reduction brings the hotel parking requirement down to 31 spaces. The restaurant is approximately 4,600 square feet and requires three spaces with the Pedestrian Oriented Overlay district reduction, for a total vehicle parking requirement of 34 spaces. The off-street parking requirement for hotels may be fulfilled by maintaining a valet parking service for customers, provided the parking area in which the automobiles are parked is within 800 feet of the main entrance. The applicant has submitted a preliminary contract for 35 vehicles to be valet parked in the Calhoun Square parking ramp at 3001 Hennepin Avenue S and there are five stalls proposed on-site. This ramp has excess capacity per the zoning code and can accommodate the 35 stalls under the valet contract. The valet loading area is on the south side of the building.
- Hotels do not have a minimum bicycle parking requirement. The restaurant use requires three bicycle parking stalls. The applicant is providing 18 bicycle parking stalls for guests, restaurant patrons and employees.
- Hotels have a medium off-street loading requirement, equating to one large space (12’ x 50’) for this use. The applicant has requested a variance to the minimum loading requirement. Staff is recommending approval of said variance, as evaluated above (see Table 7). The restaurant is of a size that does not require a loading space.

Table 4. Vehicle Parking Requirements Per Use (Chapter 541)

Use	Minimum	Reductions	Total with Reductions	Maximum Allowed	Proposed
Hotel	41	PO reduction of 25%	31	123	35
Restaurant	4	PO reduction of 25%	3	61	5
	--	--	34	184	40

Table 5. Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
Hotel	0	--	--	
Restaurant, sit-down	3	Not less than 50%	--	
	3	--	--	18

Table 6. Loading Requirements (Chapter 541)

Use	Loading Requirement	Minimum Requirement	Proposed
Hotel	Medium	Large space	0
Restaurant, less than 20,000 sq. ft.	None	--	0
			0

Building Bulk and Height – Requires conditional use permit and variance

- The applicant has requested a conditional use permit to increase the height of the building from 4 stories or 56 feet to six stories, 72.5 feet. The applicant has also requested a variance to increase the maximum floor area ratio from 2.7 to 3.78. Staff is recommending approval of both variances, as evaluated above.

Table 7. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	11,854 sq. ft. / .27 acres
Gross Floor Area	--	44,871 sq. ft.
Floor Area Ratio (Minimum)	--	3.78
Floor Area Ratio (Maximum)	2.7	
Building Height (Maximum)	4 stories or 56 feet, whichever is less	6 stories, 72.5 ft.

Lot Requirements – Not applicable

- There are no applicable lot area requirements for this commercial use.

Yard Requirements – Requires variance(s)

- The applicant has requested variances to the west front yard and east rear yard requirements, as evaluated above. Staff is recommending approval of the rear yard setback variance and denial of the front yard setback variance (see Table 10).

Table 8. Minimum Yard Requirements

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (west)	none	15 ft. for the south 25 feet, then a maximum of 8 feet	15 ft. for the south 25 feet, then a maximum of 8 feet ft.	0 ft. for the building, 15 feet for parking
Interior Side (east)	15 ft.	--	15 ft.	0 ft.
Interior Side (South)	15 ft.	--	15 ft.	17 ft.
Corner Side (north)	0 ft.	8 ft. maximum	8 ft. maximum	Maximum of 4.5 ft.

Signs – Not applicable

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.
- No signage is shown at this time.

Screening of Mechanical Equipment – Meets requirements

- All mechanical equipment is subject to the screening requirements of Chapter 535 and district requirements:

535.70. Screening of mechanical equipment.

- a) In general. All mechanical equipment installed on or adjacent to structures shall be arranged so as to minimize visual impact using one (1) of the following methods. All screening shall be kept in good repair and in a proper state of maintenance.
 - 1) Screened by another structure. Mechanical equipment installed on or adjacent to a structure may be screened by a fence, wall or similar structure. Such screening structure shall comply with the following standards:
 - a. The required screening shall be permanently attached to the structure or the ground and shall conform to all applicable building code requirements.
 - b. The required screening shall be constructed with materials that are architecturally compatible with the structure.
 - c. Off-premise advertising signs and billboards shall not be considered required screening.
 - 2) Screened by vegetation. Mechanical equipment installed adjacent to the structure served may be screened by hedges, bushes or similar vegetation.
 - 3) Screened by the structure it serves. Mechanical equipment on or adjacent to a structure may be screened by a parapet or wall of sufficient height, built as an integral part of the structure.
 - 4) Designed as an integral part of the structure. If screening is impractical, mechanical equipment may be designed so that it is balanced and integrated with respect to the design of the building.
 - b) Exceptions. The following mechanical equipment shall be exempt from the screening requirements of this section:
 - 1) Minor equipment not exceeding one (1) foot in height.
 - 2) Mechanical equipment accessory to a single or two-family dwelling.
 - 3) Mechanical equipment located in an I2 or I3 District not less than three hundred (300) feet from a residence or office residence district.
- The applicant is proposing individual HVAC units within the hotel rooms with grates incorporated below each window.
 - Any additional mechanical equipment shall be required to comply with the standards above.

Refuse Screening – Meets requirements

- All refuse and recycling storage containers are subject to the screening requirements in Chapter 535:

535.80. Screening of refuse and recycling storage containers.

Refuse, recycling storage, and compost containers shall be enclosed on all four (4) sides by screening compatible with the principal structure not less than two (2) feet higher than the refuse container or shall be otherwise effectively screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. Single and two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall not be governed by this provision.

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

Lighting – Meets requirements

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code, including:

535.590. Lighting.

- a) In general. No use or structure shall be operated or occupied as to create light or glare in such an amount or to such a degree or intensity as to constitute a hazardous condition, or as to unreasonably interfere with the use and enjoyment of property by any person of normal sensitivities, or otherwise as to create a public nuisance.
 - b) Specific standards. All uses shall comply with the following standards except as otherwise provided in this section:
 - 1) Lighting fixtures shall be effectively arranged so as not to directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at the closest property line of any permitted or conditional residential use, and five (5) footcandles measured at the street curb line or nonresidential property line nearest the light source.
 - 2) Lighting fixtures shall not exceed two thousand (2,000) lumens (equivalent to a one hundred fifty (150) watt incandescent bulb) unless of a cutoff type that shields the light source from an observer at the closest property line of any permitted or conditional residential use.
 - 3) Lighting shall not create a sensation of brightness that is substantially greater than ambient lighting conditions as to cause annoyance, discomfort or decreased visual performance or visibility to a person of normal sensitivities when viewed from any permitted or conditional residential use.
 - 4) Lighting shall not create a hazard for vehicular or pedestrian traffic.
 - 5) Lighting of building facades or roofs shall be located, aimed and shielded so that light is directed only onto the facade or roof.
- No photometric plan has been submitted at this time. All lighting will be reviewed prior to the issuance of any permits to verify compliance with the requirements above.

Fences – Choose an item.

- Fences must comply with the requirements in Chapter 535. There is an existing 12-foot wood fence along the south property line that currently provides screening between this commercial property and the residential use to the south. The applicant is proposing to leave this fence in place as part of the project. While the fence exceeds the allowable fence height, it is existing and retains rights to its current height.

Specific Development Standards – Meets requirements

- The applicant's proposal meets the specific development standards for hotels with 21 rooms or more in Chapter 536. Those specific development standards are as follows:
 1. The use shall provide customary hotel services such as linen, maid service, and the use and upkeep of furniture.
 2. The use shall include an office and/or lobby that is staffed twenty-four (24) hours per day.

PO Overlay District Standards – Meets requirements

- The proposal is in compliance with the Pedestrian Oriented Overlay District standards. The applicable window and parking requirements have been evaluated above.

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

The Minneapolis Plan for Sustainable Growth identifies the site as mixed use on the future land use map and Lake Street is a commercial corridor in this location. The project's compliance with the comprehensive plan has been evaluated in the rezoning and conditional use permit sections above.

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

The site is located within the boundaries of the *Uptown Small Area Plan* adopted by the City Council in 2008. The project has been evaluated for consistency with the small area plan in the rezoning and conditional use permit sections above. The plan prioritizes Lake Street as a place for social interaction and urban activity instead of just a conduit for traffic. The plan calls for focusing growth "in areas where it is most appropriate, or where surface parking, underutilized land, large parcels, and market interest is abundant." The existing property is currently underutilized, containing a two-story building with a small footprint and a surface parking lot. The property at 3005 Emerson Avenue S is exclusively surface parking.

The site is within the Urban Village character area of the small area plan. The plan states that the Urban Village should be a "dense district with a variety of building heights" with high-density mixed use development south of the Greenway. The plan further states that development south of the Greenway "should be encouraged to maintain the existing community oriented retail, by incorporating those uses into new, more dense, urban buildings." The proposed project includes a hotel. The plan specifically states that uses such as night clubs and hotels should be located within the Activity Center. The subject site is located outside of the Activity Center. However, for context it should be noted that when the small area plan was approved in 2008 hotels outside of downtown were only allowed in the C3A, Community Activity Center district. A text amendment was approved in 2015 that allows hotels with 20 rooms or less in all commercial districts. This section of the plan states that the south edge of Lake Street should intensify with mixed-use development with retail at grade, on Lake Street, and the height should transition as it turns the corner and approaches the existing neighborhood (USAP pg. 58). The applicant is proposing a hotel with a ground floor restaurant that front on Lake Street. The proposed building will provide a more intense development on the south side of Lake Street, as called for in the plan. The height of the building transitions from six stories to five stories on the south side, transitioning to the lower density residential uses on the block.

The plan calls for Urban Oriented development on this parcel. The proposed mixed-use building with a storefront building frontage is consistent with this development intensity recommendation. The building steps down from six stories to five on the south side to provide a transition into the residential neighborhood. The building also maintains a setback of 15 feet off the south property line to provide relief. The proposed building is consistent with the following built form recommendations in the plan:

- Encourage all buildings on Lake Street and Lagoon Avenue, east of Hennepin Avenue, to contain storefronts.
- Set buildings back on the north side of Lagoon Avenue and Lake Street to create broad sidewalks.
- Encourage buildings south of Lake Street to step down to meet the neighborhood scale.
- New buildings throughout Uptown, and in particular on the Greenway, are encouraged to be designed as Green buildings with sustainable landscaping

The project is also consistent with the following applicable pedestrian and bicycle recommendations:

- Encourage setback for new developments in areas where the existing sidewalk is less than 12 feet wide.
- Ensure that new development (residential and commercial) provides an adequate number of bicycle parking stalls.

The applicant is setting the building back up to four feet along W Lake Street to allow for a slightly wider sidewalk in this location. The sidewalk will also be reconstructed and existing obstructions will be relocated to create a wider clear path.

The plan has several recommendations that encourage shared parking. The applicant is proposing valet parking into the Calhoun Square parking ramp, which has excess capacity to accommodate other users. The project is consistent with the following parking recommendation of the small area plan:

- Establish shared parking practices which could allow for better utility of large lots such as Lunds, Sons of Norway and the YWCA in the evenings
- Encourage shared parking practices between complementary uses such as entertainment and offices.

There are several places in the plan where it recommends that buildings respect the neighborhood scale and calls for “strong, gradual transitions between residential and commercial areas.” This site has been zoned for commercial uses since 1924. Commercial uses in the existing and proposed zoning districts allow up to four stories in height as of right. The physical impact that commercial development has on adjacent residential properties is primarily dictated by how the bulk is distributed. In this case, the tallest and densest portion of the building is located along W Lake Street. Further, as noted above, the plan calls for medium density residential development south of the site, acknowledging that this medium-density development will help to serve as a transition space between the commercial development on Lake Street and low-density residential to the south.

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:

- **Principal entrance.** The principal entrance into the hotel is located on the north elevation, facing W Lake Street. This is technically the corner side yard. Staff recommends granting alternative compliance to allow the principal entrance to face W Lake Street instead of Emerson Avenue S. Lake Street is a vibrant commercial street and adopted policy calls for active uses on the ground floor facing this street.
- **Materials.** The applicant is proposing a fiber cement product that is less than 5/8” for the entire north elevation, exceeding the 30 percent typically allowed. According to the materials submitted by the applicant, this is a high-density fiber cement product that is not susceptible to moisture absorption in the way that medium-density fiber cement is. The product is an open-joint system with no caulking or gaskets. It is a through-colored material that will fade like any other natural material. The applicant has demonstrated that this is a durable material and staff recommends granting alternative compliance.
- **Windows.** The first floor building wall facing the parking lot is required to have windows for 30 percent of the elevation. On the south side of the building windows are only provided for five percent of the elevation. This portion of the building is primarily back-of-house operations. Staff recommends granting alternative compliance due to the fact that the building has a window requirement on three of four sides. However, some additional glazing will be recommended on this

elevation as a condition of approval. An office is located in southwest corner of the building that could easily accommodate windows to provide more eyes on the parking lot. As a condition of approval, staff is recommending that windows be added in this location.

- **Blank walls.** The first floor of the south elevation has sections of blank wall in excess of 25 feet. The longest section of blank wall is approximately 42 feet. The applicant is proposing landscaping in front of the building wall to mitigate the impact of the blank wall. Landscaping is provided in the form of a raised planter with 6-foot bamboo plantings and ground level landscaping. As such, staff recommends granting alternative compliance.
- **Parking and loading landscaping and screening.** The applicant is requesting alternative compliance for the landscaped yard requirement between the parking area and the alley. A 7-foot landscaped yard is required in this location. The provided landscaped yard ranges from nine feet to zero in this location. Staff recommends granting alternative compliance. Angled parking is provided on site. Due to the layout, all but a small corner of the parking area will be screened with landscaping in this location. A building pier lands between the parking area and the alley to provide additional screening. Overall, the intent of the ordinance is met.

FOR REZONINGS ONLY

ZONING PLATE NUMBER. 24

LEGAL DESCRIPTION. Lots 11 and 12, Block 8, Calhoun Park, Hennepin County, Minnesota.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Graves Hospitality for the properties located at 1121 W Lake Street and 3005 Emerson Avenue S:

- A. Rezoning the property located at address from the C2, Neighborhood Corridor Commercial zoning district to the C3A, Community Activity Center zoning district, retaining the PO, Pedestrian Oriented Overlay district.**

Recommended motion: **Approve** the application for a rezoning.

- B. Conditional Use Permit to increase height in the C3A district from 4 stories or 56 feet to 6 stories, 72.5 feet.**

Recommended motion: **Approve** the application for a conditional use permit, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.
2. The massing of the building shall be as shown in the plans, with the building stepping down to five stories on the south side.
3. The deck spaces on the south side of the sixth floor shall be removed.

- C. Variance to increase the maximum floor area ratio from 2.7 to 3.78.**

Recommended motion: **Approve** the application for a variance.

D. Variance to reduce the front yard setback requirement along Emerson Avenue S from 15 feet to zero.

Recommended motion: **Deny** the application for a front yard setback variance.

E. Variance of the east rear yard setback requirement from 15 feet to zero.

Recommended motion: **Approve** the application for a variance, subject to the following conditions:

1. The building shall step back 1.5 feet on the north end as shown in the plans to provide sightlines where the alley intersects with W Lake Street.

F. Variance to reduce the minimum loading requirement from one large space to zero.

Recommended motion: **Approve** the application for a variance.

G. Site Plan Review for a new hotel with 123 rooms.

Recommended motion: **Approve** the application for site plan review, subject to the following conditions:

1. All site improvements shall be completed by February 8, 2018, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
3. The plant materials, and installation and maintenance of the plant materials, shall comply with sections 530.200 and 530.210 of the zoning code.
4. Windows shall be added on the south side of the office space, facing the parking lot, in compliance with Section 530.120 of the zoning code.
5. The building shall maintain a 15-foot front yard setback for the south 25 feet of the property.
6. Signage shall be installed that directs exiting vehicles to turn north at the alley.
7. The use shall maintain a contract with a properly licensed valet provider for parking stalls within 800 feet of the principal entrance.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. PDR report
3. Zoning map
4. Future land use map
5. Zoning district matrix
6. Site plan
7. Plans
8. Building elevations
9. Renderings
10. Fiber cement material specifications
11. Shadow study
12. Photos
13. Letter from the CARAG neighborhood
14. Correspondence



12.30.2015

City of Minneapolis
Community Planning & Economic Development
250 S Fourth Street Rm. #300
ATTN: Kimberly Holien

RE: 1121 West Lake Street & 3005 Emerson Avenue South

Project Description: The overall project sits on two properties, 1121 W Lake Street and 3005 Emerson Avenue South. There is an existing two story building with a footprint of approximately 1,302 SF on the north parcel and is to be removed and replaced with a new building footprint of 5,764 sf. The new building will be the home of a boutique hotel backed by the power of Marriott International, which has 4000 open hotels and a proven history of growing some of the most successful hotels. Developed by Graves Hospitality (GH), recognized consistently as an industry leader, GH has developed and managed more than 100 hotels and restaurants, and numerous residential and commercial properties. They are passionate about providing owners, guests and associates with an unparalleled level of service and expertise. Unlike most hotel development and management companies who outsource their food and beverage outlets, GH is an unparalleled resource for creating, building and managing signature, award winning restaurant and event spaces. Located at the epicenter of Minneapolis' dining and entertainment scene Graves Hospitality will reinforce the upscale neighborhood vibe as well as add a signature building to the core of Uptown.

The overall project is 120-123 hotel keys in a six and five story massing totaling 45,946 sq.ft. The first floor contains reception and lobby areas as well as a small food and beverage component. The food and beverage seats approximately 40 patrons and is geared for use by hotel guests and as a walk-up venue for the neighborhood. The upper floors are all hotel rooms with the top floor containing larger suites. There is a basement that houses a fitness area as well as service functions for the hotel.

Zoning: The site is currently zoned C2 and is looking for a rezone to C3A. C3A currently is the zoning across the W Lake Street commercial corridor. The C3A zoning is required for a hotel. The applicant has been looking for hotel sites within the area for years and has not been able to find a suitable site prior to the current proposal.

Site Design / Building Footprint / Parking: The massing of the building is U-shaped and will focus its activity on the northern portion of the site to reinforce the commercial corridor along W Lake Street. There will be two commercial entrances along W Lake Street, one for the hotel and the other entrance

for the neighborhood bar/restaurant. There are 5 parking stalls on the southern portion of the site that are accessed by a one way drive isle off of Emerson Avenue South, exiting north through the existing alley. These stalls are meant for drop off for the hotel as all other parking requirements for the site are satisfied through a valet service. Additionally, there is a drop off zone at the south entry defined by pervious pavers creating a sense of entry to the hotel. The parking has been turned to angle parking to allow for significant planting along the south property line to provide a natural transition to the homes to the south. There is an existing 12' tall fence along the southern edge of the property that currently provides a visual barrier to the existing parking lot to the north. This fence is being adapted to allow for plantings to climb up along the fence line to provide additional greenery to the parking lot. The building has been pulled slightly off Lake Street, and has an angle to increase the public-realm on Lake Street especially at the hotel entry. The building steps back at the northeast entry to the food and beverage area. Benches are being provided in the setback areas. Bicycle parking will also be provided along W Lake Street.

Building Design: The first floor will house reception and amenity space for the hotel as well as a bar/restaurant concept managed by Graves Hospitality. The majority of the first floor along W Lake Street will have a higher clear story space reflecting the activity of the street. This glass volume will step back at an angle to provide more seating and planting to the pedestrian realm as well as added interest to the architecture. The glass will be clear and allow visibility from the street into the hotel, and provide a sense of activity along the street. Aside from the glass, the exterior of the building will be clad in a brick, metal panel and a ventilated fiber cement façade system. The top level of the building has extensive glass areas, and is setback in areas to provide a distinct top for the building on the Lake Street side. This glass recalls the design of the glass at the first level. The building mass steps down to five stories as it recedes from Lake Street.

Height: The building is sixty nine feet six inches (69'-6") high from grade to top of structure at the Lake Street massing and fifty eight feet (58') as the building steps back. The penthouse on the top floor is stepped back in the midriff of the building to provide exterior space looking towards the Uptown core and downtown Minneapolis. The height was determined by two factors, the number of hotel keys to make a project on this tight site viable and the language of the Uptown Small Area Plan that allows 84' for sites along transit corridors. According to the Uptown Small Area Plan, the site falls within the "Urban Village" and "Commercial Corridor" zones of "The Core" of Uptown. This height exceeds the zoning overlay and needs a **conditional use permit**. The sixty nine feet six inches (69'-6") height meets the conditional use provisions; it does not block access to light and air of surrounding properties, it does not shadow residential properties as the site is on the north side of the block, it fits the scale and character evolving urban village, and no views of landmarks, open spaces, or bodies of water are affected. The height proposed is in line with what the small area plan indicates for the north side of the street and creates a transition to the south with a stepped building massing, extensive landscaping and trees.

C2 Zoning allows for 4 stories and 56 feet in height and can be increased by a conditional use permit per zoning code 546.110. The height allowed in the C3A is also 4 stories and 56'. The applicant is requesting a Conditional Use Permit for the additional height. The CUP request is for an additional 14' along the transit corridor and an additional 2' along the southern portion of the site.

C.U.P. Conditions:

- (1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.
 - The conditional use is not a detriment, nor does it adversely affect public health safety, general welfare or comfort. The additional height
- (2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
 - The 69'-6" height does not block access to light and air of surrounding properties, the adjacent properties are commercial properties, and other residences are to the south of the property and not effected by shadows. Shadow studies have been provided. The improvement of properties in the vicinity would not be impacted by the additional height.
- (3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.
 - The site is an existing lot with existing infrastructure that can accommodate the new development. Access and drainage can readily be accommodated and the additional height does not impact the infrastructure required for the building.
- (4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.
 - There are 5 parking stalls on the southern portion of the site that are accessed by a one way drive isle off of Emerson Avenue South, exiting north only through the existing alley. These stalls are meant for drop off for the hotel as all other parking requirements for the site are satisfied through a valet service. Additionally, there is a drop off zone at the south entry defined by pervious pavers creating a sense of entry to the hotel. The parking has been turned to angle parking to allow for significant planting along the south property line to provide a natural transition to the homes to the south.
- (5) The conditional use is consistent with the applicable policies of the comprehensive plan.
 - The Uptown small area plan indicates heights allowable up to and above the proposed height. The sixty nine feet six inches (69'-6") height meets the conditional use provisions; it does not block access to light and air of surrounding properties, it does not shadow residential properties as the site is on the north side of the block, it fits the scale and character evolving urban village, and no views of landmarks, open spaces, or bodies of water are affected. The height proposed is in line with what the small area plan indicates for the north side of the street and creates a transition to the south with a stepped building massing, extensive landscaping and trees. The stepped building is consistent with the intent of the small area showing a general step

down in height from the center of the urban village to the edges. The proposed project steps down to the neighborhood to 2' over the height allowed without the CUP at 58'.

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

- The conditional use would conform to applicable regulations of the district.

Massing: The proposed building is flanked by new development in “The Core” of Uptown, with new development ranging from five stories - 60' to ten stories – 111'. These projects often have a parking requirement that is tied to mixed-use multi-family housing creating massive building footprints. Moxy's massing is based on efficient use of the site while adding a buffer from those larger northern developments to the southern neighborhood. Given the projects orientation, shadows are not a concern for the existing homes to the south. The proposed design concentrated the mass of the building as well as activity along Lake Street to reinforce the notion of the commercial corridor. Significant trees are being planted along the south, and along with the fence provide a transition to the homes to the south.

Variations:

1. East Rear Yard Setback @ Alley: The building aligns with the property line on three sides of public right of way. The east side of the building is set on the property line which aligns with the existing 12'-0" wide alley. The current interior side yard setback would require 15'-0" and we are proposing there would be a 0' side yard setback. However there is a 2' building step back at the west side of the alley, and the Lake Street façade is pulled back 3' at the northeast corner to provide a better sight triangle at the corner. A 15' side yard setback would be unnatural in trying to reinforce the street edge with built form. Holding the street edge is congruent with the Small Area Plan in keeping retail along major corridors while improving the pedestrian realm.

- The project is located within the Urban Village of the Uptown Small Area Plan, and a Pedestrian Overlay District. The Small Area Plan indicates preferred use at this location to be mixed-use with commercial at the first floor. Commercial uses are typically pulled up to the sidewalk in the Urban Village to reinforce the W Lake Street corridor.
- The proposed plan uses the property in a reasonable manner that will be in keeping with the spirit of the Small Area Plan. The plan indicates active uses and building placement at the back of sidewalks. Typical commercial frontage is at the back of sidewalk and thus the proposed plan is more in keeping with the intent of a pedestrian activity center per the small area plan.
- The variance will not alter the essential character of the area and is not detrimental to health and safety. The essential character of the urban village is a walkable, active pedestrian neighborhood with buildings directly to the edge of sidewalks. The proposed

project continues the existing pattern of the urban village with building placement in close proximity to the sidewalk. There is a 2' building step back at the west side of the alley, and the Lake Street façade is pulled back 3' at the northeast corner to provide a better sight triangle at the corner of the alley. A 15' side yard setback would be unnatural in trying to reinforce the street edge with built form. Holding the street edge is congruent with the Small Area Plan in keeping retail along major corridors while improving the pedestrian realm.

2. Front Yard Setback @ Emerson: The building aligns with the property line on three sides of public right of way. The current front yard setback on Emerson would require a continuous 15'-0" for the first 25'-0", as measured from the south property line due to the adjacent residential structure to the south. Our building is set back 17'-0" off of the south property line, encroaching 8'-0" into the first 25'-0" requirement. Our building will be approximately 22'-0" for the adjacent house to the south. The required setback is 15' from the adjacent property line, the proposal is to maintain 17'-0" from the property line. Based on conversations with the neighborhood the building is pulled an additional 2' from the south, and expands toward Emerson. The area that is in excess of the setback is 120 s.f. (8' x 15'). The allowable buildable area to the south is 192 s.f (2x 48' x2- both legs of the the building).

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

- The project is located within the Urban Village of the Uptown Small Area Plan, and a Pedestrian Overlay District. The Small Area Plan indicates preferred use at this location to be mixed-use with commercial at the first floor. Commercial uses are typically pulled up to the sidewalk in the Urban Village to reinforce the W Lake Street corridor.

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

- The proposed plan uses the property in a reasonable manner that will be in keeping with the spirit of the Small Area Plan. The plan indicates active uses and building placement at the back of sidewalks. Typical commercial frontage is at the back of sidewalk and thus the proposed plan is more in keeping with the intent of a pedestrian activity center per the small area plan.

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

- The variance will not alter the essential character of the area and is not detrimental to health and safety. The essential character of the urban village is a walkable, active

pedestrian neighborhood with buildings directly to the edge of sidewalks. The proposed project continues the existing pattern of the urban village with building placement in close proximity to the sidewalk. The building is picked up 12' on the back half of the site to provide a pervious drop off zone for guests and to provide more area for landscaping, water infiltration and ground level enhancements.

3. Floor Area Ratio:

Street Level: 5,764 GSF, 2rd -5th Level: 8,542 GSF (Per Floor), Penthouse Level: 6,014 GSF

Total GSF: 45,946 / 11,854 GSF = 3.88 FAR (2.7 permitted)

The applicant is requesting an increase in the floor area ratio. This additional area is needed to make the project viable on such a small site.

- (1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.
 - The site is a small footprint, and most of it is located on the urban transit corridor. Due to some basic requirements for the hotel function, and the need to provide some amenities, there is less area, and less number of units to average out this additional support and amenity space required to make the hotel function.
- (2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.
 - The area is part of an urban village as indicated by the small area plan. Denser uses are consistent with the urban village and is reasonable in relationship to the existing buildings in the area.
- (3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.
 - The variance will not alter the essential character of the area as an urban village and part of a major transit corridor where density is more appropriate.

- 4. Medium Loading Requirement:** Hotels have a medium loading requiring one large loading space. Smaller loading will be done on the south side of the property in the area depicted as loading zone, while larger loading will be done off of Lake Street. The zoning code requires a large loading space. In practice the hotel will have minimal large vehicles for loading, with the majority being done in smaller vehicles accessed from the south side. A variance is requested for the large loading stall. A large vehicle will fit in the rear, on the south side of the building

outside of the drive aisle with the use of the valet parking area, and the valet service. However, it does not meet the measurements indicated and a variance is requested.

- (1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.
 - The area does exist for a large loading vehicle. However given the small site, the practicality of using this area for a large vehicle is problematic. The site as proposed does allow for the area of a large vehicle, however the height of the building does not. The opening of the access to the drive was reduced to be more in keeping with the residential scale of Emerson. Additionally, based on conversations with the neighborhood, their desire was to move the loading zones away from the neighborhood and toward the north side of the building.
- (2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.
 - The use of some street access for loading is typical in the urban environment, and reasonable with the intent of the urban village indicated in the small area plan.
- (3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.
 - The variance will not alter the essential character of the area and is not detrimental to health and safety. The area is a heavily used commercial corridor, and the rare use of large commercial vehicles will not change the character.

Process: The applicant also met with the, members of the neighborhood, and the CARAG Neighborhood planning and zoning group on four separate occasions. All meetings were open to, and well attended by the public.

Members of the Neighborhood

Monday November, 9th 2015 (Project Unveiling)

CARAG – Land Use and Transportation Committee

Tuesday November, 10th 2015 (Project Unveiling)

CARAG – Neighborhood Meeting

Tuesday November, 17th 2015 (Project Discussion)

CARAG – Land Use and Transportation Committee

Tuesday December, 8th 2015 (Project Redesign)

The applicant revised the initial proposal after the November 17th meeting to address the concerns of the neighborhood. Originally the project was proposed 9 Stories and 84' with the mass confined to one

rectangular form along Lake Street to mimic the existing development emerging along the north side of the street. The major concerns of the neighborhood, and how the redesign addressed these issues are as follows:

- Overall Height (The height was significantly dropped to 6 stories on the north side and 5 stories as the building transitions from Lake Street. This steps the building mass down to 58' along the south property line.
- Views into the backyards of the neighbors. (The most adjacent hotel rooms to the neighborhood concentrate their views to the west and the east and not south.)
- Minimize traffic flow into the neighborhood and down the alley. (A one way drive isle for the parking and drop off zone was created and a left turn only into the alley will control traffic from affecting the neighborhood.) The larger loading vehicles would be on the front at Lake Street (if approved by variance)
- Runoff water produced by the site and the need for better landscaping. (A complete pervious drop off zone was created with angled parking to provide more of a natural buffer/transition to the adjacent properties.)

The applicant met with the Committee of the Whole, on Thursday November 18th 2015 gaining positive feedback on the initial design. It would be our intent to meet with them again.

Please let us know if any of the items need additional information or clarifications.
Sincerely,

COLLAGE ARCHITECTS

A handwritten signature in black ink, appearing to read 'Pete Keely', written over a faint, illegible background.

Pete Keely, A.I.A.
President

Josh Jansen

From: Josh Jansen <jjansen@collagearch.com>
Sent: Monday, December 14, 2015 2:05 PM
To: 'Lisa Bender'; 'Holien, Kimberly'
Cc: 'Scott Engel'; 'wedgecoordinator@gmail.com'; 'Jim Graves'; 'Ben Somogyi'; 'Ben Graves'; 'Pete Keely'; 'Matt Mering'
Subject: 1121 W Lake Street & 3005 Emerson Avenue South
Attachments: 151214 Moxy_Uptown Project Description.pdf

Good afternoon,

I am writing to inform you of our intent to move forward on the hotel project on Lake and Emerson based on last week's interaction with the CARAG neighborhood.

The project has changed from a 9 story hotel concentrating the singular mass to W Lake Street to a 6 story massing along Lake Street and a 5 story step as we pull away from Lake.

We have redesigned the project taking into account the following concerns brought up in a total of four community meetings as well as the COW:

- **69'-6" & 58'-0" TOS Building Height**
- **Increased visibility @ alley and Lake St.**
- **Increased pervious / infiltration zone on south half of site**
- **Landscape scale acting as a natural step from Lake St.**
- **South facing keys sight lines concentrated to the east and west**

We will be asking for the same change in zoning from C2 to C3A for the hotel use, the side yard and FAR variances and will be requesting a conditional use permit on height.

Thank you all for your time on this project!



Joshua Jansen
708 RAYMOND AVENUE #800
St. Paul, MN 55114
881.478.0088

1121 W Lake & 3005 Emerson Avenue South Legal Description

Lots 11 and 12, Block 8, CALHOUN PARK, Hennepin County, Minnesota.

1. This survey was prepared from legal descriptions supplied and our in house records and may not depict all easements, appurtenances or encumbrances affecting the property.

2. The locations of underground utilities are depicted based on information from Gopher State One Call system for a "Boundary Survey locate". The information was provided by a combination of available maps, proposed plans or city records and field locations which may not be exact. Verify all utilities critical to construction or design.

3. The orientation of this bearing system is based on the Hennepin County Coordinate System NAD83. Coordinates are based on Hennepin County Ground NAD 83 1986 Adjustment from 1991 published values.

4. All distances are in feet.

5. The area of the above described property is 11,854 square feet or 0.272 acres.

6. Bench Mark: Top Nut of Hydrant located at the southwest corner of Lake Street West and Dupont Avenue South has an elevation of 879.35 feet NGVD 29.

7. Curb spot elevations are to top of curb.



GRAVES HOSPITALITY

DEVELOPMENT EXPERTISE. MANAGEMENT SAVVY.

1/20/16

City of Minneapolis
Community Planning & Economic Development
250 S Fourth Street Rm. #300
ATTN: Kimberly Holien

RE: 1121 West Lake Street & 3005 Emerson Avenue South

On our proposed hotel site, there will be limited deliveries since we plan to do all of our laundry in-house. Specifically, we will get deliveries from liquor and beer vendors and food vendors. We can expect 6 to 7 deliveries per week from the various vendors. Most of the vendors in the Uptown area use "straight" trucks that are 45' long and 13'6" high that service all of the bars and restaurants in the Uptown area. These deliveries will have to be concentrated on the Lake side of the building given the height of the trucks. Our assessment is based on over 40 years of experience operating hotels with limited food and beverage operations.

Kind Regards,

Benjamin Graves
President
Graves Hospitality
612-312-1166



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

Preliminary Development Review Report

Development Coordinator Assigned: **MATTHEW JAMES**
(612) 673-2547
matthew.james@minneapolismn.gov

Status *

Tracking Number:	PDR 1001392
Applicant:	GRAVES HOSPITALITY 1934 HENNEPIN AVE S. SUITE #201 MINNEAPOLIS, MN 55403
Site Address:	1121 LAKE ST W 3005 EMERSON AVE S
Date Submitted:	05-JAN-2016
Date Reviewed:	13-JAN-2016

Purpose

The purpose of the Preliminary Development Review (PDR) is to provide Customers with comments about their proposed development. City personnel, who specialize in various disciplines, review site plans to identify issues and provide feedback to the Customers to assist them in developing their final site plans.

The City of Minneapolis encourages the use of green building techniques. For additional information please check out our green building web page at: http://www.ci.minneapolis.mn.us/mdr/GreenBuildingOptions_home.asp.

DISCLAIMER: *The information in this review is based solely on the preliminary site plan submitted. The comments contained in this report are preliminary ONLY and are subject to modification.*

Project Scope

BOUTIQUE HOTEL WITH 120-123 HOTEL KEYS AND 45,946 SQU. FT.

Review Findings (by Discipline)

Historical Preservation Committee

- There is no HPC flag on this property. However, HPC review is required for any wrecking permits pertaining to the removal of existing structures.

***Approved:** You may continue to the next phase of developing your project.

***Resubmission Required:** You cannot move forward or obtain permits until your plans have been resubmitted and approved.

□ Business Licensing

- Continue to work with Matthew D. James (612-673-2547) concerning a Food Plan Review, SAC determination and any Business License application submittal that may be required for this proposed project.

□ Addressing

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed Moxy Hotel building will be 1121 W. Lake St. (1115 W. Lake St. secondary entrance off of W. Lake St. into the restaurant near the alley). This address meets the City of Minneapolis Street Naming and Address Standard requirements.
- When assigning suite sequences the following guidelines are as follows:
 - The first one to two digits of the suite sequence number will designate the floor number of the site.
 - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
 - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
 - Please provide each condo, suite, unit or apartment number.

□ Parks - Forestry

- Contact Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparks.org) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$202.80 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance.
- There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your PROJECT, the calculated dedication fee is as follows:
 - Park Dedication Fee Calculation =
 - Non-Residential Commercial Space = \$24,944.40
 - 5% of \$24,944.40 (Administration Fee \$1,000 max) = \$ 1,000.00
 - Total Park Dedication Administrative Fee: = \$25,944.40
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Matthew D. James at 612-673-2547.

□ Zoning - Planning

- The project requires the following land use applications:
 - Rezoning from C2 to C3A
 - Conditional use permit for height
 - Variance to the maximum FAR
 - Variance to reduce the east rear yard setback
 - Variance to reduce the west front yard setback
 - Variance to the minimum loading requirement
 - TDMP
 - Site Plan Review for a new hotel

□ Right of Way

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- The Project limits fall within the boundaries of the Uptown Special Service District. Any improvements, modifications, and alterations to the streetscape are subject to the review and approval of the Uptown Special Service District, and will require the approval of the Special Service District Advisory Board. Please coordinate contact with the Advisory Board through Andy Carlson (612) 673-2836.

□ Street Design

- The plan as submitted meets the requirements of the Public Works Street Design Division.

□ Sidewalk

- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see <http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm> for further information. Specifically, the pedestrian zone is of concern, a minimum 6'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line (the clear pedestrian zone cannot "jog" around planters and tree grates). Locations for site furniture, tree grates, planters and other proposed design elements that fall within the Public right-of-way shall be modified to provide for the required pedestrian clear zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions.
- The "jog" in the proposed sidewalk along Emerson Ave. S. shall be removed.
- Per the plan, ADA compliant pedestrian ramps are required at each crosswalk at the intersection of W. Lake St. and Emerson Ave. S. However, not all of the required details were included in the plans; please include the appropriate details and standard plates in the site plan, refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: <http://standardplans.dot.state.mn.us/stdplan.aspx>.
- The proposed location of the bike racks will encroach into the 6' pedestrian clear zone and must be relocated; please contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit. Note that as shown, the bike racks are positioned at different angles on different plans.
- The proposed streetscape (sidewalk layout, pedestrian ramps, bike racks) shown in the Site Plan (Sheets C1.0 thru C6.0) does not match with that shown on the Landscaping Plan; all plan sheets and design details shall match and be consistent throughout the entire plan set.
- All proposed trees in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. Please contact Craig Pinkalla at (612) 499-9233 to discuss tree species selection, planting method, spacing and locations. The landscaping details along W. Lake St. shall be modified to provide for the 6' pedestrian clear zone; the Applicant should consider 4'x6' tree grates and shifting the planter locations closer to the curb to accommodate this requirement. The Landscaping Plan notes a 24" high steel planter but details

were not provided. The Applicant shall provide complete landscaping details; note however that planters and vertical obstructions adjacent to on-street parking are typically not allowed.

□ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- Please contact Bill Prince (612) 673-3901 regarding the City's street lighting policy and to determine additional street lighting requirements.. The development will be required to adhere to the street light policy regarding pole type and spacing. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Street lighting will be strongly encouraged in areas immediately adjacent to existing lighting systems, in high density areas such as Uptown and the University of Minnesota, and along major pedestrian corridors and business nodes as identified in the Minneapolis Street Lighting Policy. If additional street lighting is required, all street lighting in the Public right-of-way shall be designed and constructed to City standards. The Applicant shall submit a detailed plan specifying pole locations, light standards and fixture types, and include all required Minneapolis standard plates for installation details.
- An existing traffic signal/street lighting control box is located at the back of the existing sidewalk near the alley access point along W. Lake St. The site plan indicates that the control box is to be relocated. Please contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/relocation of any City of Minneapolis signal and lighting system. All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
- Parking lot access to a Public alley adjacent to a residential neighborhood is not allowed by City Ordinance with few exceptions. Because the site is adjacent to a residential neighborhood, vehicles utilizing the parking lot should be discouraged from turning south down the alley; directional signage at the alley exit should be considered.
- Consider narrowing the width of the driveway apron to match the intended driveway drivable surface.

□ Water

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing connections not in use shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department, call (612) 673-2451 for more information.
- The current site plan indicates water service connections running parallel to the building (at an un-dimensioned distance from the face of the building), across the site, and then with bends (which are generally not allowed) into the building. In general, domestic water and fire service connections should run in a line perpendicular from the watermain straight into the proposed building to the meter location (meters should be placed at nearest entry point to the building). Per City Ordinance, water service lines shall be no further than 2' outside of building line. It is recommended that the layout for the water service connections be reconsidered; please contact Rock Rogers at (612) 673-2286 to confirm domestic water and fire service layout, manhole construction, connections, and sizes.

□ Sewer Design

- Groundwater: Please identify the lowest floor elevation on the grading plan. Please also identify if any groundwater discharges are proposed in order to keep the below grade portions of the building dry.
- The proposed project is located within the Minnehaha Creek Watershed District, which has a separate review process from that of the City. Please note it may be necessary to obtain approvals or permits from Minnehaha Creek Watershed District.
- Stormwater Management: Please update the Area of Disturbance tabulation on Sheet C-4.0. Please also include a tabulation of the square footage of impervious in the existing and proposed conditions.
- Erosion Control: Please identify the location of all proposed silt fence, inlet protection, rock construction entrances and all other erosion and sediment control BMPs on the erosion control plan.

- Non Stormwater Discharges: Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov.

❑ Construction Code Services

- Temporary shoring for basement excavation will be required.
- Exterior wall footings can extend past property lines if they are more than 8 feet below grade and then not more than 12".
- The proposed construction type is unknown at this time.
- The projects compliance with requirements of the building code cannot be determined without the submittal of certified construction documents.
- A Service Availability Charge (SAC) determination will need to be submitted to the Metropolitan Council for the proposed project. Please refer to this link for more information http://www.ci.minneapolis.mn.us/mdr/docs/sac_availability_charge.pdf or SACprogram@metc.state.mn.us.

❑ Environmental Health

- City records indicate 2 aboveground fuel oil tanks were installed at 1121 West Lake St in 1936. If the tanks are still present and not in use it is required that they be removed. Permits from Minneapolis Environmental Services and Fire Inspection Services are required.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at (612) 673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at (612) 673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

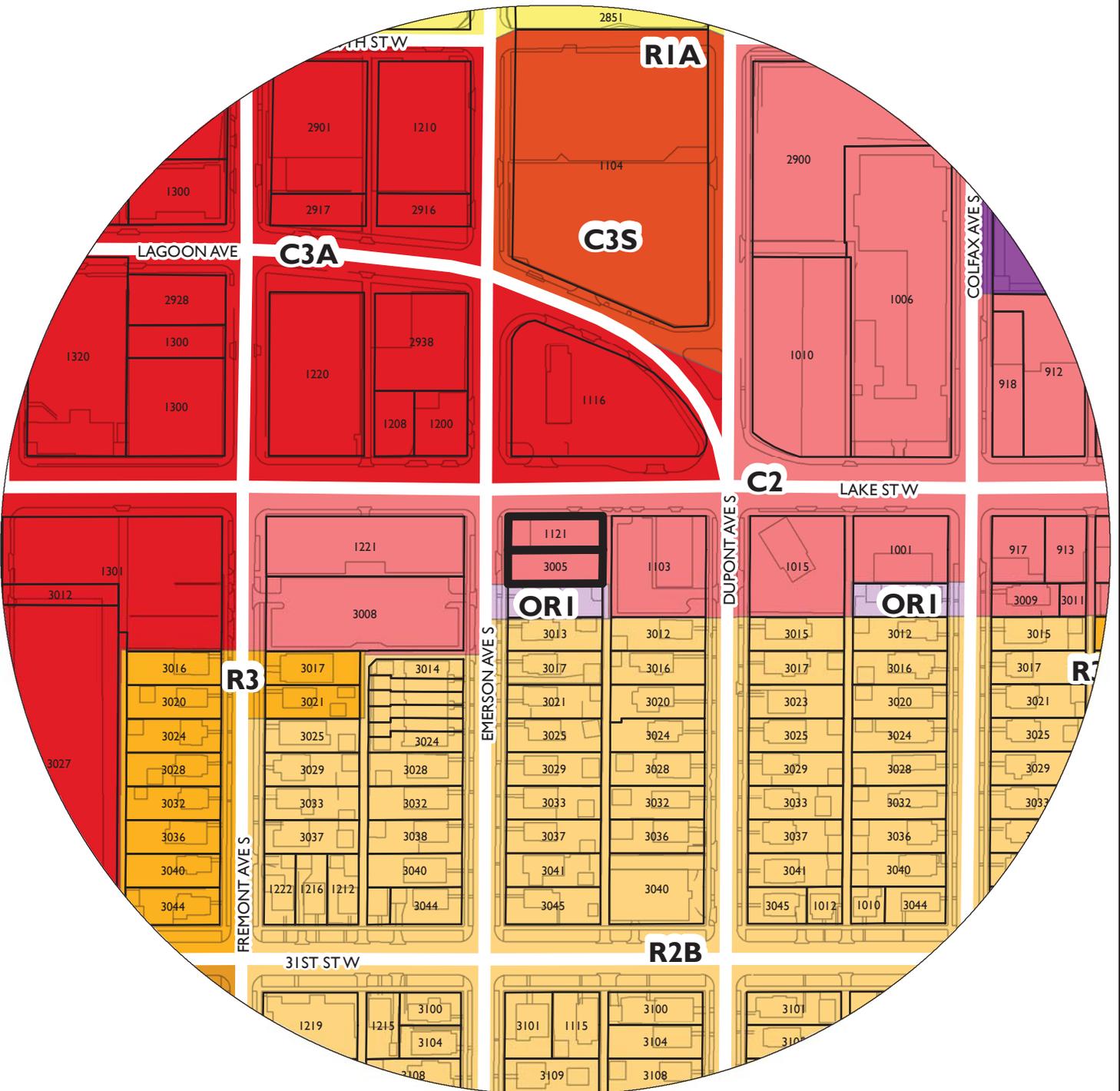
❑ Fire Safety

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

END OF REPORT

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

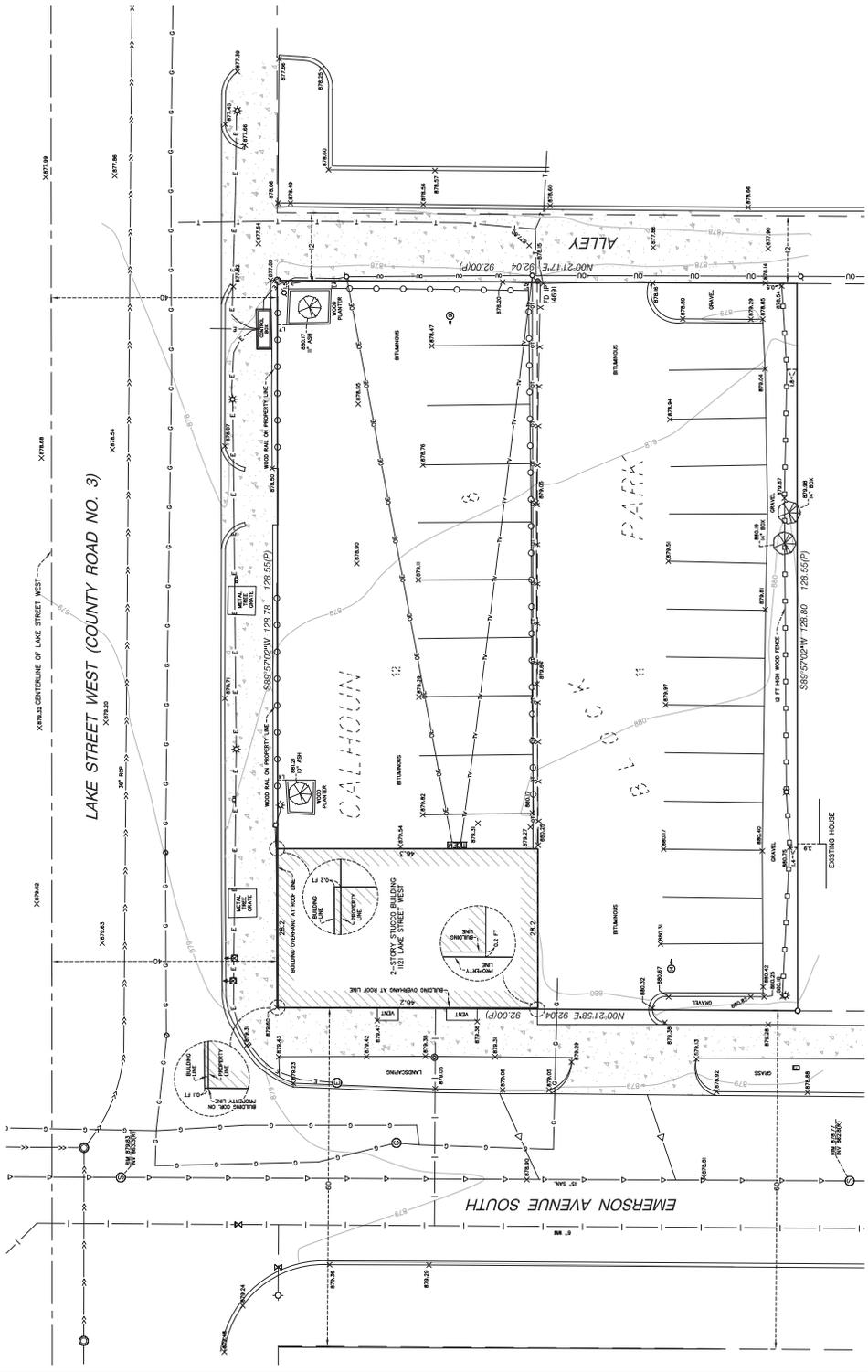
1121 W Lake Street, 3005 Emerson Avenue S

FILE NUMBER

BZZ-7544

Commercial Districts

	C2	C3A
	Neighborhood Corridor Commercial District	Community Activity Center District
FAR		
Base FAR Maximum	1.70	2.70
20% bonus for enclosed, underground or structured parking	0.34	0.54
20% bonus for 50% ground floor commercial	0.34	0.54
20% bonus for 20% affordable units	0.34	0.54
Total possible FAR	2.72	4.32
Required lot area per dwelling unit (sq. ft.)	700	400
Possible DU Bonuses:		
20% bonus for enclosed, underground or structured parking	Y	Y
20% bonus for 50% ground floor commercial	Y	Y
20% bonus for 20% affordable units	Y	Y
Base building height maximum (in stories)	4	4
Maximum size of retail store (sq. ft.)	30,000	8,000
Maximum Lot Coverage	n/a	n/a
Maximum Impervious Surface Coverage		
Yard Requirements		
Front	0	0
Interior side or rear ¹	5	5
Corner Side	0	0
Height Requirements		
Feet	56	56
Stories	4	4
Retail		
Maximum size of retail store (sq. ft.)-base	30,000	5,000
Bonus for no parking b/w structure and street	0	5,000
Bonus for additional stories & parking	0	5,000
Bonus for large, mixed use building	0	5,000



LEGAL DESCRIPTION

Lot 11 and 12, Block 6, CAULDRON PARK, Hennepin County, Minnesota.

NOTES

1. This survey was prepared from legal descriptions supplied and our P1 house records and may not depict all easements, appurtenances or encumbrances affecting the property.
2. The locations of underground utilities are depicted based on information from before State One CAD system for a utility. The locations of underground utilities are not shown for utility lines that are not shown on the CAD system or if any records and field locations which may not be exact. Verify all utilities critical to construction or design.
3. The elevation of this building system is based on the Hennepin County Coordinate System (MADL). Coordinates are based on Hennepin County Ground (ND 83 1896) Adjustment from 1991 published values.
4. All distances are P1 fixed.
5. The area of the above described property is 11,054 square feet on 0.272 acres.
6. Bench Mark: Top of Monument located at the southeast corner of Lake Street West and Dupont Avenue South has an elevation of 879.35 feet NGVD 29.
7. Curve spot elevations are to top of curb.

LEGEND

- SET CAP IRON MONUMENT (18x3)
- FOUNDATION MONUMENT
- HYDRANT
- WATER VALVE
- SANITARY MANHOLE
- ELECTRIC METER
- POWER POLE W/ GUY
- CABLE METER
- TELEPHONE METER
- FIBER OPTIC VAULT
- GAS MANHOLE
- STORM MANHOLE
- LIGHT POLE
- TRAFFIC LIGHT
- PARKING METER
- X-TRW SPOT ELEVATION
- TREE
- (P) PER PLAT
- (R) PENTECOST PLAN
- GAS
- WATER
- STORM SEWER
- WATER MAIN
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- OVERHEAD UTILITY
- WOOD GUARD RAIL
- CHAIN-LINK FENCE
- WOOD FENCE

ALLIANT
ENGINEERING

233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.756.3080 MAIN
612.756.3099 FAX
www.alliant-inc.com

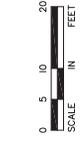
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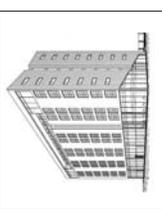
Signature: DENNIS B. OLSTAD
License Number: _____

Minneapolis, MN, 11/05/2015. This report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor in the State of Minnesota.

EXISTING CONDITIONS SURVEY
MOXY UPTOWN
1101 LAKE STREET WEST
MINNEAPOLIS, MN

DRAWN BY: _____
CHECKED BY: _____
DATE ISSUED: 11/05/15
SCALE: 1"=10'
JOB NO.: 150131
BOOK: _____





MOXY UPTOWN
1721 W LAKE STREET

GH GRAVES HOSPITALITY
MINNEAPOLIS, MN 55415
612.739.5099
www.alliant-hrc.com

ALLIANT
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.739.5099
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College Architects
Architect
861.472.0050
205 Raymond Avenue #200
St. Paul, Minnesota 55114

Alliant Engineering, Inc.
Civil Engineers
402.249.9338
233 Park Avenue South #200
Minneapolis, MN 55415

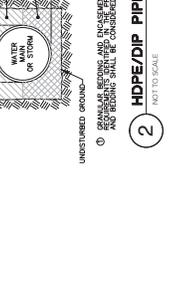
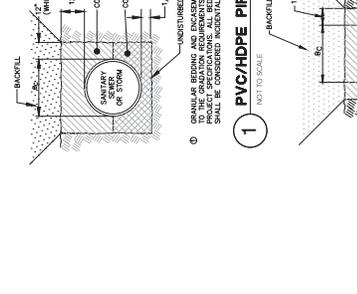
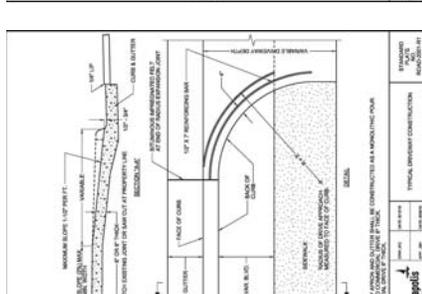
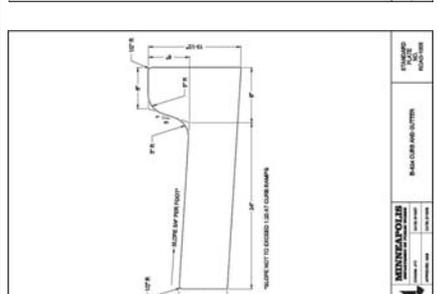
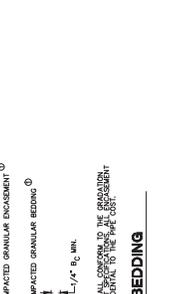
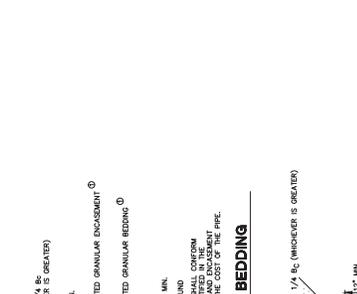
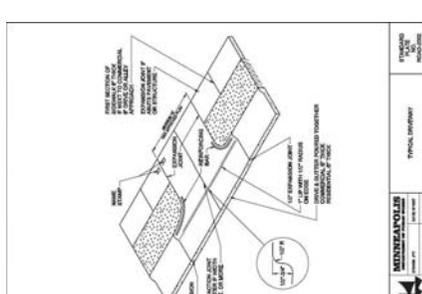
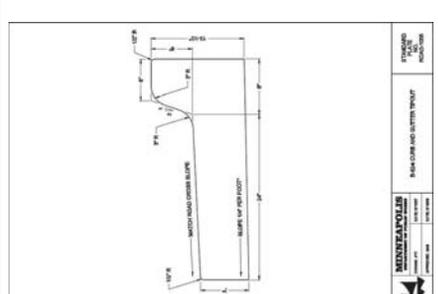
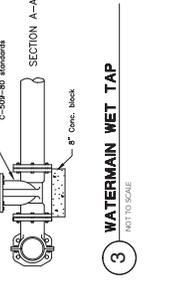
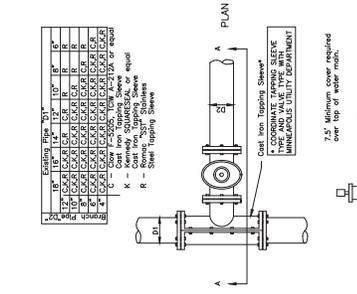
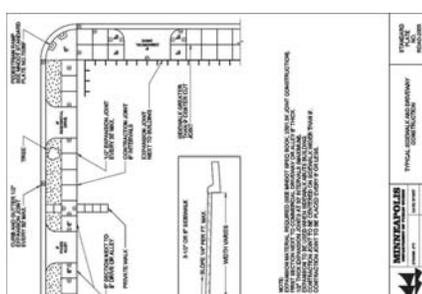
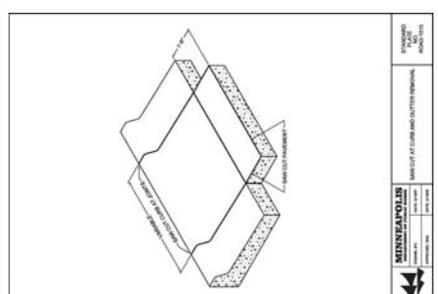
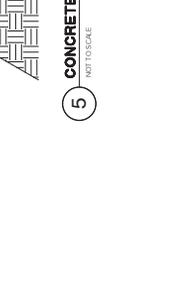
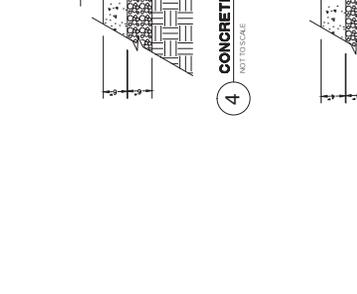
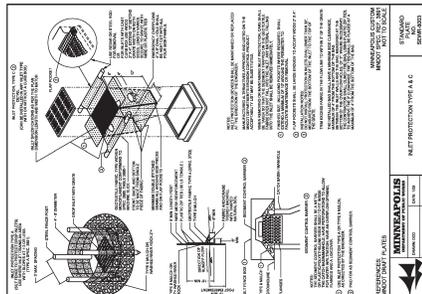
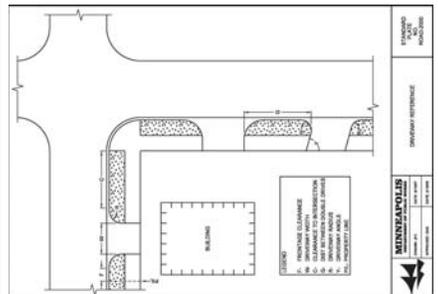
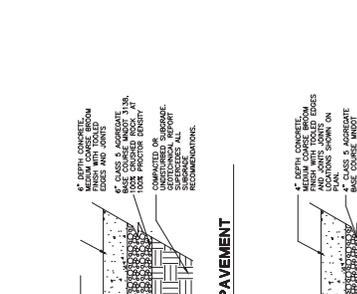
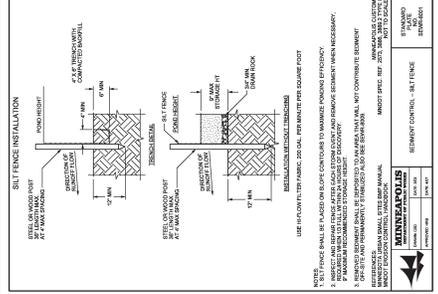
Stavros Engineering
Civil Engineers
612.292.7570
2550 University Ave. West #200 S
St. Paul, MN 55114

DATE:
10/20/2014
PROJECT NO.:
215-0131
DATE:
10/20/2014

LAND USE APPLICATION
REVISIONS:
NO. DATE REVISION
1 10/20/2014 PRELIMINARY

DATE:
10/20/2014
PROJECT NO.:
215-0131
DATE:
10/20/2014

DETAILS
C-6.0



FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

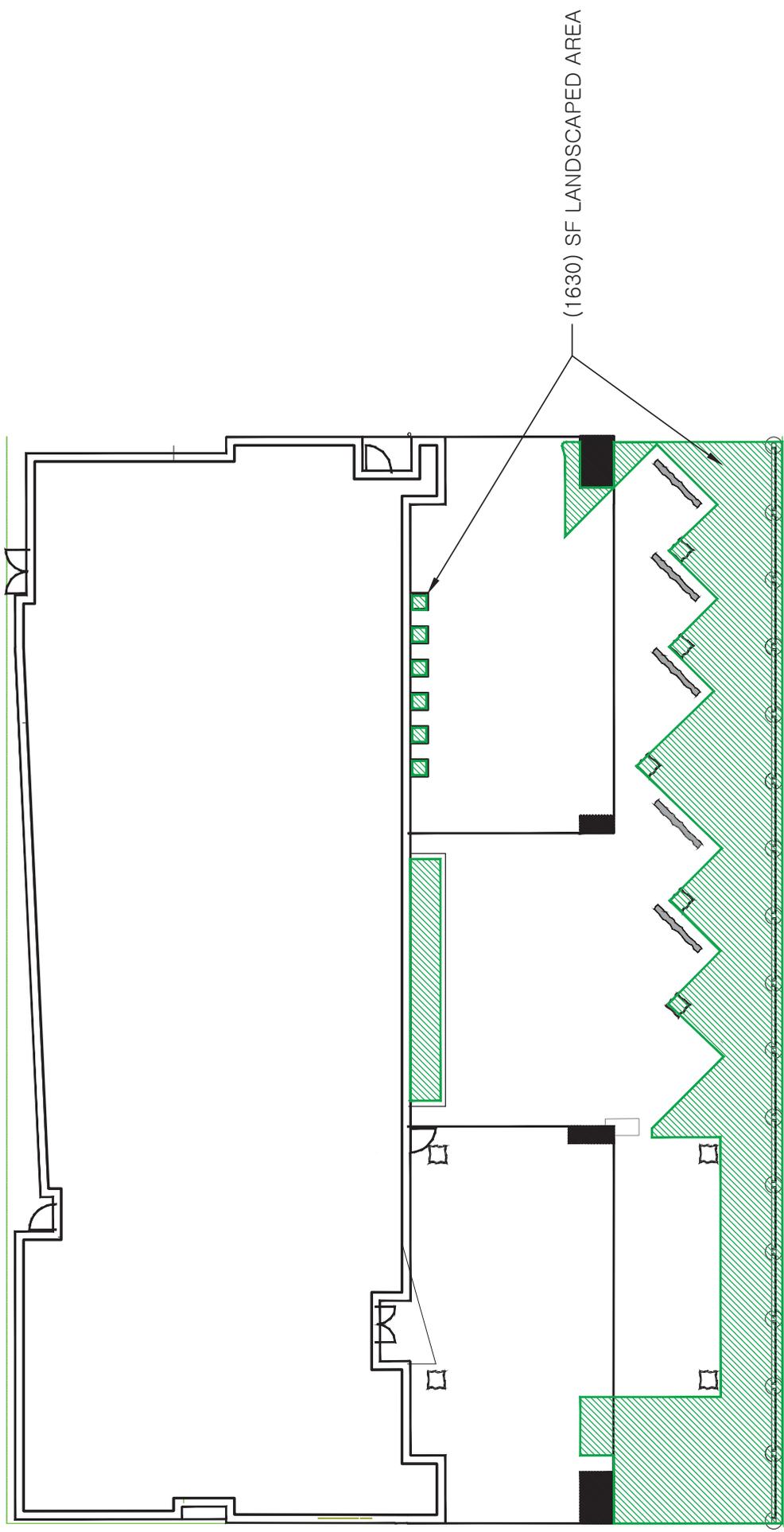
3 WATERMAIN WET TAP
NOT TO SCALE

4 CONCRETE PAVEMENT
NOT TO SCALE

5 CONCRETE SIDEWALK
NOT TO SCALE

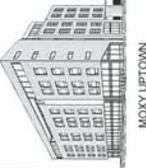
1 PVC/HDPE PIPE BEDDING
NOT TO SCALE

2 HDPE/DIP PIPE BEDDING
NOT TO SCALE



Moxy Hotel- Plant Schedule

<u>QTY</u>	<u>COMMON NAME</u>	<u>BOTANICAL NAME</u>	<u>SIZE</u>	<u>CONT</u>	<u>REMARKS</u>
	Large Deciduous Trees				
3	Honeylocust 'Skyline'	<i>Gleditsia triacanthos in. 'Skyline'</i>	2.5"	BB/ CONT	
6	Maple 'Autumn Blaze'	<i>Acer x 'Autumn Blaze'</i>	20' hgt	BB/ CONT	
3	Elm 'New Horizon'	<i>Ulmus x 'New Horizon'</i>	3"	BB/ CONT	15' hgt. min.
	Evergreen Trees				
3	Arborvitae 'Techny'	<i>Thuja occidentalis 'Techny'</i>	20' HGT	MM	
6	Arborvitae 'Techny'	<i>Thuja occidentalis 'Techny'</i>	10' HGT	bb	
	Deciduous / Coniferous Shrubs				
12	Lilac 'Wonderblue'	<i>Syringa vulgaris</i>	#5	cont	
17	Bush Honeysuckle	<i>Diervilla lonicera</i>	#5	cont	
	Perennials/ Grasses				
30	Feather Reed Grass 'Karl Foerster'	<i>Calamagrostis acutiflora</i>	#1	cont	
142	Little Bluestem 'Blue Heaven'	<i>Schizachyrium scoparium 'Blue Heaven'</i>	#1	cont	
24	Panicum 'Heavy Metal'	<i>Panicum virgatum 'Heavy Metal'</i>	#1	cont	
9	Bamboo	<i>Phyllostachys and Fargesia</i>	#1	cont	
	Vines				
12	Boston Ivy	<i>Parthenocissus tricuspidata</i>	#1	cont	train to green wall south side
	Bulbs				
100	Siberian Squill	<i>Scilla sp.</i>			plant in beds around bldg



MOXY UPTOWN
101 N. LAKE STREET



GRAVES HOSPITALITY
A Division of Graves Hospitality

DATE: _____
 PROJECT: _____
 DRAWING NO: _____
 SHEET NO: _____

PREPARED BY: _____
 CHECKED BY: _____
 DATE: _____

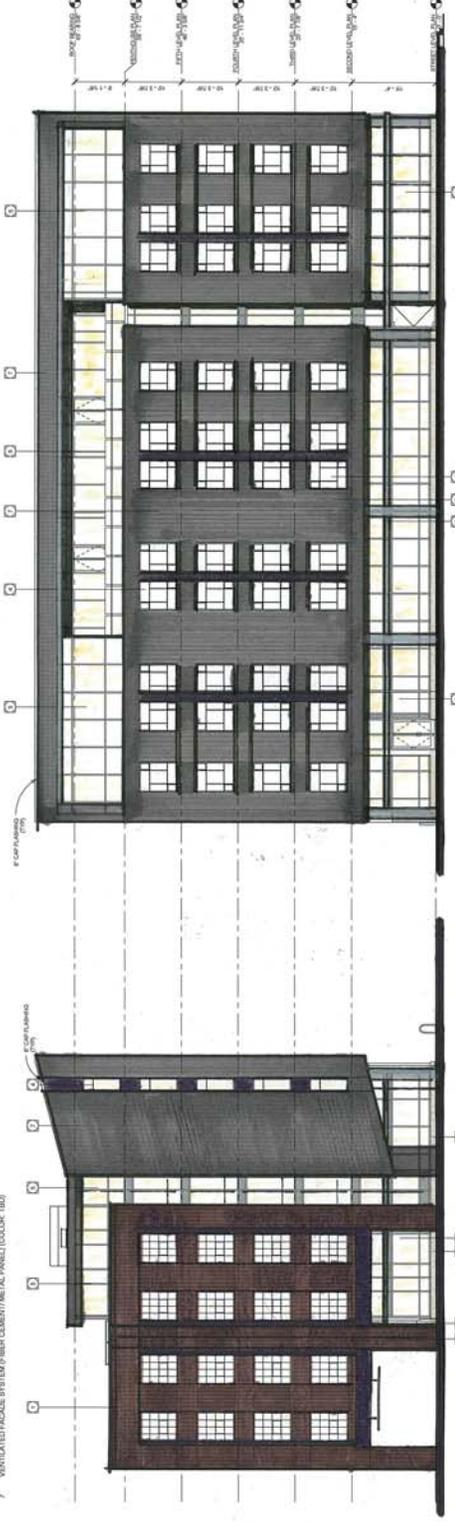
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 PROJECT: _____
 DRAWING NO: _____
 SHEET NO: _____

LAND USE APPLICATION
 APPLICATION NO: _____
 PROJECT NO: _____
 SHEET NO: _____

ELEVATIONS
 A200

MATERIAL INDEX

- 1. BRICK NUMBER 1 (COLOR: TRD)
- 2. BRICK NUMBER 2 (COLOR: TRD)
- 3. PREFINISHED ALUMINUM STOREFRONT
- 4. CAST IN PLACE CONCRETE
- 5. VENTILATION/SCREEN SYSTEM/FIBER CEMENT/METAL PANEL (COLOR: TRD)



G|H UPTOWN
Minneapolis, MN
01.06.2016



G|H UPTOWN
Minneapolis, MN
01.15.2016



LAKE STREET PERSPECTIVE (EAST)

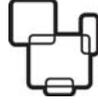
G|H UPTOWN
Minneapolis, MN
01.15.2016



LAGOON AVENUE PERSPECTIVE (WEST)



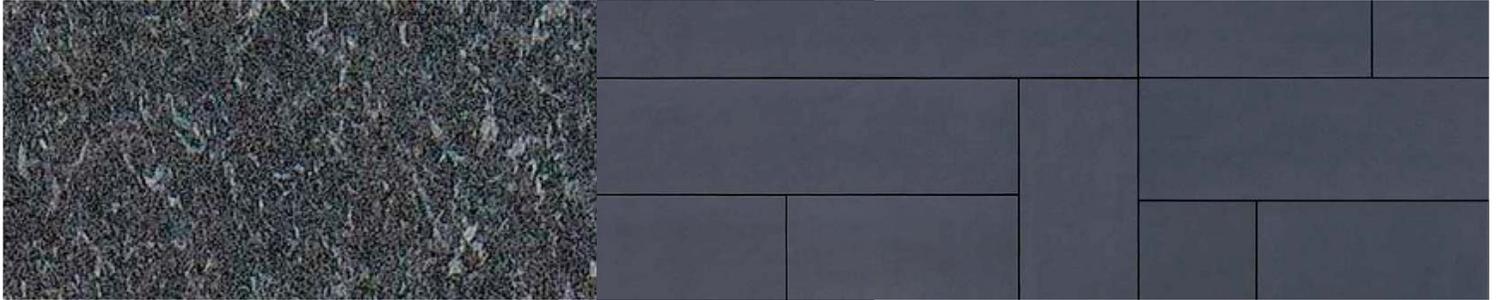
EMERSON AVENUE PERSPECTIVE (NORTH)



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EQUITONE [natura]



Product Appearance

EQUITONE [natura] is a through coloured base board, with semi-transparent coloured finish which results in the structure of fibre cement material shining through. The finished panel is both weatherproof and UV-stable. Irregularities, differences in shade and traces of the manufacturing process are to be expected. The rear receives a transparent back-sealing coating.

Colour

The allowable tolerance of shade between the EQUITONE panels is minimal and this table gives the Mean Average of three readings.

	[natura]
ΔL brightness	± 2.00
Δa +red -green	± 1.00
Δb +yellow -blue	± 1.00

Dimensions

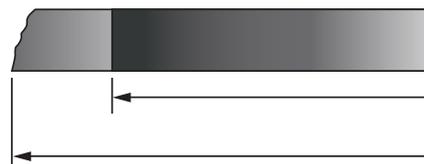
EQUITONE [natura] is available in 8mm and 12mm thicknesses. The panels are also available in either untrimmed or trimmed formats.

Not rectified untrimmed	3130 x 1280 mm	2530 x 1280 mm
Rectified trimmed	3100 x 1250 mm	2500 x 1280 mm

Rectified Panels

The panels that come off the production line have untrimmed (not rectified) edges. These panels are available for distributors with the proper equipment to allow them to cut and trim the panel for any project.

The factory also provides a cutting service for customers who do not have the necessary cutting facilities. Approximately ± 15 mm needs to be trimmed from the untrimmed panel to ensure correct squareness. Please note that all cut edges need to be treated with Luko.



Technical Properties

EQUITONE [natura] cladding boards conform to the requirements of EN 12467:2012 "Fibre cement flat sheets – Product specification and test methods". The results below are presented as defined by the standard.

Test Result according to ISO 9001 Quality Management System

Minimum Density	Dry	EN12467	1.65	kg/m ³
Bending Strength Parallel	Ambient	EN12467	24.0	N/mm ²
Bending Strength Perpendicular	Ambient	EN12467	17.0	N/mm ²
Modulus of Elasticity	Ambient	EN12467	15,000	N/mm ²
Hygric Movement	0-100%		1.0	mm/m
Water Absorption of uncoated panel	0-100%		< 20	%
Moisture Content	Air-dried	EN12467	< 8	%

Classification

Durability classification	EN12467	Category A
Strength classification	EN12467	Class 4
Fire Reaction	EN13501-1	A2-s1, d0

Extra Tests

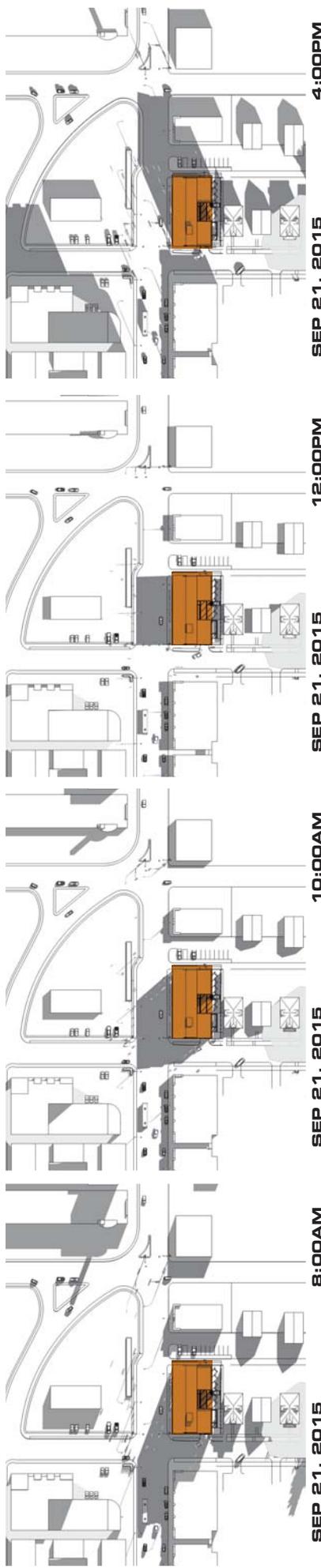
Water impermeability Test	EN12467	Pass	
Warm Water Test	EN12467	Pass	
Soak / Dry Test	EN12467	Pass	
Freeze Thaw Test for Category A Panel	EN12467	Pass	
Heat / Rain Tests for Category A Panel	EN12467	Pass	
Dimensional Tolerances for Level I Panel	EN12467	Pass	
Thermal Movement		0.01	Mm/mK
Thermal Conductivity		0.6	W/mK

Panel Weight (air-dried)

Panel	Weight	2.530 x 1.280mm	3.130 x 1.280mm
8mm	15,4 kg/m ²	49,9 kg/panel	61,7 kg/panel
12mm	22,8 kg/m ²	73,8 kg/panel	91,4 kg/panel

Tolerances in accordance with EN12467 Level I

Rectified		Not Rectified
± 0.6mm	Thickness 8mm Panel	± 0.6mm
± 0.9mm	Thickness 12mm Panel	± 0.9mm
± 1mm	Length 8 & 12mm	± 12mm ± 16mm
± 1mm	Width 8 & 12mm	± 6mm
1.0 mm/m	Squareness 8 & 12mm	2.5 mm/m



SEP 21, 2015

8:00AM

SEP 21, 2015

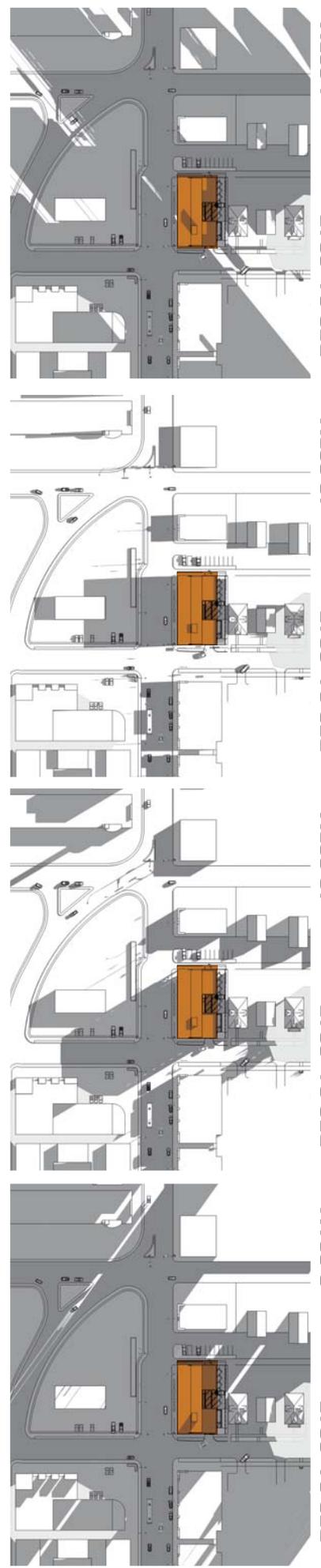
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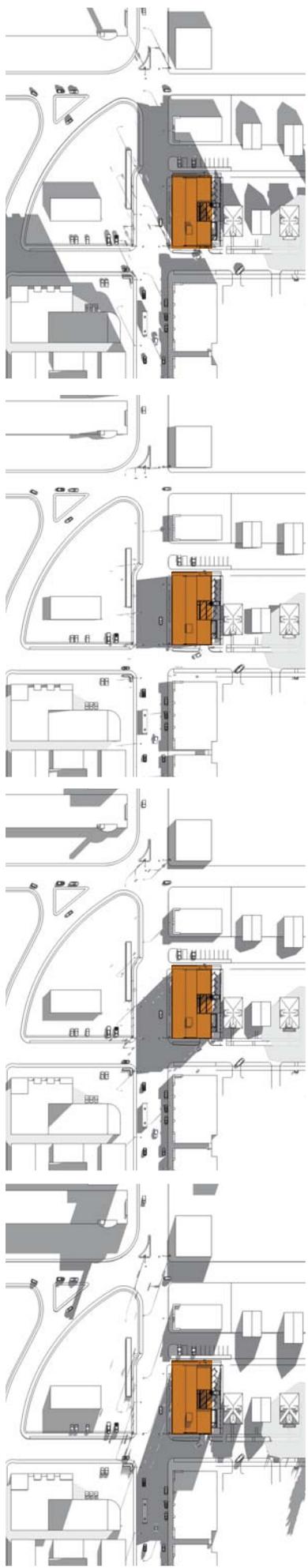
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MAR 21, 2015

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MAR 21, 2015

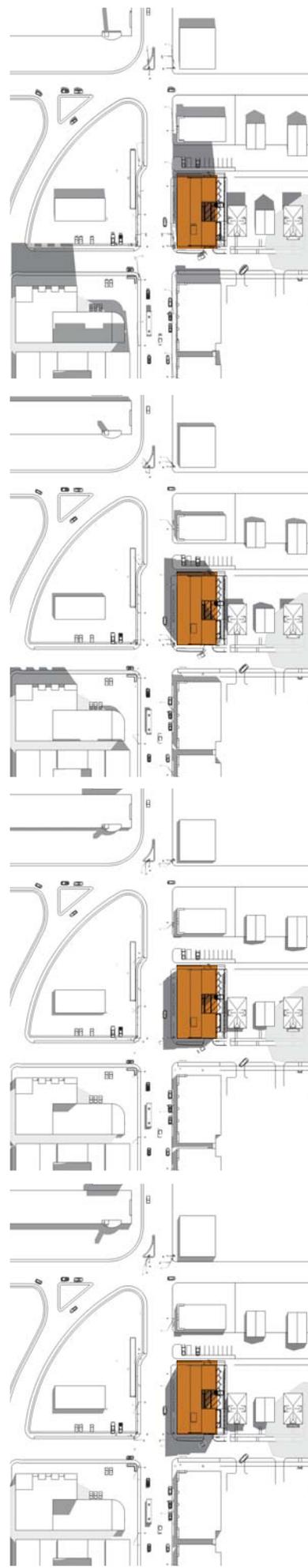
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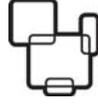
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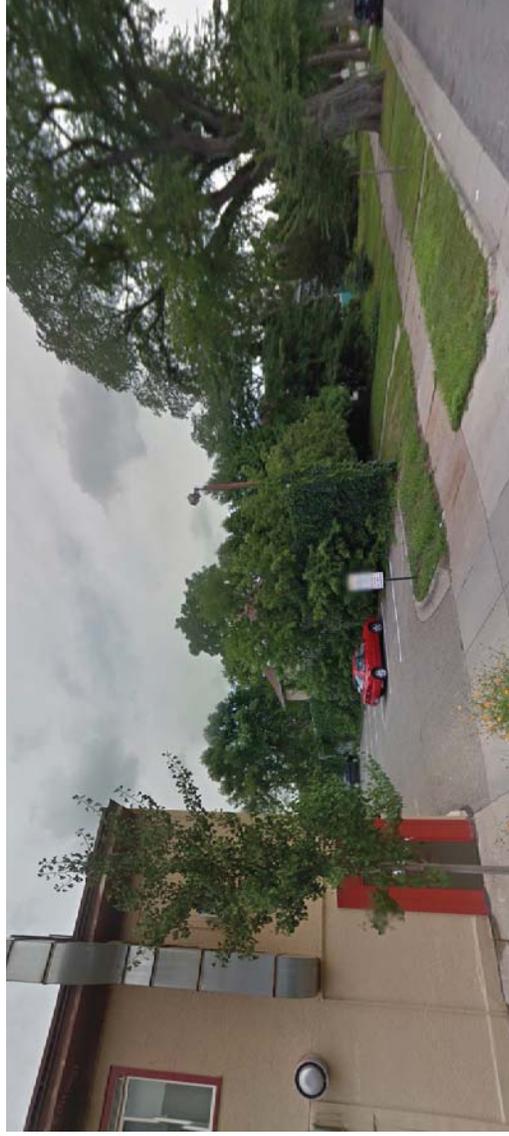
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G|H UPTOWN
Minneapolis, MN
12.14.2015



EXISTING STRUCTURES EMERSON AVENUE (SOUTH)

[Type text]



Calhoun Area Residents Action Group

3612 Bryant Avenue South
Minneapolis, MN 55409
612.823.2520 www.carag.org

**Resolution regarding the Graves Hotel Project (1121 W. Lake St. & 3005 Emerson Ave S.)
Approved January 19, 2016**

CARAG is opposed to all the land use applications sought by Graves Hospitality for construction of a five- and six-story hotel at 1121 Lake St. W. and 3005 Emerson Av. S. and recommends the city deny approval of them. Our opposition stems principally from the proposed building deviating significantly from the Uptown Small Area Plan (USAP) which the City Council approved on February 1, 2008 as an amendment to the city's comprehensive plan.

USAP policies clearly call for development of limited, medium height and intensity on this site and on the south side of Lake Street between the Activity Center nodes of Hennepin-Lake and Lyn-Lake (from Bryant to Fremont avenues). The plan calls for concentrating new development, along with height and intensity, in the core of Uptown – in the Activity Center, and in the Urban Village north of Lake Street to the Greenway. Carefully crafted, USAP is important as a shared community vision, adopted by the city, arrived at and supported as a healthy compromise by both residential and commercial property owners and stakeholders, of how and where the Uptown area should grow. It is intended to provide the thing developers want most in the public realm: predictability. Another clearly stated intent of the plan is to enhance and protect both commercial and residential areas of Uptown – in part by providing good buffers and transitions. **The plan calls for hotels to be located in the Activity Center.** (Marked-up, relevant USAP excerpts are attached.)

The proposed project conflicts with five of the ten stated purposes of the city's zoning code and with many of the required findings for rezoning, variances, and conditional use permits, including conformance to comprehensive plan policies. One measure of the proposed building being too large for this small site is the requested FAR variance (floor-area-ratio – or the building's square footage in relation to the lot size). **The proposed FAR** of 3.78 is 40 percent higher than the 2.7 FAR otherwise permitted in the C3A zoning district and **122 percent greater than (more than double) the 1.7 FAR otherwise permitted in the C2 district** (which is the site's current zoning).

There has been a change in the character, and trend of development, in the area in recent years, particularly with the construction of the Mozaic and Walkway projects and the forthcoming project on the Cheapo site. However, this trend and character do not support rezoning of the subject site. They are manifestations of what USAP prescribes: concentrating development intensity, and taller buildings, in the Activity Center and in the Urban Village north of Lake Street. **The fact that development is happening according to the plan's vision and policies is not reason to skirt those policies and prescriptions** regarding balance, transitions, buffers, building height, and where to concentrate uses such as hotels. The proposed building is incompatible with the scale and character of surrounding uses.

This issue is about zoning – not about a hotel – and this is not an appropriate location for C3A zoning. There are no other properties with C3A zoning on the south side of Lake Street between Aldrich and Fremont avenues, nor is the site adjoining a C3A district. **In addition, C3A zoning would permit a nightclub – a use appropriate for the Activity Center.**

Regarding the proposed building's design, **the primary entrance and valet parking at the rear of the building are inappropriate** given the Lake Street frontage and the low-density residential uses to the south. The applicant has stated to the Planning Commission and CARAG that there would be no rooftop uses, but the plan submitted shows two small rooftop terraces (6' x 10' or 8' x 10', according to the architect). **CARAG is opposed to any proposed and future rooftop uses due to the proximity of the residential area to the south.**

Lastly, the interests and investments of homeowners and residents of the residential blocks to the south are as important as those of the business sector. Many of these residents view USAP as a compact with the city about Uptown development and some bought their homes with the belief that USAP, as adopted city policy, will limit the character and scale of commercial development on the south side of Lake Street. The proposed six-story hotel would be harmful to the use and enjoyment of residential properties to the south, perhaps causing disinvestment.

We in CARAG believe a hotel would be a fine addition to Uptown – but not at the proposed location unless it conforms to C2 zoning regulations without variances and CUPs. This is not an appropriate site for a six-story hotel. There are other sites in the Uptown area, zoned C3A, that are much more suitable for a hotel. **The proposed rezoning, height CUP, and FAR variance would allow for a use, intensity, building height, and building square footage that are out of scale for the parcel and area.**

Holien, Kimberly

From: Aaron Rubenstein <aaronrmpis@gmail.com>
Sent: Sunday, January 31, 2016 10:10 PM
To: Holien, Kimberly
Cc: Scott Engel
Subject: CARAG attachment
Attachments: USAP excerpts by CARAG re Lake-Emerson hotel.pdf

Kimberly,

I authored the CARAG resolution about the proposed Uptown hotel and received from Scott Engel on Friday a copy of the resolution on letterhead. I noticed two things missing from it, both of which should have been included: the vote, which was 41-10-1, and mention of the attachment of highlighted excerpts from the Uptown Small Area Plan which was approved as part of the resolution.

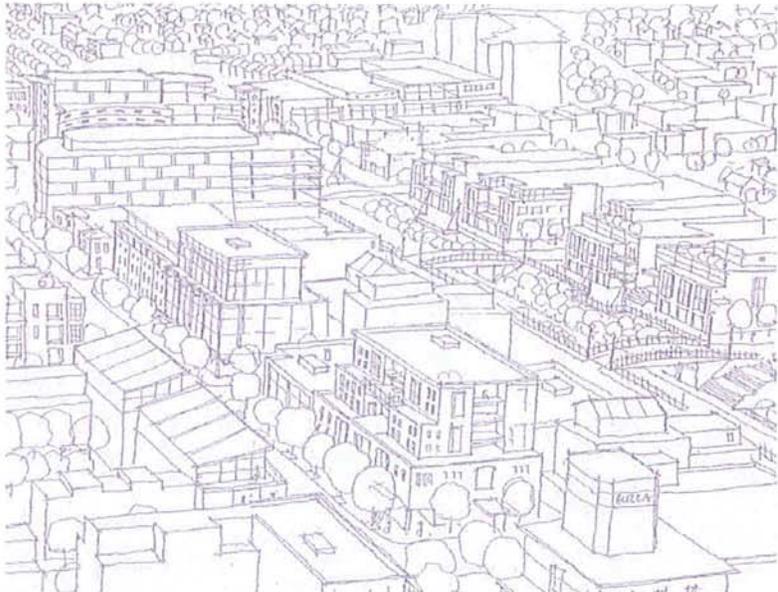
I am attaching to this email the resolution attachment in case you do not already have it.

Thank you,
Aaron Rubenstein

Uptown Small Area Plan

Minneapolis, Minnesota

Approved by the Minneapolis City Council February 1, 2008

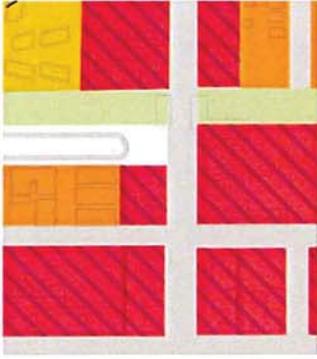


Prepared for:

The Community Planning and Economic Development Department

Prepared by:

Cunningham Group, PA
GVA Marquette Advisors
Biko Associates
SEH, Inc



1. Executive Summary

Introduction

Uptown is one of the most strategically located communities in the region. Minutes from downtown and adjacent to the Chain of Lakes, Uptown offers the best qualities of urban living—it is green, well-connected, and urban.

Throughout the past century, Uptown has attracted a mixture of residents, businesses, visitors, and investors. The result is a mixed-income and mixed-use community that is a regional destination for shopping, dining, entertainment, and recreation. It is a haven for artists and a full-service community with access to daily uses and activities for local residents. Furthermore, Uptown has geographic brand recognition unmatched by any other locale in the region.

Residents of Uptown and the surrounding neighborhoods are passionate about their community, and investors large and small remain interested in Uptown as a place to do business.

But once again, Uptown is in a state of change. Change is happening quickly on several fronts and is creating a sense of uncertainty among stakeholders.

A renewed interest in urban living spurred proposals for several high profile projects in 2005 and 2006. The absence of a plan directing new development resulted in a fear of increased traffic and loss of neighborhood identity.

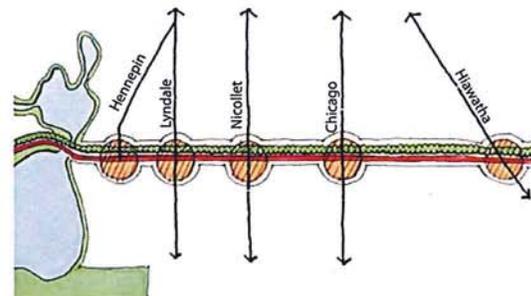


Uptown in the region: Uptown is strategically located near the Chain of Lakes and downtown Minneapolis.

To date, many of the most controversial projects have not materialized, and in the meantime market influences beyond Uptown have resulted in a loss of daily goods and services, a loss in daytime population, and increased commuter through-traffic. Moreover, a few high profile crimes and retail turnovers have added to the sense of unpredictability.

Fortunately, this plan can provide predictability, find common ground, and help make Uptown the leading urban neighborhood it should be. To this end, the Plan:

- Recognizes, protects, and enhances the established neighborhoods of East Isles, Lowry Hill East, East Calhoun, and CARAG.
- Recognizes the value and benefits of high quality, well-located, and well-designed urban density.
- Celebrates Uptown's primary amenities, its adjacency to the Lakes and the Midtown Greenway.
- Prioritizes streets (especially Hennepin Avenue, Lake Street, and Lagoon Avenue) as places for social interaction and urban activity instead of just as conduits for through-traffic.
- Accepts the dual role of Uptown as a regional attraction and a local community.



The Midtown Corridor: Lake Street and the Greenway will facilitate strong growth corridors for mixed-use development in South Minneapolis.

Growth

It is important to encourage growth in Uptown. Growth in Uptown will help bring about positive changes that residents desire. Growth will support transit and pedestrian infrastructure improvements. Growth will help stabilize local businesses and create opportunities for new businesses. Growth can help bring about new open spaces, gathering spaces and improved connections to the Lakes and the Greenway. In short, growth is needed to strengthen Uptown's eclectic urban character.

As important as it is for Uptown to grow, it cannot do so in a sustainable manner without simultaneously stabilizing the edges of existing neighborhoods and creating new and improving existing public spaces. The area's public spaces and neighborhoods are, after all, the foundation for Uptown's quality of life and desirability. This Plan proposes specific patterns of new growth that can achieve the goals of providing development capacity while simultaneously stabilizing the neighborhoods and improving open spaces and streets.

Uptown's growth strategy, as outlined in this Plan has several components. They include:

- Focusing the most intense development in the Core of Uptown.
- Defining the edges of new growth, and shaping the edges of new growth such that transitions to the neighborhoods are clear and predictable.
- Shaping the new growth, and the additional height and density in the Core such that it creates high quality public streets and green spaces.



Current Zoning Analysis, Allowable Height: Current zoning directs growth to different parts of Uptown, including into the neighborhoods.



Proposed Development Intensity: The majority of new development should be directed to the core of Uptown, between Hennepin Avenue and Bryant Avenue, the Greenway, and Lake Street.



Sculpted Building Envelopes: The Plan recommends future development be sculpted to create better transitions and reduced shadowing of public spaces and streets.

Vision

In November 2006, over 100 people attended visioning sessions to discuss their hopes and concerns for Uptown. Participants described the Uptown they want to see in the future. The Vision Statement below is a synthesis of the individual visions.

Uptown is a **welcoming** neighborhood, with a **diversity** of people, places, and architecture.

Uptown is a **green** community. Its buildings, streets, lakes, and parks form a green cityscape that contributes to a sustainable region.

Uptown looks and feels like no other place. It offers its own **urban character** with a dense, mixed-use core of new and old buildings surrounded by quiet, tree-lined neighborhoods.

Uptown is a **vibrant** center of activity where people gather throughout the day and into the evening.

Uptown is a car-optional environment. Walking, cycling, and transit use are the preferred **transportation choices** of many residents and visitors.

Uptown has a rich social and architectural **history** that contributes to and sustains its unique character.

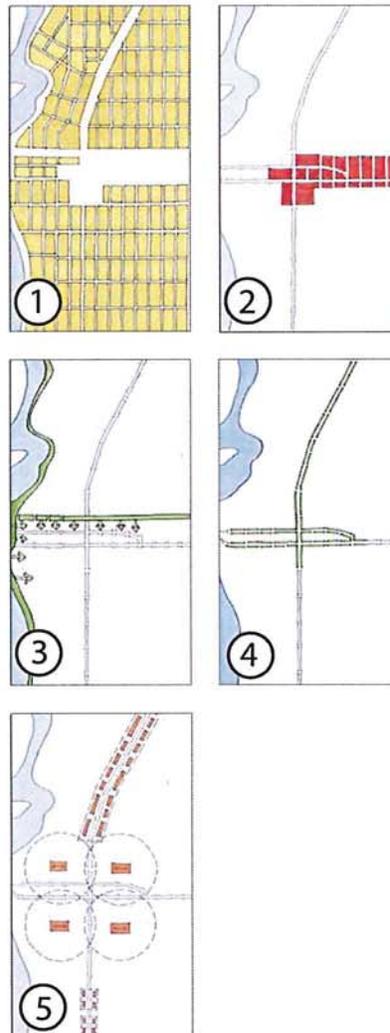
This vision could be used to describe some of the nation's greatest urban neighborhoods, such as the Pearl District in Portland, Oregon, Downtown Santa Monica in Santa Monica, California, and Dupont Circle in Washington, D.C.

Urban neighborhoods like these typically contain a variety of services convenient to a residential population. These include community destinations and gathering places, good access to public transit, and a prominent public realm of parks, plazas, and open spaces. A compact, well-connected pattern incorporates a variety of building types at a range of price points, all set within an area that is comfortable for walking and biking. Uptown can have these characteristics and can be a premier destination location as well.

Goals

The following goals make the vision tangible. They connect ideas with the physical place, and help realize the vision outlined by Uptown stakeholders. The goals are to:

1. Reinforce surrounding neighborhoods.
2. Reinforce a mixed-use core.
3. Establish public open spaces.
4. Improve streets for pedestrians, bicycles, and transit.
5. Improve parking options.



Character Areas

Not all of Uptown is the same. Different parts of the study area have different characteristics and thus should evolve differently over time. This Plan recognizes that change and growth should be informed by the study area's strong context and surroundings, and ensures this happens by organizing the study area in six distinct Character Areas.

Just as the vision and goals reflect variety in thoughts and ideas expressed by the public, the Character Areas come from the variety of characteristics demonstrated by the place itself. Each Character Area has a different economic niche, land use pattern, circulation need, and range of building types, frontage types, and open space. The purpose of defining the different Character Areas is to reinforce the varied urban character of Uptown. Defining the Character Areas helps promote orderly and predictable development.

Hennepin Avenue Commercial Corridor

This area is primarily the retail/service that lines both sides of Hennepin. A healthy mix of neighborhood and commercial serving uses includes established favorites and new emerging businesses. Various building types and parking conditions, including on-street parking, exist in this area. Recent development has been incremental on smaller sites.

Recommended Uses: Primarily mixed-use/commercial

Preferred Heights: Primarily 2-4 stories with occasional buildings up to 84 feet on larger blocks.

West Lake Street Live/Work

This area is an eclectic mix of higher-density housing and residential converted to retail/service uses. Significant features include the lake edge, the Mall, and the heavily traveled one-way Lake Street segment. The area is characterized as live/work partially due to the residential scale of smaller, independently-owned shops and offices. A portion of this area includes the Shoreland Overlay District.

Recommended Uses: Primarily residential/live/work

Preferred Heights: 2-5 stories



Character Areas: Future growth in Uptown will be diverse and varied, yet appropriate to its context.

Urban Village

(North and South Sub-Areas)

Residential development in this area includes a number of for-sale and for-rent developments with others in progress or planned. The Urban Village was envisioned in 1998 as the area immediately north of the Greenway. This Plan expands the definition of the term to include the parcels on Lake Street and Lagoon Avenue.

Recommended Uses: Primarily mixed-use/residential

Preferred Heights: Primarily 3-5 stories with some opportunities for taller buildings up to 84 feet on major corridors (as shown in section drawings throughout the Plan)

Activity Center

The Activity Center is primarily a shopping and entertainment area with an established pattern that relies on traditional store fronts, active sidewalks and a mix of daytime and evening uses. A major focus of this Plan is to define more clearly the area's Activity Center, which is at the crossroads of Hennepin Avenue and Lake Street.

Recommended Uses: Mixed-use/commercial

Preferred Heights: Primarily 3-5 stories with opportunities for taller buildings up to 84 feet on major corridors. (as shown in section drawings throughout the Plan)

South Hennepin Community Corridor

Mostly residential in scale and character, Hennepin Avenue south of 31st Street includes neighborhood serving commercial uses at selected sites and intersections (32nd, 34th, 35th, and 36th Streets). The avenue features a predominance of front yards and several former single-family houses that have been converted to professional office use.

Recommended Uses: Primarily residential/office, small commercial

Preferred Heights: 2.5-3 stories

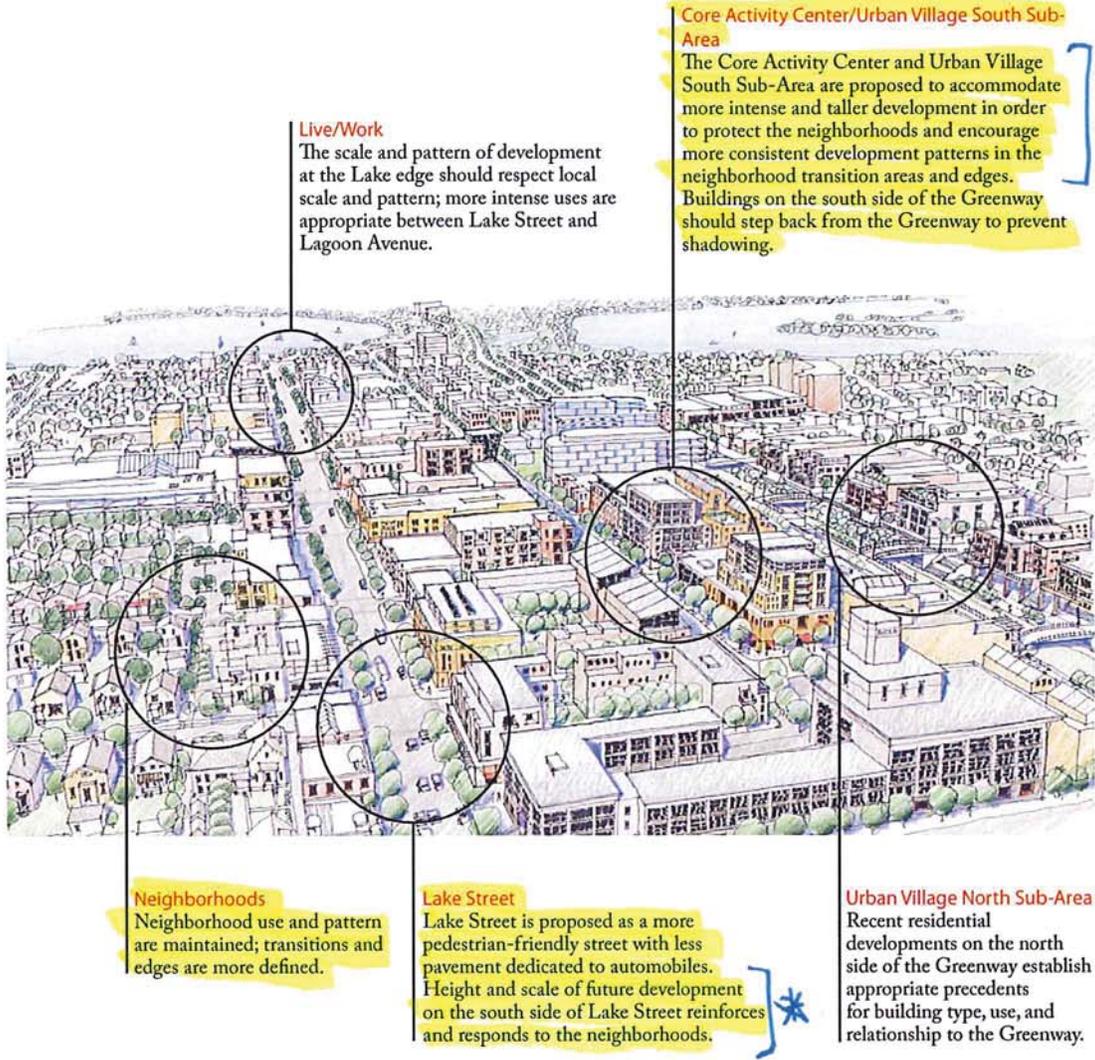
Neighborhood

The neighborhood Character Areas are residential, mostly single-family duplex, triplex and small apartments, and are well established and maintained.

Recommended Uses: Residential

Preferred Heights: 1.5-3 stories

Preferred height is discussed generally on this page. Preferred height is described in stories and is based in large part on the existing building context. Please refer to Section 7: The Plan and Section 8: Plan Elements (Land Use Sub Section) for more detailed discussion on building height, building envelope, and the zoning code. Building scale is more specifically defined in feet later in the document.



Live/Work
 The scale and pattern of development at the Lake edge should respect local scale and pattern; more intense uses are appropriate between Lake Street and Lagoon Avenue.

Core Activity Center/Urban Village South Sub-Area
 The Core Activity Center and Urban Village South Sub-Area are proposed to accommodate more intense and taller development in order to protect the neighborhoods and encourage more consistent development patterns in the neighborhood transition areas and edges. Buildings on the south side of the Greenway should step back from the Greenway to prevent shadowing.

Neighborhoods
 Neighborhood use and pattern are maintained; transitions and edges are more defined.

Lake Street
 Lake Street is proposed as a more pedestrian-friendly street with less pavement dedicated to automobiles. Height and scale of future development on the south side of Lake Street reinforces and responds to the neighborhoods.

Urban Village North Sub-Area
 Recent residential developments on the north side of the Greenway establish appropriate precedents for building type, use, and relationship to the Greenway.

note: all graphics included in this Plan are illustrative and were created at various times throughout a year long process. They represent a long term vision for Uptown, not specific development proposals.

Plan Elements

In addition to acknowledging Uptown as a series of different Character Areas, it is important to consider its overall urban fabric. To create a high quality environment, each element of the urban fabric must be studied both independent of and together with each of the other elements. The three main elements of this plan include Built Form, Open Space, and Access.

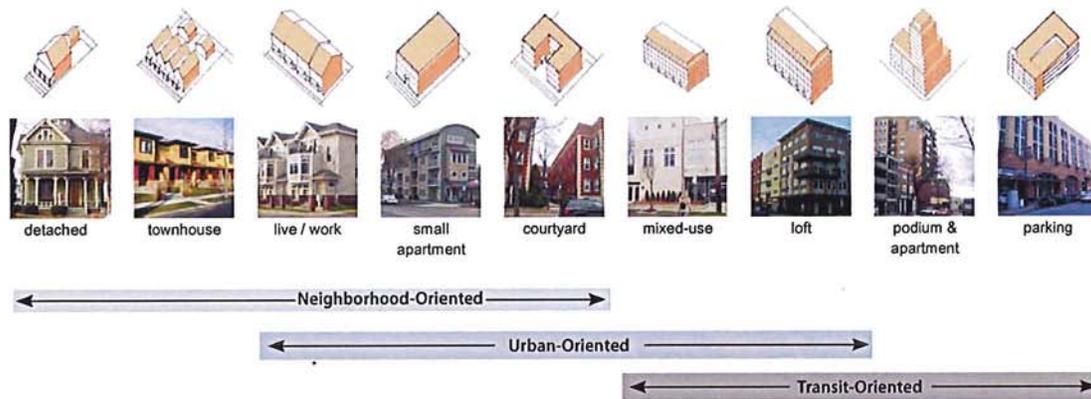
Built Form

Built Form is further classified as Land Use, Development Intensity, and Physical Features. The Plan provides detail for appropriate implementation of each. Primary recommendations are to:

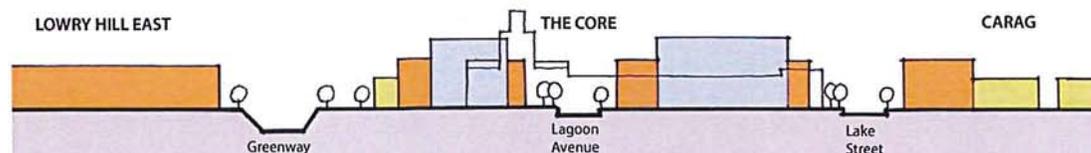
- Focus growth in areas where it is most appropriate, or where surface parking, underutilized land, large parcels, and market interest is abundant.

- Establish - through design and use - strong, gradual transitions between residential and commercial areas.
- Discourage one-story buildings
- Encourage retail on specific blocks.
- Stitch neighborhoods together by promoting residential uses and low impact neighborhood services on side streets.
- Encourage mixed-use along Lake Street to connect Uptown and Lyn/Lake.
- Identify the area most near the intersections of Hennepin Avenue and Lake Street and Hennepin Avenue and the Midtown Greenway as the "Activity Center," and contain high intensity entertainment uses in this area.
- Locate tallest buildings along corridors.
- Step back upper floors of buildings to limit shadowing of streets and the Midtown Greenway.

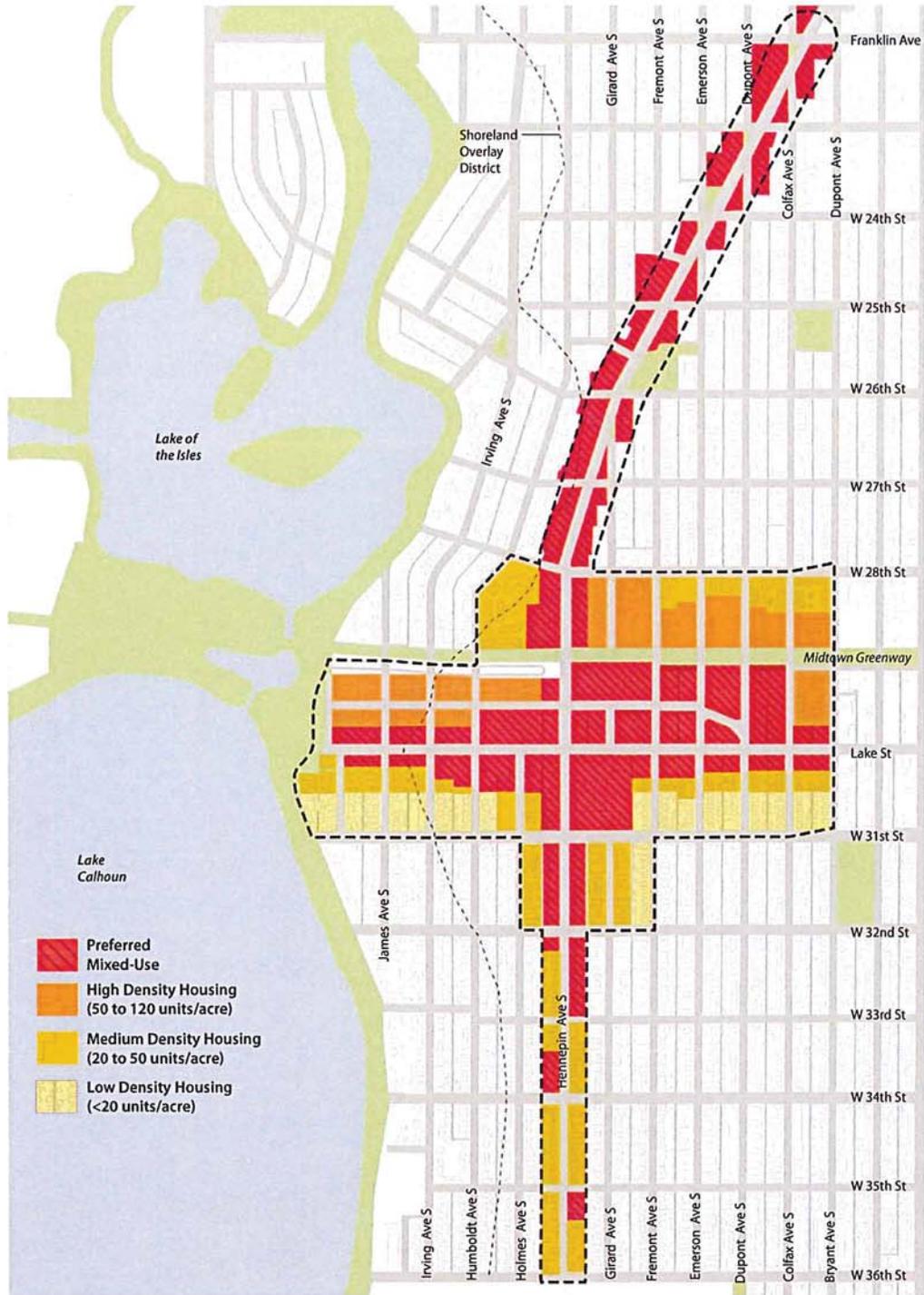
Building Types



Building Types: A range of building types in Uptown will assure transitions are smooth and density is focused in the appropriate locations.



Sculpted Building Envelopes: The Plan recommends future development be sculpted to create better transitions and reduced shadowing of public spaces and streets.



Future Land Use: Suggested land uses focus development in the Uptown core.

Implementation

This Plan will update the Minneapolis Plan regarding land use and land use designation. Adoption of this Plan by City Council should signal the beginning of a new era for Uptown. The Plan will be implemented over the next 15 to 20 years with both private and public resources. Implementation will amount to significant changes and improvements in Uptown – changes that are both qualitative and quantitative.

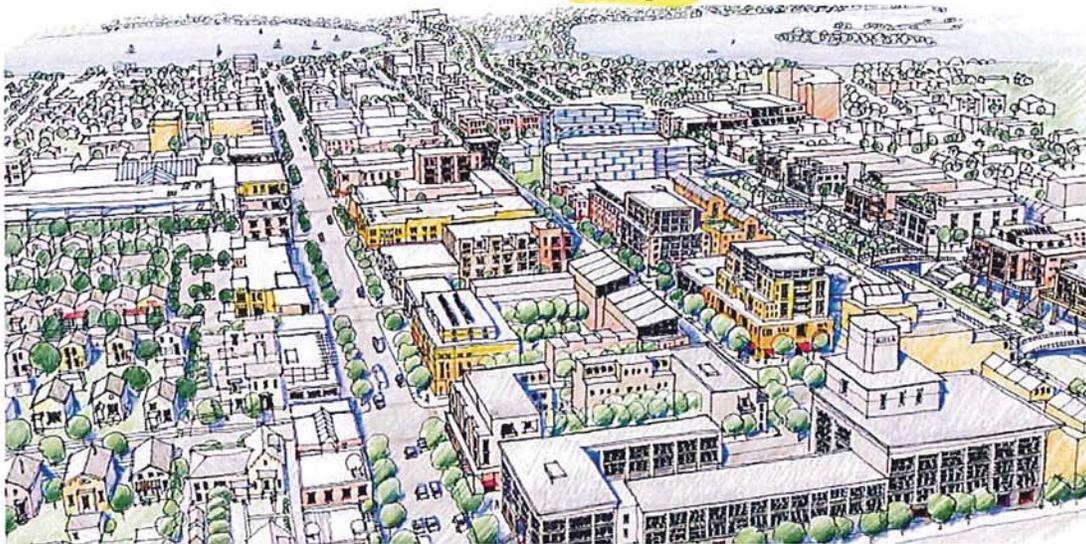
The Plan promotes responsible growth. Over the next two decades, Uptown has the potential to accommodate substantial new residential, commercial, retail, and office space. This growth should be directed away from the edges of the residential neighborhoods and toward the core. This growth will bring support for existing and new local businesses.

New growth will broaden the area's housing options, provide new employment opportunities, and bolster the local retail and service base. It also will support transit, help fund public improvements, reduce automobile use, and make a positive contribution to the environment. In addition,

new growth has the potential to contribute to connections to the Lakes, transit connections to Midtown, the southwest and downtown, new plazas and parks, new cultural and community facilities, more efficient parking, and improved and enlarged sidewalks and bikeways.

Together these private and public investments will help Uptown reassert itself as a regional destination for recreation, shopping, and entertainment, as well as stabilize itself as a desirable local mixed-use residential community.

Partnerships and civic cooperation are as important to the implementation of this Plan as the physical legacies described above. This Plan is not a blueprint for how to spend public resources. Rather, it is a document designed to raise investor confidence, form partnerships, and inspire new ideas. The ideas come from vested interests and passions of Uptown's diverse body of stakeholders. The realization of these ideas depends on continued cooperation and coordination between an active public sector, an entrepreneurial private sector, and an engaged citizenry. The result of such partnerships will be a renewed Uptown – a place that embodies the best qualities of urban living in Minneapolis.



New Growth, Old Neighborhoods: The Plan clearly defines intense and taller investment in the Activity Center and Urban Village South Sub-Area (between Lake Street and the Greenway) in order to direct that pattern away from neighborhoods and neighborhood transition areas.

Public Participation

The Small Area Plan process was conducted in three phases over approximately 18 months. The depth of public outreach was a foundation for the Plan, and the process was open, transparent, and inclusive; all focus group meetings, Steering Committee and public meetings were open and accessible. The Steering Committee met twelve times throughout the process and helped to guide the project. The design team hosted nine community meetings at Calhoun Square and facilitated fourteen focus group discussions. Total meeting attendance exceeded 500 people. In addition, the team gave periodic updates to the Planning Commission and interested groups such as the Midtown Greenway Coalition and the Uptown area business associations. Below are highlights from and outcomes of the public input sessions. In addition, a robust project website was updated with regular information about the process. Over 20 e-mail updates were sent out to meeting participants over the 18 month process. Additional notes and details are located in the Appendices.

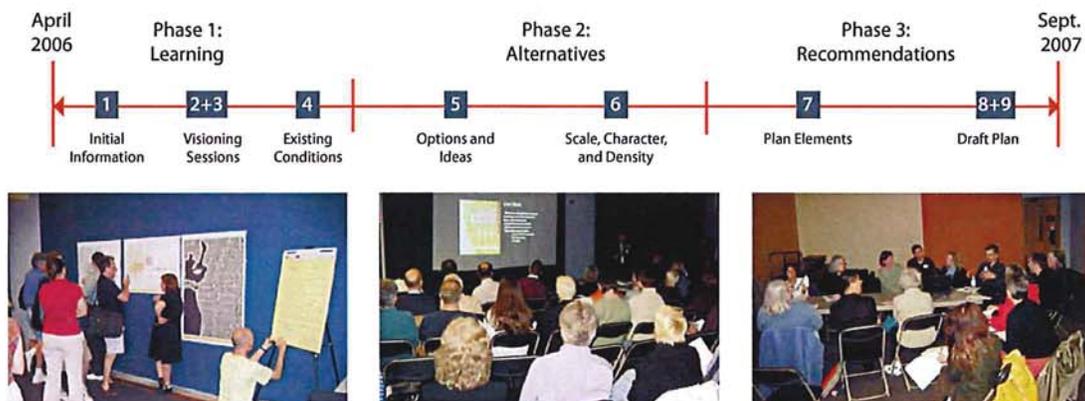
Steering Committee

The Uptown Small Area Plan Steering Committee was selected in June 2006. The Steering Committee was comprised of:

- One (1) Council Member
- Two (2) representatives from each of the surrounding four neighborhoods
- Six (6) City Council Member appointees
- One (1) representative from each of the two business associations
- One (1) representative from the Midtown Greenway Coalition

Responsibilities of committee members included:

- Communicating with appointing organizations.
- Helping to engage the public.
- Advising on the planning process.
- Advising on Plan content.
- Balancing various values.



Public Process: The Small Area Plan included nine Community Meetings over 18- months. Presentations and public feedback sessions were part of each meeting.

Uptown Vision

In November 2006, over 100 people attended visioning sessions to discuss their hopes and concerns for Uptown. Participants described the Uptown they want to see in the future. The Vision Statement below is a synthesis of the individual visions.

Uptown is a **welcoming** neighborhood, with a **diversity** of people, places, and architecture.

Uptown is a **green** community. Its buildings, streets, lakes, and parks form a green cityscape that contributes to a sustainable region.

Uptown looks and feels like no other place. It offers its own **urban character** with a dense, mixed-use core of new and old buildings surrounded by quiet, tree-lined neighborhoods.

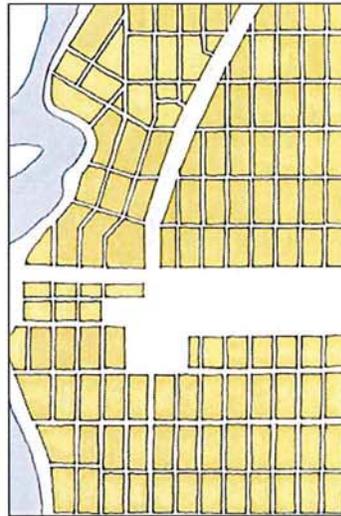
Uptown is a **vibrant** center of activity where people gather throughout the day and into the evening.

Uptown is a car optional environment. Walking, cycling, and transit use are the preferred **transportation choices** of many residents and visitors.

Uptown has a rich social and architectural **history** that contributes to and sustains its unique character.

Design Goal #1

Reinforce surrounding neighborhoods.

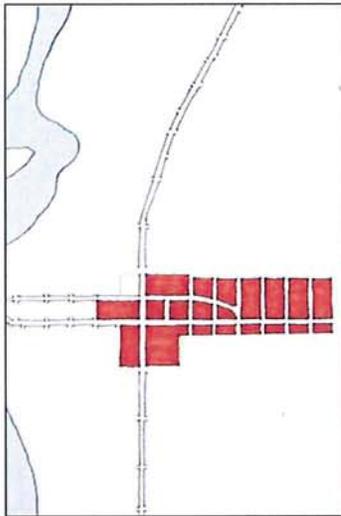


The neighborhoods surrounding Uptown are vital to its success. They contain a local customer base with significant buying power. Neighborhood stability requires support for neighborhood initiatives such as maintaining housing stock and improving local parks. Properties on the corridors must be designed to reinforce neighborhood edges. The goals are to:

- Strengthen neighborhood edges.
- Reinforce neighborhood uses by limiting commercial encroachment.
- Establish a high quality transition area, including green buffers between neighborhoods and surrounding uses.
- Improve streets for pedestrians, bicycles, and transit.
- Improve parking options.

Design Goal #2

Create a dense mixed-use core.

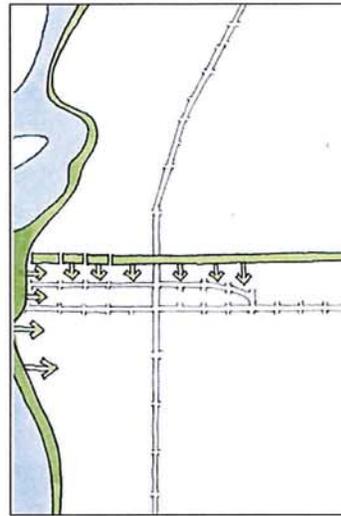


The center of Uptown is strongly defined at the edges by an established residential pattern. Mixed-use development in this well-defined area will concentrate commercial, office, and entertainment activity at the core, and a healthy mix of business and commercial activity will bring complementary daytime population to the area. In addition, a residential component will connect existing neighborhoods and provide a smooth transition between them.

- Support high quality mixed-use commercial and residential development.
- Support a healthy mix of businesses.
- Increase the daytime population.

Design Goal #3

Establish public open spaces that connect to the Greenway and the Lakes and encourage interaction and gathering.

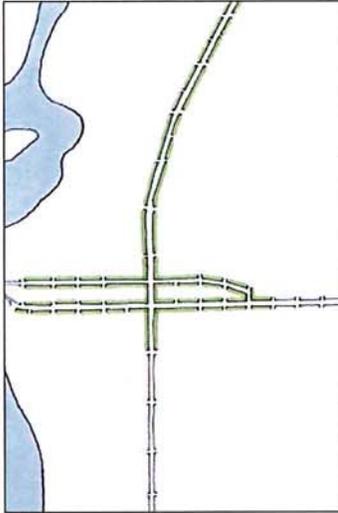


The Midtown Greenway and the Lakes are adjacent to Uptown. However, these significant public spaces are not well-connected or easily accessible, physically or visually, from the Uptown core. Better connections and accessibility will increase movement between and within these public spaces and the Uptown core. This, in turn, will improve the relationship between Uptown and its surroundings, and will allow Uptown to capitalize on the prominent public assets the larger area offers.

- Improve connections between the Midtown Greenway, the Lakes, and Uptown.
- Establish a central public gathering place.
- Establish a variety of smaller public urban spaces.
- Use green space to improve connectivity between amenities such as the Lakes and the Greenway and to preserve and improve air and water quality.

Design Goal #4

Improve Hennepin, Lagoon, and Lake for pedestrians, bicycles, and transit.

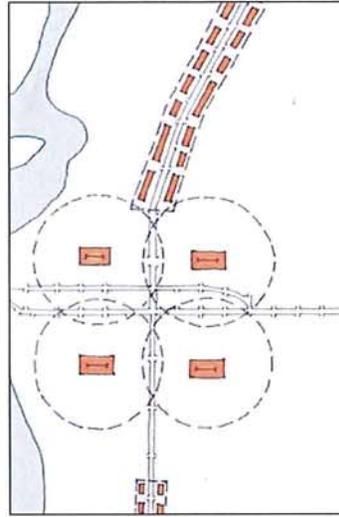


Uptown thrives because it supports alternative transportation options and because it is well-connected to regional routes and trail systems. However, sidewalk and street conditions in the Uptown core are inhospitable for walkers, cyclists, and transit riders. Investment that improves the public right-of-way by widening, greening, and otherwise activating sidewalks, adding bicycle lanes, and prioritizing transit, will contribute to a friendlier experience along these major Uptown routes. Furthermore, investment in human-scaled building frontage, or the interface between the public and private realm, will also improve the public experience.

- Reconnect the street and sidewalk network where feasible.
- Widen, green, or otherwise activate sidewalks.
- Prioritize transit.

Design Goal #5

Improve and coordinate parking options.



Ample parking options exist in Uptown, but access, cost, and wayfinding challenges prevent visitors from using these parking options. A coordinated Uptown parking strategy that includes appropriately located structures and lots that are affordable, easy to find, and shared among all Uptown visitors regardless of their specific destinations, will alleviate parking pressures experienced by area residents, visitors, and workers. This strategy will address short (shoppers), medium (visitors), and long (employees) term needs.

- Establish a coordinated parking strategy.
- Improve access to parking areas.
- Address short-term, medium-term, and long-term users.



7. The Plan

Overview

The Neighborhoods and the Corridors

Uptown is a complex, diverse, dynamic, and unique place in the region. It is a community of constantly evolving commercial corridors surrounded by stable, quiet, pleasant residential neighborhoods.

Uptown neighborhoods continue to be desirable because of the Lakes, the pedestrian-oriented neighborhood streets, and the unique architecture. The corridors, on the other hand, have changed significantly. As the region grew and Uptown and the Lakes established themselves as regional attractions, the corridors expanded and intensified. Managing the transition between the stable residential neighborhoods and the ever-changing corridors is the essence of this Plan.

Growth

An important premise of the Plan is to recognize that in order to maintain the high quality of life in the neighborhoods, change and growth must occur along the corridors. The growth must be orderly, predictable, and sustainable. It must build upon strengths, eliminate weaknesses, and be incremental. It must yield positive public benefits, make contributions to the public realm, and reinforce the local retail infrastructure. New development along the corridors must be both qualitatively and quantitatively additive. That is, growth on the corridors must increase economic vitality and density while at the same time improving the overall quality of the area with positive physical improvements.

As important as it is for Uptown to grow, it cannot do so in a sustainable manner without simultaneously stabilizing the edges of existing neighborhoods and creating new and improving existing public spaces. The area's public spaces and neighborhoods are, after all, the foundation for Uptown's quality of life and desirability. This Plan proposes specific patterns of new growth that can achieve the goals of providing development capacity while simultaneously stabilizing the neighborhoods and improving open spaces and streets.



Development Opportunities: Parking lots (orange) and properties with development proposals and interest (brown) are highlighted on the drawing above. The majority of likely development opportunities are located adjacent to the Greenway and north of Lake Street.



Existing Conditions: The Core of Uptown is underutilized. Surface parking lots and one-story buildings dominate the area of Uptown that is most accessible by transit.

Uptown's growth strategy has several components. They include:

- Focusing the most intense development in the Core of Uptown.
- Defining the edges of new growth, and shaping the edges of new growth such that transitions to the neighborhoods are clear and predictable.
- Shaping growth near the Lakes.
- Shaping new growth, height, and density in the Core such that it creates high quality public streets and green spaces.

Focusing the Most Intense Development in the Core

The Plan proposes the majority of new growth to occur in the Core of Uptown (the Activity Center and the Urban Village). This area of Uptown can accommodate the most growth because there is ample vacant and underutilized land and it is the area of Uptown best served by transit.

Defining the Edges of New Growth

The Plan carefully manages the edges of new growth such that transitions to the neighborhoods are predictable. Areas north of the Greenway and south of Lake Street will be carefully designed to

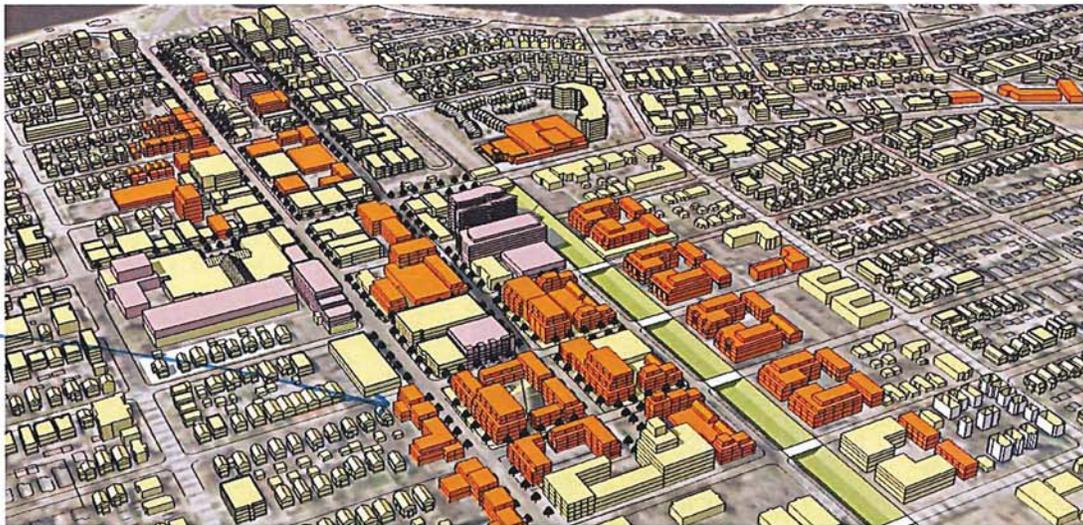
preserve the valuable residential qualities of the adjacent neighborhoods.

Shaping Growth Near the Lakes

Growth near the lakes has been a community concern. This plan encourages future development to be in keeping with the existing scale and respect the intent of the Shoreland Overlay District (a zoning overlay district that adds additional requirements for development within 1000 feet of water bodies throughout the state). On occasion, variances and conditional use permits within the Shoreland Overlay District may be appropriate, but this Plan attempts to avoid conflicting guidance, and suggests that more intense growth is more appropriate in the Activity Center and Urban Village (South Sub-Area).

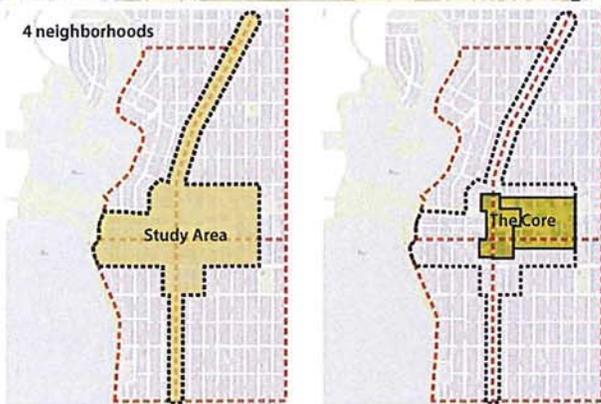
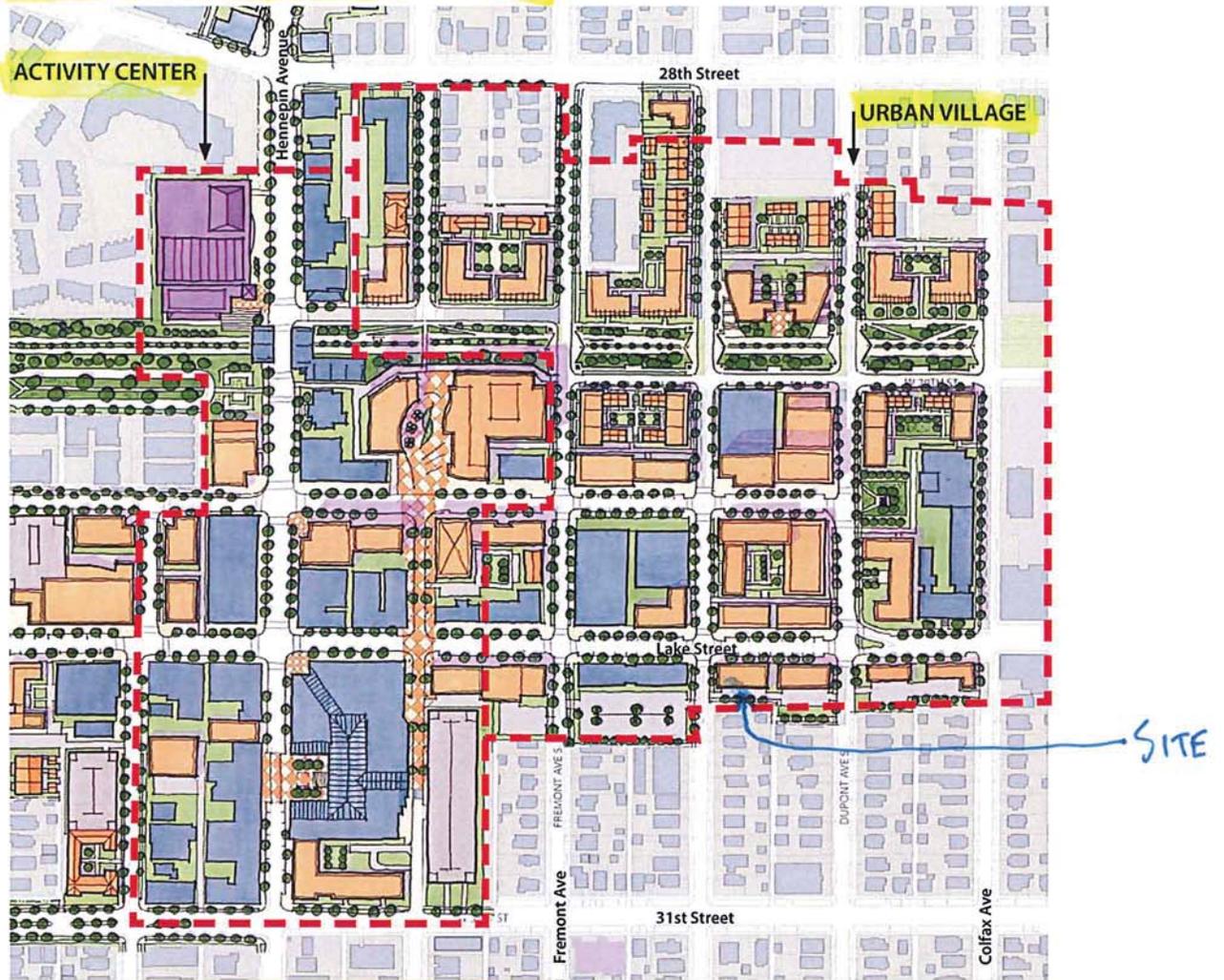
Shaping New Growth in the Core

The Plan proposes guidelines for how new growth in the Core should be shaped such that it creates high-quality public spaces. The Plan recommends stepping buildings back on the upper floors on the south sides of Lake Street, Lagoon Avenue, and the Greenway in order to help create an active green public realm. Taller portions of buildings should be stepped back so that their height does not substantially shadow public spaces.



Proposed Build-out: The Core of Uptown will become primarily a mid-rise mixed-use district. New development is concentrated between the north edge of the Greenway and Lake Street.

The Core: The Activity Center and the Urban Village



The Core: Growth in Uptown will be focused on the Core (The Activity Center and the Urban Village). The Core represents a fraction of the overall area.

4 Neighborhoods:	1000 acres
Study Area:	123 acres
Core:	12 acres

Activity Center

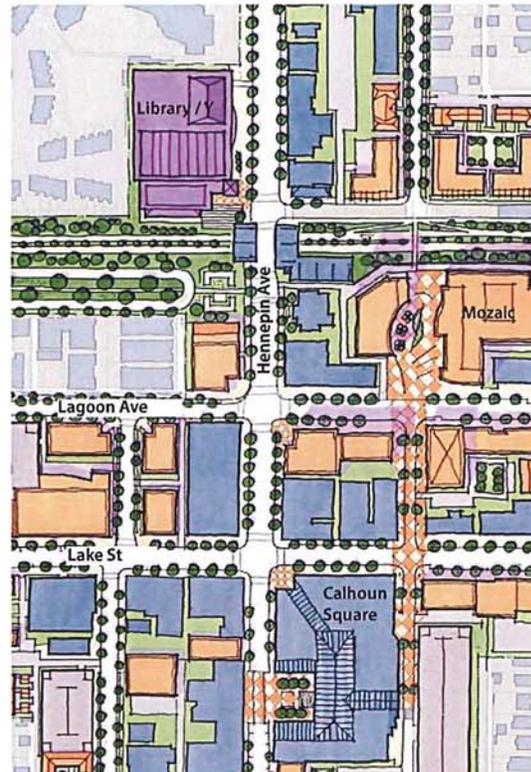
The Core of Uptown should remain at Hennepin Avenue and Lake Street. The Activity Center should be mixed-use, containing entertainment, hotels, restaurants, shopping, and destination uses, as well as (local and national) retailers on the ground floor of all buildings. Upper floors should contain residential and office uses. Regional attractions and evening-oriented uses should be concentrated in the Activity Center.

The Activity Center will be a vibrant area with broad sidewalks and an active street life consisting of both a high volume of pedestrians and vehicles. The activity from both will create an energetic urban district.

The Activity center currently contains mostly two-story buildings. However two large scale projects, Calhoun Square and Mozaic, have received approvals for buildings 6 to 9 stories (Calhoun Square) and 8 to 10 stories (Mozaic). This Plan suggests that these are signature buildings. Buildings three to five stories would be sensitive to the existing conditions and provide transitions to approved taller buildings. In some locations on major corridors buildings up to 84' may be permitted.



Core Activity Center: The center of Uptown is a mix of entertainment and shopping uses.



Core Activity Center: A redeveloped, urban-oriented Calhoun Square should remain an anchor in Uptown.

The Plan recommends increasing daytime population by encouraging office developments in the Activity Center. Non-Residential developments will provide employment and economic development opportunities for established businesses and new entrepreneurs alike. A greater number of employees in Uptown will also lend market support to existing retail uses and restaurants.

A redeveloped Calhoun Square should remain the anchor for Uptown and the Activity Center. The Plan recommends Calhoun Square continue to house restaurants and regional shopping attractions. However, the Plan recommends the new Calhoun Square introduce housing and offices onto the property, assuring the 100 percent corner of Hennepin Avenue and Lake Street remain active around the clock. Commercial development on the site should be located toward Lake Street and Hennepin Avenue. Building height should be toward the core of the Activity Center and the existing neighborhood scale on Fremont Avenue and 31st Street should be respected.



Precedent Images: The Core of Uptown will be transformed with high quality public spaces: plazas, wide sidewalks, pedestrian friendly streets, and all season gathering places.



Girard Meander: Girard Avenue, connecting Mozaic to Calhoun Square, will become an active pedestrian street, closed to traffic on evenings and weekends.

Urban Village

The Urban Village should be a dense district with a variety of building heights. The Urban Village presents the most future development opportunities in all of Uptown as it currently contains a proliferation of surface parking lots, vacant properties, aging industrial uses, and one-story single-use buildings, and its proximity and access to open space amenities and existing (and future) transit.

Infrastructure

The basic street grid should remain intact, however the Plan suggests that high-quality development in this area requires improvements to the streets, in particular improvements to Lake Street and Lagoon Avenue. To this end, the Plan recommends improvements that will slow traffic, widen sidewalks, and improve pedestrian conditions without impacting the overall through-put of the streets. The Plan also recommends examining the feasibility of converting streets back to two-way as additional measures to creating pedestrian friendly streets. (Additional discussion is included in the Plan Elements Section of this Plan).



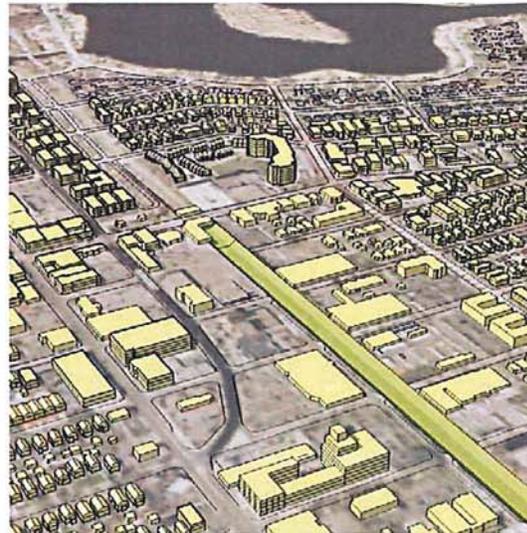
Urban Village: Currently, the area is a mix of under utilized properties, historic buildings, and new urban redevelopment.

The most significant infrastructure improvement will be the creation of The West Lake Street and Lagoon Avenue promenade (described in detail in the West Lake Street Section). The Promenade should extend from the Lake, east through Urban Village to Bryant Street. The Plan recommends narrowing both Lake Street and Lagoon Avenue and improving the quality of the sidewalks in order to create the Promenade.

Development Patterns

Development Patterns north of the Greenway should be different from those south of the Greenway. North of the Greenway, new development should be residential only as the purpose should be to infill underutilized properties with high and medium density housing that transitions to the neighborhood. South of the Greenway will be high density mixed-use development.

The Urban Village has a variety of existing building types. Some buildings are one-story and auto oriented, whereas other buildings like the Buzza Building are much taller. As in the Activity Center, buildings three to five stories can provide transitions and taller buildings may be appropriate along major corridors.



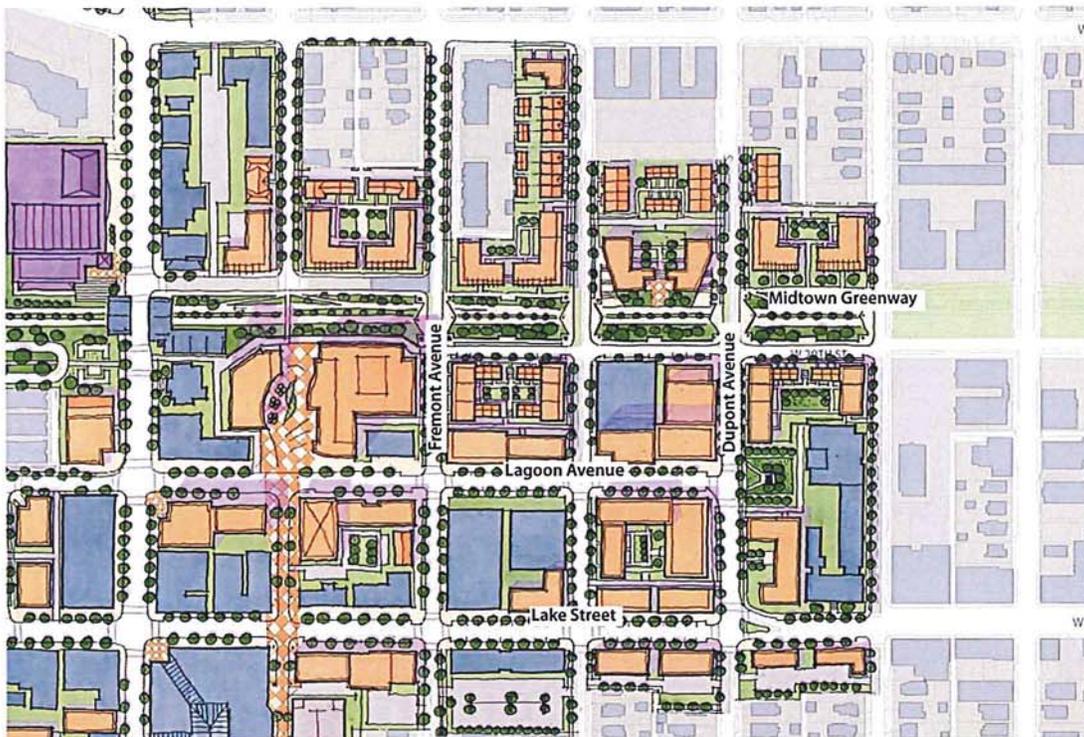


New development south of the Greenway should be encouraged to maintain the existing community-oriented retail, by incorporating those uses into new, more dense, urban buildings. Restaurants are permitted in the Urban Village (south sub-area) but other evening uses such as night clubs and hotels should be located in the Activity Center. The Plan recommends this area be redeveloped with varied building heights. The street wall should be continuous but varied. For all new developments, special attention should be paid to the transitions to the neighborhoods north of the Greenway and South of Lake Street.

Lake Street and Lagoon Avenue should contain mixed-use buildings. The Urban Village will reinforce the commercial patterns on Lake Street and Lagoon Avenue by lining these streets with active storefronts. Sidewalks should be widened (especially, the north side of the street) and be active places where people can walk, eat, and enjoy the urban character of Uptown.



Precedent Photos: The Urban Village will contain a mix of uses in buildings typically ranging from three to five stories, with the possibility of a few taller buildings on select sites.

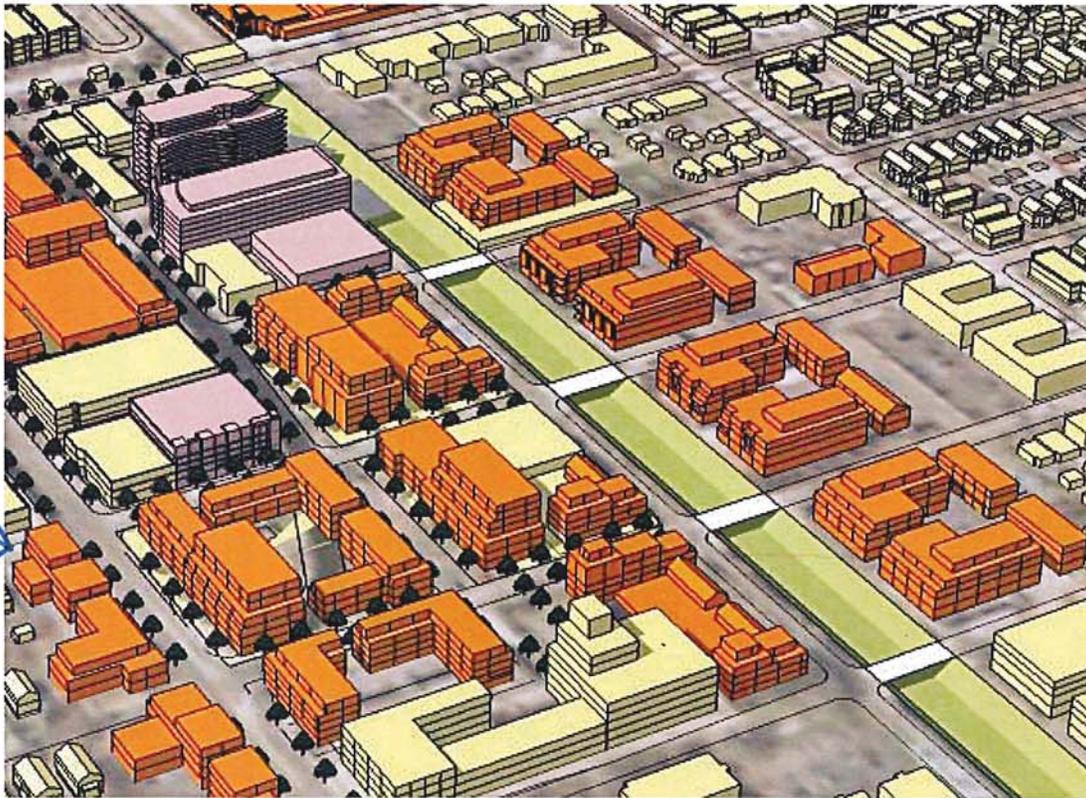


Urban Village Illustrative Plan: Single story commercial buildings and surface parking lots should be redeveloped. Retail should line Lake Street and Lagoon Avenue. Residential uses should be oriented to north-south streets and the Greenway.

uses, such as the Rainbow grocery store, should be encouraged to rebuild on their existing sites (with additional density) as they provide important community services. New development on Lake Street and Lagoon Avenue should contain upper floor offices as well as residential uses.

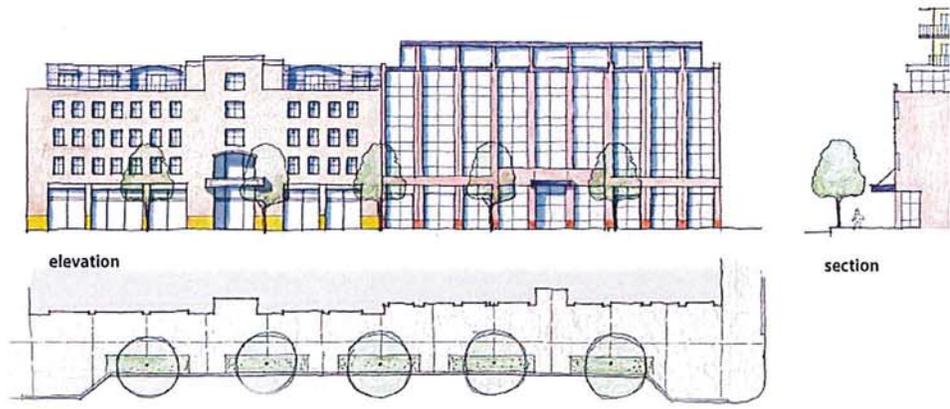
closer to Lake Street, with greater density than currently exists, and with a scale and form similar to existing houses. This Plan supports the goals of improving the neighborhood's relationship to Lake Street by accommodating such changes.

The south edge of Lake Street should intensify with mixed-use development. The new development should have retail at grade, on Lake Street, but should transition in height as it turns the corner and approaches the existing neighborhood. The CARAG neighborhood envisions the block between Lake and 31st Street as an appropriate plan for some new "lifestyle" (medium density, low maintenance, and compact) housing, particularly



Conceptual Build-Out: The Urban Village will become a dense mixed-use district. Buildings will be sited and designed to create high-quality streets and public spaces.

Lake Street and Lagoon Avenue

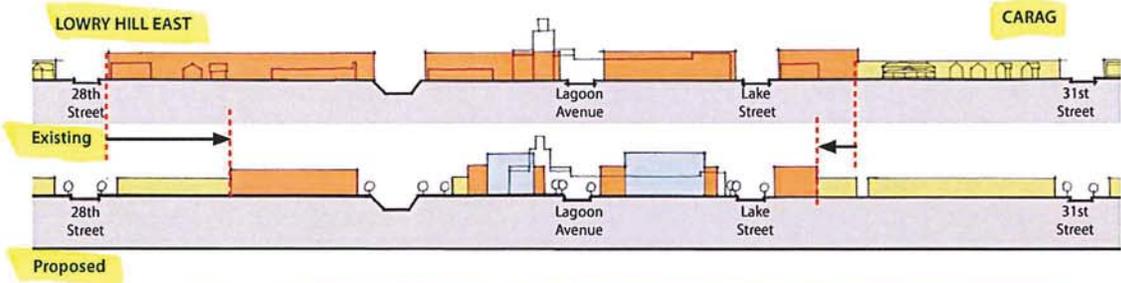


Activity Center and the Urban Village: New Development will consist of higher density housing, offices and retail uses.



Lagoon Avenue and Lake Street, looking east: Lagoon Avenue should become an urban street with mixed-use buildings. Buildings should contain step backs on their upper floors to permit sunlight to the street. Sidewalks should be broad and active with retail/commercial uses.

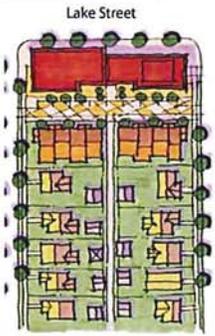
Neighborhood Transitions to the North and South



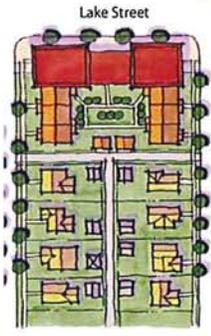
Neighborhood Transitions and Building Height: Buildings will be sculpted to create development capacity in the Core while still preserving neighborhoods and creating high quality public realm.



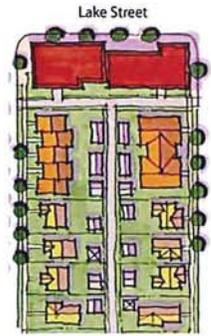
Building Scale: Buildings step down in scale as they transition from the mixed-use core to the neighborhoods



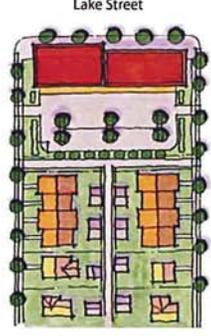
CARAG Lane



Courtyard and Accessory Buildings



Step Down in Building Scale

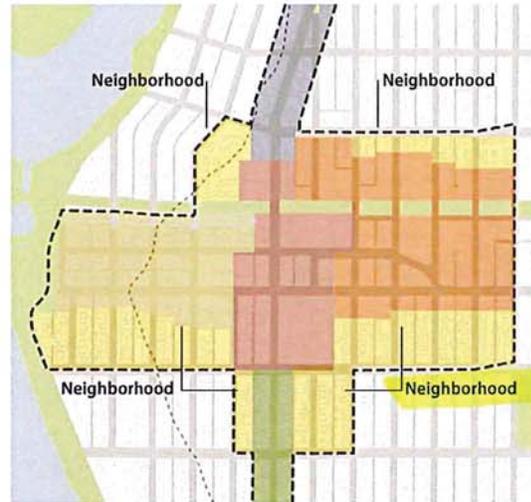


Alley and Landscaping (least preferred, requires extensive landscaping)

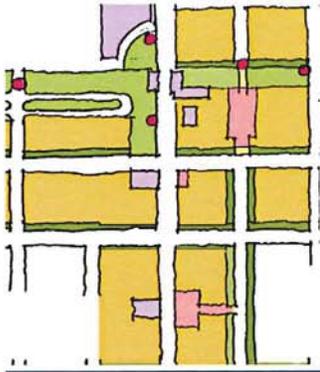
A Menu of Strategies: Transitions to the neighborhoods can occur in a variety of ways. Above are four strategies that will create a clean transition from the mixed-use core to the residential neighborhoods.

Uptown Neighborhoods

The study area for this Plan intentionally extended a few blocks into the neighborhoods in selected locations. The purpose of extending the study into the neighborhoods is to define the transition between the neighborhoods and commercial areas. The Plan defines five mixed-use character areas. The sixth character area, the Neighborhood Character Area, is single-use - residential only. Investments in these areas should focus on maintaining, preserving, and improving the residential character. Any new construction should be in keeping with the prevailing scale of the neighborhood. Development adjacent to this character area should step down in scale so as to facilitate the transition.



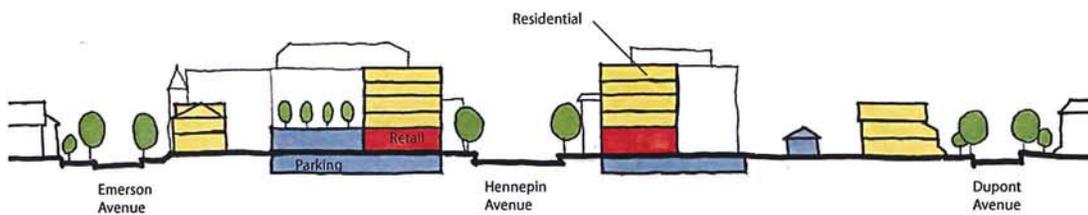
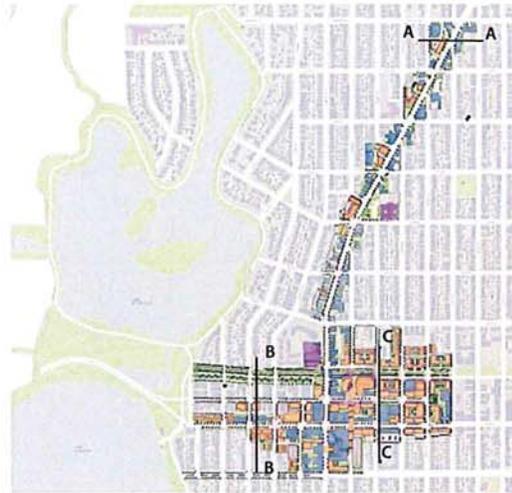
Uptown Neighborhoods: The Plan preserves neighborhood scale and fabric where it is at risk.



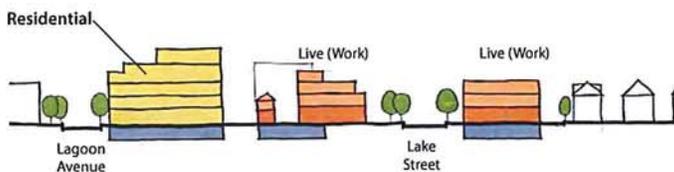
8. Plan Elements

Land Use

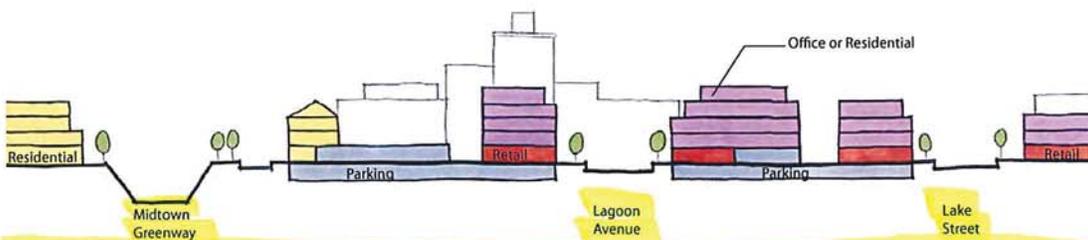
Uptown is, and will remain, a mixed-use area. This Plan clarifies land use patterns by concentrating retail activities at key locations on Hennepin Avenue and along Lake Street and Lagoon Avenue (east of Hennepin and east of James Avenue). The Plan recommends vertically mixing land uses throughout much of Uptown. The ground floor should contain active uses, typically retail (however, other uses are acceptable), while upper floors should contain offices or residential uses.



Section AA (Hennepin Avenue at Franklin Avenue): The Main Street character of Hennepin Avenue should be reinforced with medium density mixed-use buildings. Most should contain retail at grade and residential or small offices above. Residential at grade is acceptable if located mid-block.



Section BB (West Lake Street at Irving Avenue): The West Lake Street Live/Work District should contain apartments, lofts and live/work buildings. Small scale retail related to the arts or to lake/recreational activities is acceptable on corners.



Section CC (Urban Village at Emerson Avenue): The Urban Village should contain multi-story buildings with parking beneath. Retail should line Lagoon Avenue and Lake Street.



Height, the Zoning Code, and Community Preference

Each zoning category in the zoning code contains height and density standards as well as regulations related to what kind of uses are permitted. In mixed-use and multiple family residential zoning districts, there are three height standards depending on the individual zoning category. These height standards are 2.5 stories or 35 feet, whichever is less; 4 stories or 56 feet, whichever is less; or 6 stories or 84 feet, whichever is less.

If a developer proposes to build higher than these heights or more stories than is permitted, he or she has the right to apply for a Conditional Use Permit for additional height. In granting or denying a Conditional Use Permit, the City Planning Commission shall consider, but not be limited to, the following factors:

- Access to light and air of surrounding properties.
- Shadowing of residential properties or significant public spaces.
- Scale and character of surrounding uses.
- Preservation of view of landmark buildings, significant open spaces or water bodies.

This Plan strives to give guidance for how build-



Height vs. Stories: It is possible to have two buildings at the same height with a different number of stories. Likewise it is possible to have two buildings with the same number of stories and have different heights. For this reason stories are used in general descriptions and feet are used in most graphics in this Plan.

ings can be designed to achieve the above goals at a variety of heights. As discussed in earlier sections of this plan, the community values the existing character of Uptown, which is varied. Thus, preferences for height responsive to the context of each area were described. This Plan attempts to balance the desire for contextual design and transitions with allowed heights in the Zoning code.

Stakeholders in Uptown desire to see a future Uptown whose urban form is varied, eclectic and diverse. This desired urban form cannot be achieved through application of the zoning code alone since the zoning code provides height regulations on a parcel by parcel basis, thus a sculpted building envelope is suggested.

There is general consensus that building exceeding the outlined building envelope should set off their potential impacts by providing public amenities such as access to the Greenway, public parking, affordable housing, green roofs, etc. Whereas this Plan gives specific guidance on a sculpted building envelope with a maximum height of 84' (between the Greenway and Lake Street), a broader public discussion that evaluates and weighs the overall public contributions and merits of an individual project should be expected on occasion in the future in the event that a taller building is proposed.

Setbacks and Stepbacks: Sculpting Taller Buildings

In most of the character areas, the Plan reinforces existing patterns. The building and land use pattern proposed in the Uptown Core will be more intense, taller, and denser than the existing conditions. The design of the buildings, in particular how they are sculpted on their upper floors, will be critical to the success of the overall area.

New growth in the Core of Uptown should not be mandated with one consistent height limit. Each project should be judged on how well it addresses the suggested building envelope described on the following pages. Uniform height would not respect the unique features (open spaces, historic buildings, and the Greenway) of Uptown, would not create transitions to the neighborhoods, and would not leverage the streets, the sidewalks, and the Greenway as primary assets of Uptown. Imparting a single height limit across the Core of Uptown would not be in keeping with residents' vision of Uptown as a unique urban place with varied buildings and spaces. In addition, a single building height would artificially suppress the market supply, which would likely lead to additional development pressures along the edges and within the neighborhoods.

Additional development pressures in the neighborhoods will destabilize the neighborhoods and their edges.

Instead of a single height limit across the Core of Uptown, this Plan recommends a **sculpted building envelope** that responds to the area's unique conditions. The proposed building envelope assures orderly and predictable, yet incremental and organic growth patterns. The proposed building envelope balances the need for development capacity with the need to protect low rise neighborhoods. The proposed building envelope balances the need for solar exposure to sidewalks and the Greenway with the equally important need to use building facades to enclose streets and create pedestrian friendly sidewalks.



Single building height and unarticulated street wall (not recommended)

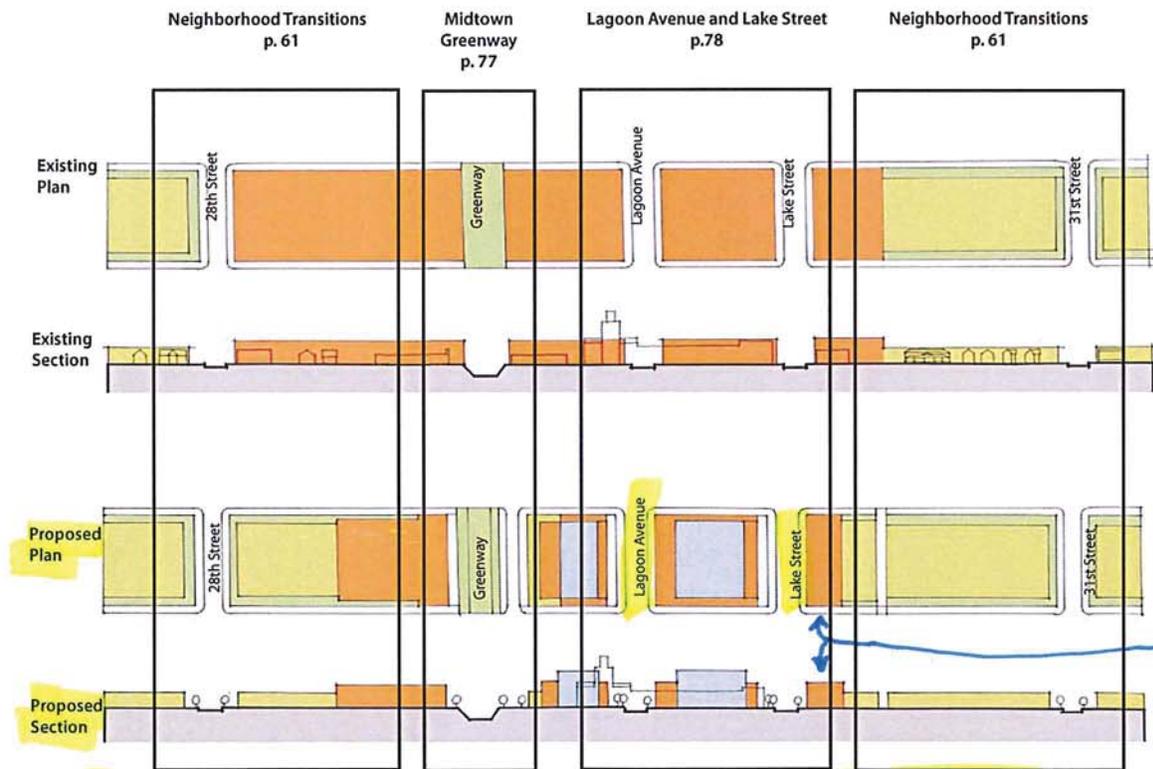


Varied building heights and articulated street wall: (recommended)



The proposed building envelope contains:

- Building setbacks on both sides of the Greenway to create public promenades and overlooks.
- Stepbacks and roof terraces between the Greenway and Lagoon Avenue such that shadows on the Greenway are minimized.
- Low rise buildings along the south edge of the Greenway and buildings up to 84 feet in the middle of the blocks between Greenway and Lake Street.
- Generous step backs on the south side of Lagoon Avenue and Lake Street to minimize shadowing on streets and the Greenway and modest step backs on the north side of Lagoon Avenue and Lake Street to prevent a 'canyon' effect.
- Generous setbacks on the north side of Lake and Lagoon to create broad sidewalks that accommodate heavy pedestrian use, outdoor cafes, and robust streetscapes.
- In addition, the Plan recommends continuous retail activity along both sides of Lake Street and Lagoon Avenue and residential frontage along both sides of the Greenway and the north south streets. Finally, the Plan recommends upper floors of all buildings are a healthy mix of residential uses and office uses.

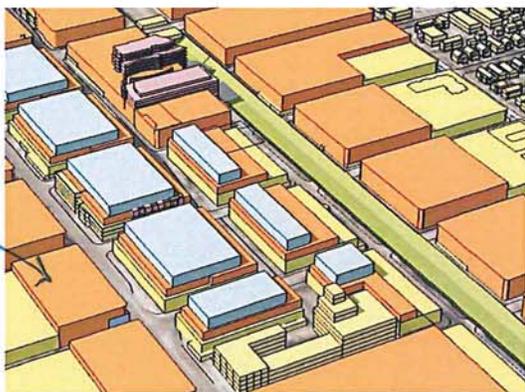


Sculpted Building Envelopes: 35' (yellow), 56' (orange), 84' (blue) The Plan recommends a sculpted building envelope that achieve neighborhood transitions, and allows greater height in the Core.

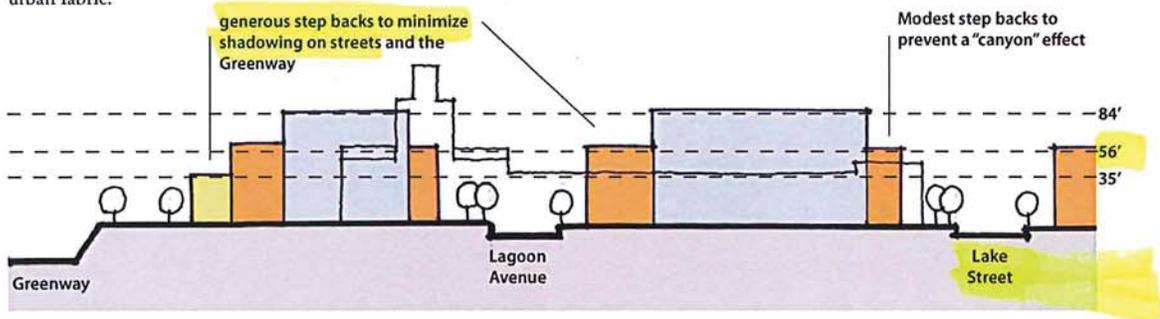


Lake Street and Lagoon Avenue

SITE



Conceptual Massing: 35 feet (yellow), 56 feet (orange), 84 feet (blue). Not all buildings will have the same height. Uptown will evolve incrementally assuring a varied street wall and an eclectic urban fabric.



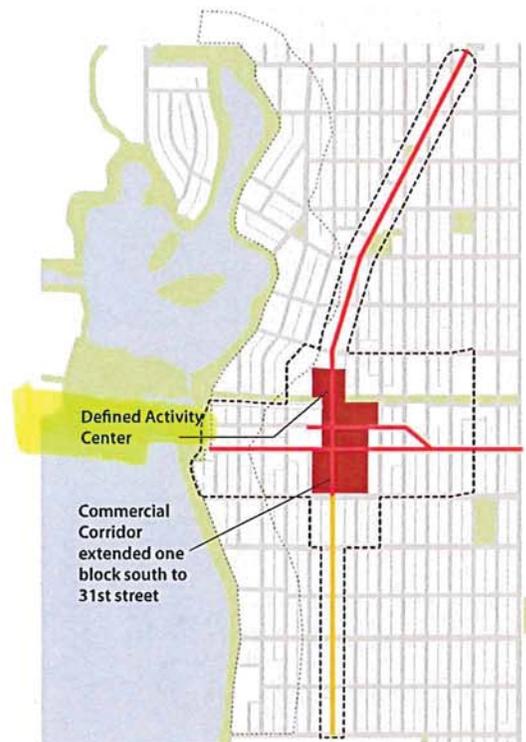
Lagoon Avenue (left) and Lake Street (right), looking east: Lagoon Avenue should become an urban street with multi-story buildings. Building elements taller than four stories or 56 feet should be set back from the front facade. Stepbacks on the south side should be greater than stepbacks on the north side. Buildings on the north side of the street should be set back from the property line 8 feet to create minimum 20' sidewalk/promenade.

Land Use Recommendations

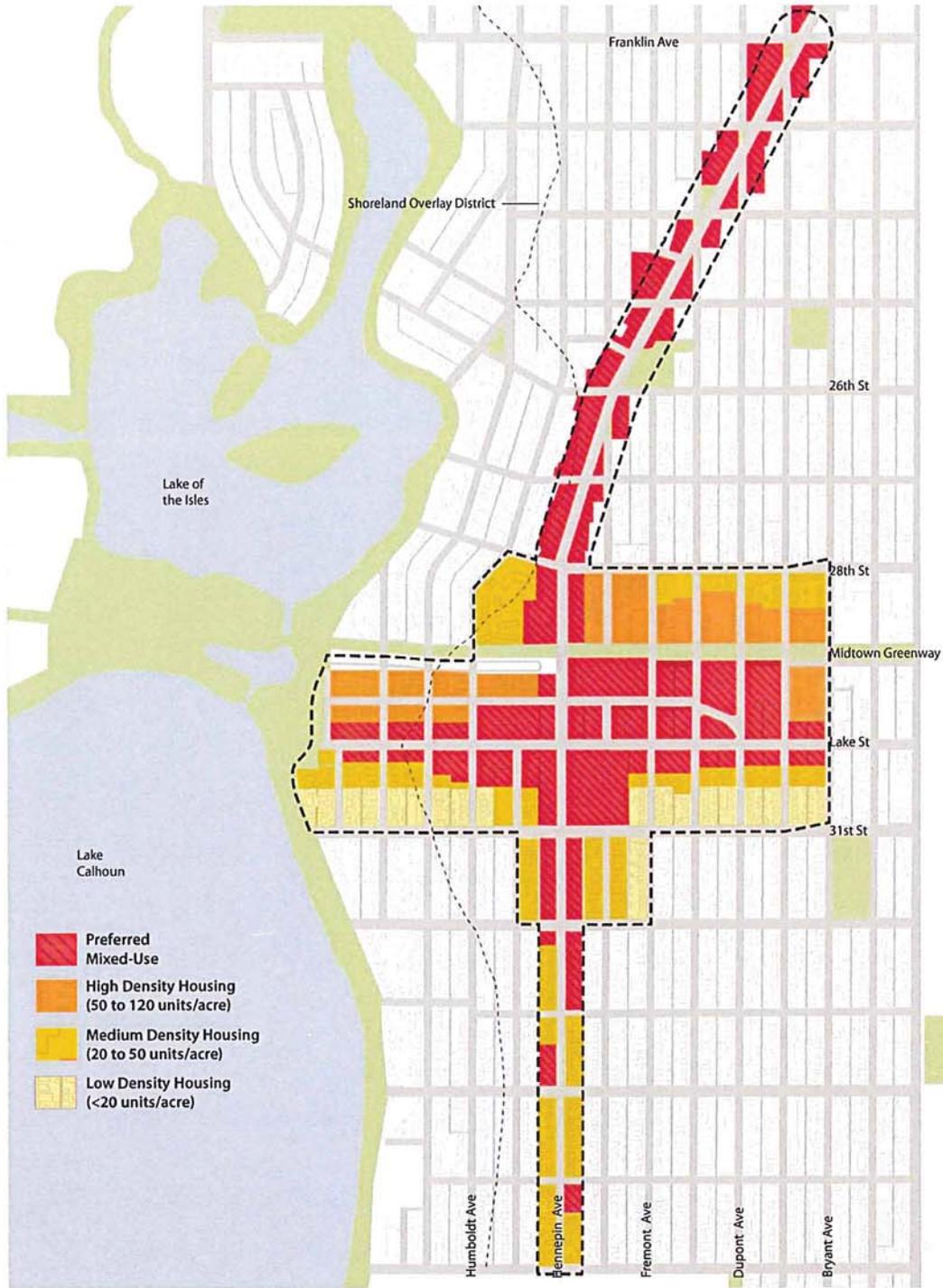
- Discourage one-story commercial buildings.
- Encourage retail on Lake Street and Lagoon Avenue, east of Hennepin Avenue, and on Hennepin Avenue north of 31st Street.
- Encourage mixed-use blocks along Lake Street with the goal of improving walkability and connectivity between Uptown and Lyn/Lake.
- On mixed-use blocks east of Hennepin Avenue in the Core, reinforce retail uses on Lake Street and Lagoon Avenue and residential uses on the north/south streets.
- Encourage office and employer uses in the Core as means of boosting daytime population.
- Create transitions between the Core and the neighborhoods by encouraging medium-density housing.
- Encourage medium density housing and neighborhood retail on Hennepin Avenue, north of 28th Street.
- Create a Live/Work district on West Lake Street.
- Preserve the character of existing residential low-density housing.
- Define the Activity Center boundaries as shown below. Extend the Commercial Corridor designation on Hennepin Avenue one block south of 31st Street as Calhoun Square is more typical of commercial corridor development than community corridor development.



Existing Comprehensive Plan:



Proposed Changes to Comprehensive Plan:



Future Land Use

Development Intensity

This section of the Plan describes how private development (buildings) will contribute to and reinforce the public realm in Uptown. The section provides guidance for intensity of use, building heights, building types, and how buildings should be designed at the street level.

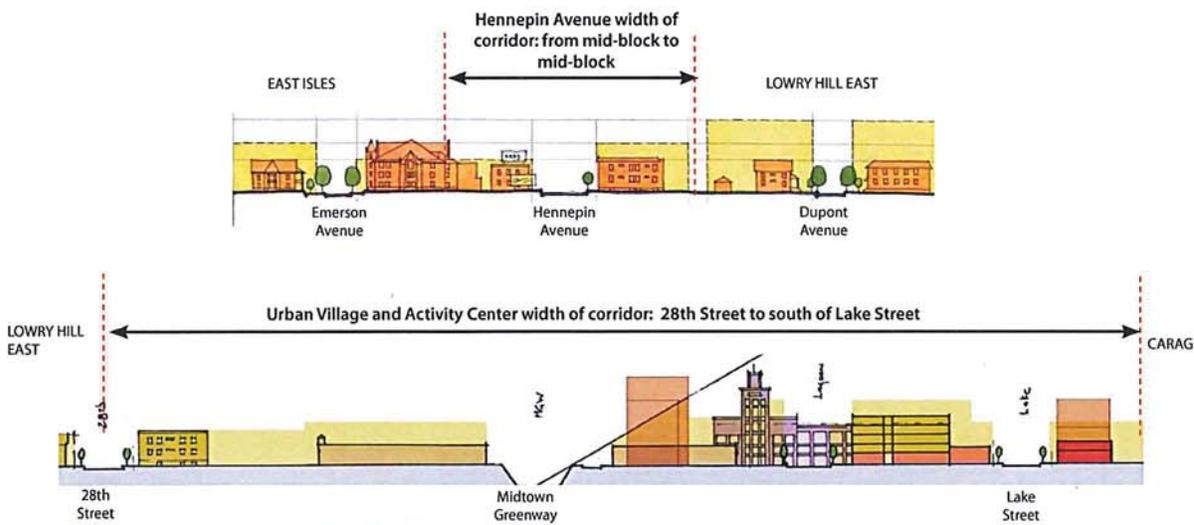
The Plan defines three different development intensities (Transit-Oriented, Urban-Oriented, and Neighborhood-Oriented). Development intensity is defined by building type, density of land use, and frontage type. When applied, there is overlap between the recommended building and frontage types. This overlap helps reinforce the transitions.

In general, the Plan concentrates the most intense development in the Core of Uptown (The Activity Center and the Urban Village South Sub-Area): The area generally bound by Lake Street, Hennepin Avenue, the Greenway, and Bryant Avenue. It is in these areas that the most square footage of development is encouraged, where the tallest buildings are suggested and where the most active and regional uses should be located. Specifically, the Plan proposes a building envelope in the Core that ranges from 35 feet on the south edges of the Greenway, to 84 feet in the middle of the blocks

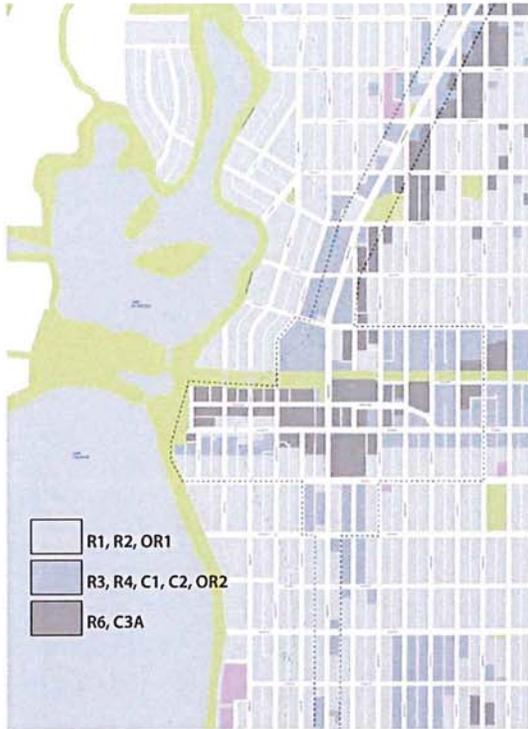
between the Greenway and Lake Street. The Plan also pays particular attention to the low-scale surrounding neighborhoods by recommending that buildings transition in height down to the neighborhoods.

The Core has been identified for intense development for several reasons:

- Lack of current identity.
- Prevalence of surface parking lots and single-use buildings.
- Distance from the low-scale neighborhoods. Unlike the Hennepin Avenue corridor, where the low scale neighborhoods are within a half block of the corridor, the distance between the single family homes south of Lake Street and north of the Greenway is approximately 800 feet. There is ample distance to transition from taller buildings to low-scale neighborhoods.
- Access to transit and retail infrastructure.
- Lake Street and Lagoon Avenue identified as Commercial Corridors by The Minneapolis Plan.



Development Intensity and Neighborhood Transitions: The most intense development is directed to the Core (Activity Center and Urban Village) where the corridor is wide and transitions can be made to the neighborhoods.



Existing Allowable Density



Recommended Intensity



Current Zoning Analysis, Allowable Height: Current zoning directs growth to different parts of Uptown, including into the neighborhood.

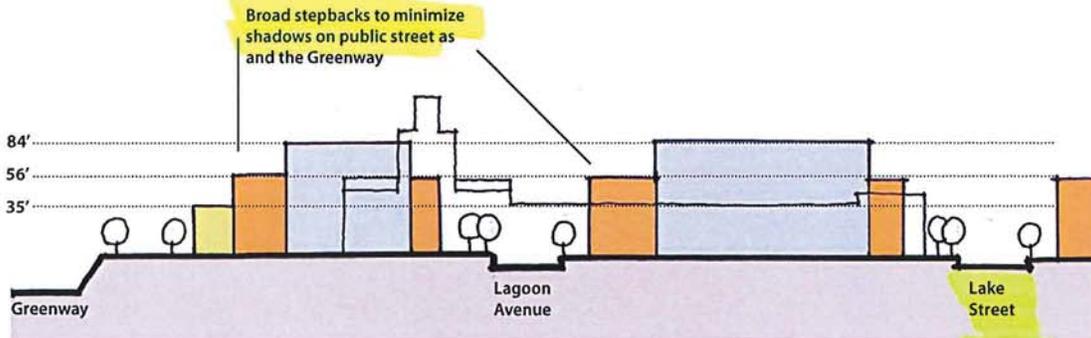
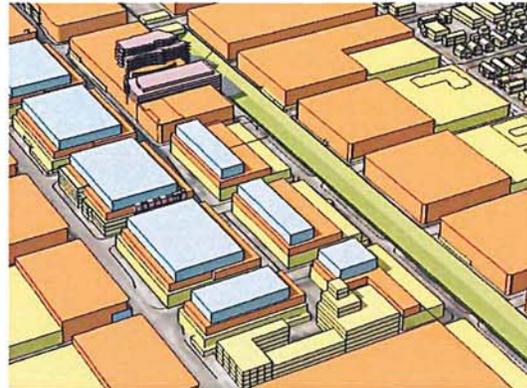


Proposed Height Distribution: The majority of new development should be directed to the core of Uptown, between Hennepin Avenue and Bryant Street, the Greenway, and Lake Street.



Setbacks and Stepbacks

The Plan recommends concentrating density and height in the Core of Uptown. However, the Plan also recommends that height be carefully distributed within selected blocks of the core so solar access to the public realm is maintained and a high quality public realm is created. Generally, the Plan recommends stepbacks and setbacks in order to create a sculpted building envelope.



stepback and penthouse



narrow side to the street



stepback

Sculpting taller buildings

The photos, while showing buildings taller than encouraged in Uptown,, nevertheless illustrate important urban design concepts relevant to future buildings in Uptown



stepback and change of materials



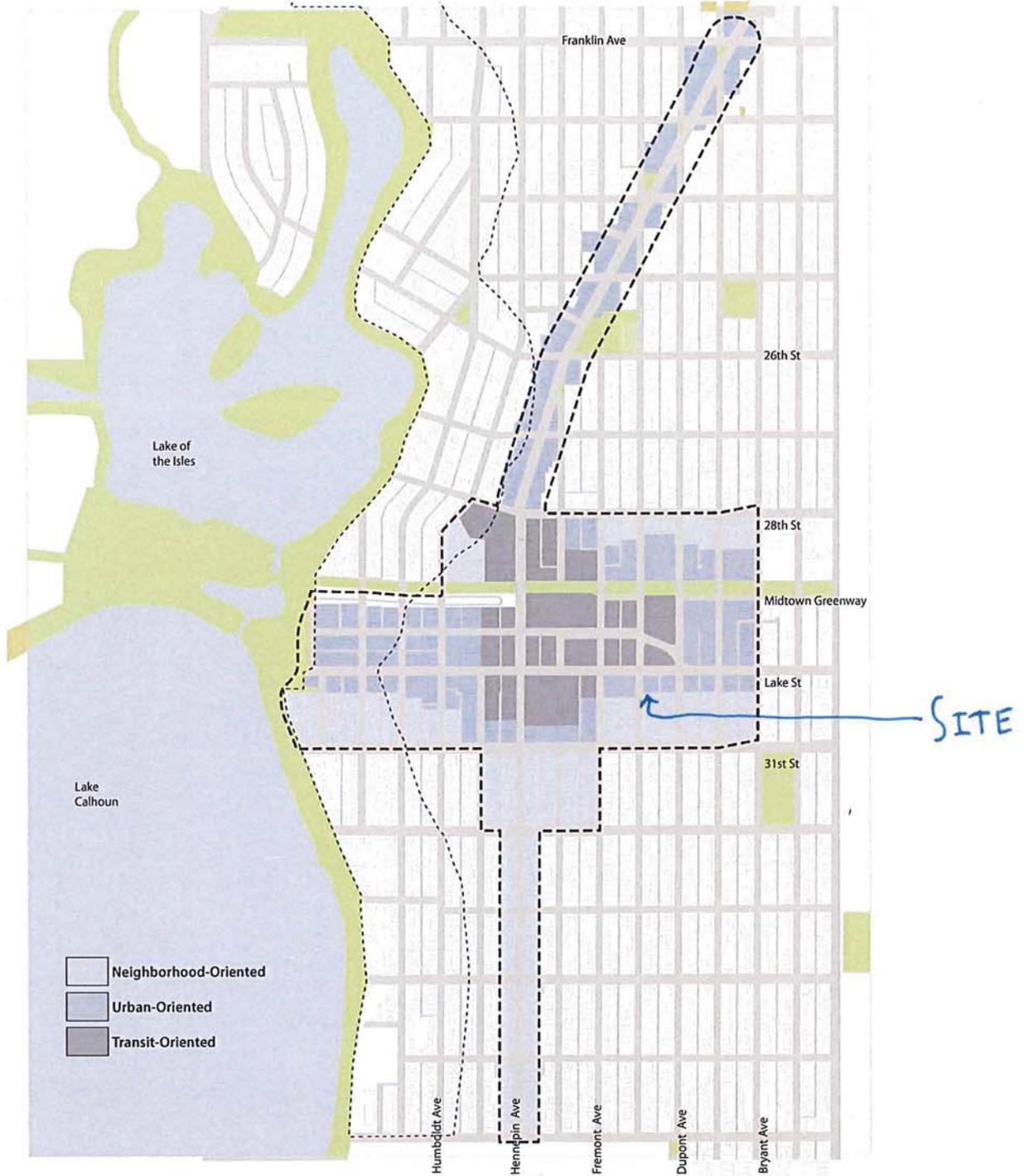
roof terraces



roof terraces and podium

Built Form Recommendations

- ★ • Concentrate density and intensity in the Core.
- ★ • Encourage buildings in the Core to fit within a sculpted envelope that maximizes sunlight to the Greenway, Lake Street, and Lagoon Avenue.
- Encourage all buildings on Lake Street and Lagoon Avenue, east of Hennepin Avenue, to contain storefronts.
- Set buildings back on the north side of Lagoon Avenue and Lake Street to create broad sidewalks.
- ★ • Encourage buildings south of Lake Street to step down to meet the neighborhood scale.
- Encourage buildings on Lagoon Avenue to create a three to four story street wall.
- Encourage buildings west of Irving Avenue to gradually step down in height from the height of the Sons of Norway Building to 2.5 stories at the Lake.
- Encourage buildings on Hennepin Avenue, north of 28th Street, to contain active fronts and wide sidewalks.
- New buildings throughout Uptown, and in particular on the Greenway, are encouraged to be designed as Green buildings with sustainable landscaping



Proposed Development Intensity



9. Implementation

Introduction

This Plan will update the Minneapolis Plan regarding land use and land use designation. Adoption of this Plan by City Council should signal the beginning of a new era for Uptown. The Plan will be implemented over the next 15 to 20 years with both private and public resources. Implementation will amount to significant changes and improvements in Uptown – changes that are both qualitative and quantitative.

Partnerships and civic cooperation are as important to the implementation of this Plan as the physical legacies. This Plan is not a blueprint for how to spend public resources. Rather, it is a document designed to raise investor confidence, form partnerships, and inspire new ideas. The ideas come from vested interests and passions of Uptown's diverse body of stakeholders. The realization of these ideas depends on continued cooperation and coordination between an active public sector, an entrepreneurial private sector, and an engaged citizenry. The result of such partnerships will be a renewed Uptown – a place that embodies the best qualities of urban living in Minneapolis.

The table on the following pages outlines initial thoughts for how the recommendations in this Plan can begin to be realized.

Land Use Recommendations

Recommendations	Responsibilities	Time Frames	Notes
Discourage one-story commercial buildings.	CPED	Near Term	Rezoning Study: Consider minimum Floor Area Ratio for Pedestrian Oriented Overlay.
Encourage mixed-use blocks along Lake Street with the goal of improving walkability and connectivity between Uptown and Lyn/Lake	CPED	Near Term	Rezoning Study: Consider requiring retail in defined locations through an overlay district.
Encourage mixed-use blocks along Lake Street with the goal of improving walkability and connectivity between Uptown and Lyn/Lake.	CPED	Near Term	Rezoning Study: Focus on mix of uses.
Encourage office and employment uses in the Core as means of boosting daytime population.	CPED	Near Term	Rezoning Study: Focus on mix of uses
Create transitions between the Core and the neighborhoods by encouraging medium-density housing.	CPED	Near Term	Implement land use map as development occurs.
Encourage medium density housing and neighborhood retail on Hennepin Avenue, north of 28th Street.	CPED	Near Term	Implement land use map and pursue opportunities for rezoning.
Create a Live/Work district on West Lake Street.	CPED	Near Term	Evaluate zoning code to allow live/work opportunities.
Preserve the character of existing residential low-density housing in the neighborhoods.	CPED	Near Term	Implement land use map as development occurs.
Explore opportunities for encouraging additional live/work projects.	CPED	Near Term	Will likely require changes to the zoning code.

Built Form Recommendations

Recommendations	Responsibilities	Time Frames	Notes
Concentrate density and intensity in the Core.	CPED, Development Community	Near Term	Rezoning Study: Implement land use map as development occurs
Encourage buildings in the Core to fit within a sculpted envelope that maximizes sunlight to the Greenway, Lake Street and Lagoon Avenue.	CPED, Development Community	Near Term	Follow guidance of Plan when reviewing design concepts.
Set buildings back on the north side of Lagoon and Lake Street to create broad sidewalks.	CPED, Development Community	Near Term	Follow guidance of Plan when reviewing design concepts.
Encourage buildings south of Lake Street to step down to meet the neighborhood scale.	CPED, Development Community	Near Term	Follow guidance of Plan when reviewing design concepts.
Encourage buildings on Lagoon Avenue to create a three to four story street wall.	CPED, Development Community	Near Term	Follow guidance of Plan when reviewing design concepts.
Encourage buildings west of the Activity Center to gradually step down in height to 2.5 stories at the Lake, in compliance with the Shoreland Overlay District.	CPED, Development Community	Near Term	Follow guidance of Plan when reviewing design concepts.
Encourage buildings on Hennepin Avenue, north of 28th Street to contain active fronts, and wide sidewalks.	CPED, Development Community	Near Term	Rezoning Study: Consider requiring retail in defined locations through an overlay district
New buildings throughout Uptown are encouraged to be designed as Green buildings with sustainable landscaping.	CPED, Development Community	Near Term	
Encourage all buildings on Lake Street and Lagoon Avenue, east of Hennepin Avenue, to contain storefronts.	CPED, Development Community	Near Term	

Holien, Kimberly

From: Jamie Ronnei <jamieronnei@gmail.com>
Sent: Friday, January 29, 2016 9:46 AM
To: Holien, Kimberly
Subject: Opposition to the proposed Graves Development hotel at Lake and Emerson.

Hello,

As a resident of CARAG, living a few blocks away from this proposed site, and having friends with families who live on the proposed block itself, I am writing to voice my strong displeasure with and opposition to this development at it's current size and relative scale.

I have no problem with a hotel coming to Uptown. I just have to insist that any developer proposing such a project would be willing to spend the money required to obtain an appropriate lot in an appropriate location, as laid out in the city approved Uptown Small Area Plan.

With this current proposal, the developer is attempting to, as I understood from his response when asked about this, "improve his financials" by shoe-horning a simply gigantic (by any reasonable neighborhood standards, as well as the USAP) project into a tiny lot which abuts single family homes and duplexes. This project simply does not fit in the proposed space, as evidenced by the proposed CUPs.

Just the proposed alley encroachments alone would be enough reason for me to oppose this, as I was hit by a car coming out of one of the infamous Uptown blind alleys when I was a kid, and wish to spare my own children that particular suffering. But really I have to oppose this project because it will impose a gigantic wall on my friends yards. Really, how could this be even remotely appropriate? One of the main goals of the USAP is to mitigate the impact of developments on single family and duplex blocks. Approving this plan would render the USAP as worthless.

Finally, I have to ask anyone who supports this plan to look out the window of their house, or of their good friends house, and look at their fence, and then tell themselves that they would be perfectly fine with building a property-line to property-line 69 foot tall noisy and busy structure there. If you don't want this hotel built right up to your own fence line, how could you possibly think it's OK to build it at the currently proposed site at Lake and Emerson?

Please do not support this project. There are plenty of appropriate lots in Uptown for this project, the developer is simply not willing to spend the money on one because, from what I understand, it would make the financials less favorable. No one has a problem with the proposed Target because it is in the right place. Lake and Emerson is not the right place.

James Ronnei
910 West 31st Street
Minneapolis, MN 55408

Because they state the argument so much better then I can, I am attaching the language from the petition opposing this project:

Graves Hospitality has proposed a six-story hotel for the southeast corner of Lake St. and Emerson Ave. in Uptown that violates the Uptown Small Area Plan (USAP). The CARAG neighborhood voted overwhelmingly to oppose the project. A hotel in Uptown is a fine idea – for a different, appropriate location. The proposed rezoning, height conditional use permit (CUP), and floor area ratio (FAR) variance would allow for a use, intensity, building height, and building square footage that are out of scale for the parcel and adjacent 2-story residential area.

USAP states: As important as it is for Uptown to grow, it cannot do so in a sustainable manner without simultaneously stabilizing the edges of existing neighborhoods and creating new and improving existing public spaces. The area's public spaces and neighborhoods are, after all, the foundation for Uptown's quality of life and desirability. This Plan proposes specific patterns of new growth that can achieve the goals of providing development capacity while simultaneously stabilizing the neighborhoods and improving open spaces and streets.

This is a land use issue: What goes where, development parameters, and upholding city policies for sustainable development. What this issue is NOT about: Wanting a hotel in Uptown, jobs, vacant buildings, gentrification, development/anti-development, walkability, and streetscape features.

The proposed building deviates significantly from USAP which is adopted city policy as part of the city's comprehensive plan. USAP policies call for development of limited, medium height and intensity on this site and on the south side of Lake Street between the Activity Center nodes of Hennepin-Lake and Lyn-Lake (from Bryant to Fremont avenues). The plan calls for concentrating new development, along with height and intensity, in the core of Uptown – the Activity Center, and in the Urban Village north of Lake Street to the Greenway. USAP is important as a shared community vision, adopted by the city, supported as a healthy compromise by both residential and commercial property owners and stakeholders, of how and where the Uptown area should grow. A clearly stated intent of the plan is to enhance and protect both commercial and residential areas of Uptown – in part by providing good buffers and transitions. USAP calls for hotels to be located in the Activity Center. The proposed hotel conflicts with the policies, as well as the spirit and intent, of USAP.

Please join us in opposing the hotel, as proposed, for the following reasons:

- The proposed rezoning from C2 (Neighborhood Corridor Commercial District) to C3A (Community Activity Center Commercial District) is spot zoning, proposed solely for the hotel use, and not contiguous with a C3A district. C3A zoning is found in and is appropriate for the Hennepin-Lake commercial node and the area to the north between Lake St. and the Greenway. No other properties with C3A zoning exist on the south side of Lake Street between Aldrich and Fremont avenues. C3A zoning also permits a nightclub – a use USAP prescribes solely for the Activity Center.
- USAP policies call for buildings up to 4 stories/56' on the south side of Lake St. in this area as a transition between the higher density development designated for the area to the north. The proposed building height is 6 stories/69.5' and 5 stories/58'.
- The proposed building is too large for the site in terms of square footage/bulk. It is 122% greater (more than double) than otherwise permitted under the current C2 zoning and 40% greater than otherwise permitted under the proposed C3A zoning.

- The project conflicts with 5 of the 10 stated purposes of the city's zoning code and fails to conform to many of the city's required findings for the project's land use applications (rezoning, conditional use permit for height, variance for floor-area-ratio).
- The interests and investments of homeowners and residents of the residential blocks to the south are as important as those of the business sector. USAP is adopted city policy that many residents consider a compact about Uptown development that limits the scale of development on the south side of Lake Street. The proposed 6-story hotel would be harmful to the use and enjoyment of residential properties to the south and would negatively impact neighborhood livability for many CARAG residents.
- The taller new buildings going up to the northwest of the subject site are exactly what USAP prescribes – concentrating development intensity and taller buildings in the Activity Center and in the Urban Village north of Lake Street. The fact that development is happening according to the plan's vision and policies is not reason to skirt those policies and prescriptions regarding balance, transitions, buffers, building height, and where to concentrate uses such as hotels.
- The primary entrance and valet parking at the rear of the proposed building are inappropriate given the Lake Street frontage and the low-density residential uses to the south.
- There are options for this site other than the proposed hotel and the existing building and parking. There are numerous sites in Uptown in the Activity Center and elsewhere north of Lake St., some of them vacant parcels or parking lots, that would be appropriate for a hotel.

Uptown is a vibrant, growing area with abutting commercial and residential areas. USAP's carefully crafted policies prescribe and direct growth and change in ways that respect and support both residential and commercial areas, with clear delineations and good buffers and transitions. Both areas need to be respected and strong, and supportive of each other – not in conflict. USAP is a clear road map and compact – let's follow it.

Holien, Kimberly

From: Janne K. Flisrand <janne@flisrand.com>
Sent: Sunday, January 24, 2016 2:16 PM
To: Holien, Kimberly; Bender, Lisa
Subject: I support the hotel proposal at Emerson and Lake

Council Member Bender,

I'm writing asking you to support the hotel proposal at Emerson and Lake.

It fits with the intent of the Comprehensive Plan and the more specific local plans. It fits with the changing nature of the Lake Street corridor between Hennepin and Lyndale. It provides a needed amenity in the area. In addition, the developer has worked with the surrounding neighborhood to address their concerns.

I hope you will support this proposal.

Janne Flisrand

--
2112 Dupont Avenue South
Minneapolis, MN 55405

Holien, Kimberly

From: Vince Underwood <vince.underwood@rtdygert.com>
Sent: Saturday, January 23, 2016 1:10 PM
To: Holien, Kimberly
Subject: Graves Uptown hotel

I am a resident living 3033 Emerson Ave South.
I am 100% opposed to the proposed rezoning needed for this building.
I am not opposed to a hotel just the rezoning.
A developer can build whatever they want if it meets the current zoning.

Vince Underwood
General Manager



vince.underwood@rtdygert.com
Mobile: (612)581-6429
Office: (952)345-8173
Fax: (952)835-1701
www.rtdygert.com

12121 Nicollet Avenue South
Burnsville, MN 55337

Sent from my iPhone

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Holien, Kimberly

From: Chandra <chandra_lalla@hotmail.com>
Sent: Thursday, December 10, 2015 3:43 PM
To: Bender, Lisa
Subject: Graves hotel CARAG

Follow Up Flag: Follow up
Flag Status: Flagged

Council Member Bender,

I'd like to express my support for the Graves hotel proposal in CARAG. Uptown could really use a hotel. It will be so useful for when friends and family from out of state visit. My preference is for the 9 story design. I wish the hotel would incorporate a Nice Ride station which would be a wonderful amenity for the entire neighborhood along with hotel guests. It would be a great way to encourage people to use other modes of getting around and discovering how bike friendly Ward 10 is, given the proximity to the Greenway and the Bryant bike boulevard.

Chandra
Ward 10 Resident

Holien, Kimberly

From: Cedar Phillips <cimboden@hotmail.com>
Sent: Wednesday, December 09, 2015 9:52 PM
To: Bender, Lisa
Subject: support for Uptown hotel

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lisa,

I wanted to let you know that I, a CARAG resident living three blocks away from the proposed Graves Hotel site, solidly support the hotel at either the taller or the lower version. I like how the second, massed version had more building facing Emerson, although liked how the taller version was more visually exciting, with more power to serve as an iconic building helping to build up a portion of Lake that is in drastic need of an overhaul. I think a hotel will be a fantastic addition to the neighborhood, I have no concerns about parking (although admittedly I also have no concerns about parking anywhere in Uptown, as I think it's absurd to expect that it's the city's job to guarantee residents convenient, free, street parking spaces in an urban neighborhood, anyway. But for people who prioritize easy parking, a hotel seems to be a very thing a relatively few hotel guests or employees arrive via car) I was at the earlier CARAG land use meeting for the presentation of the original building, and feel that they've done a very good job at addressing concerns, including improving the safety of the exit onto Lake Street.

In any case, you can count me as one of the many CARAG residents who supports this hotel at either height, and who is pleased to welcome them to the neighborhood.

Thanks,

Cedar

Cedar Imboden Phillips
3203 Dupont Avenue South

Holien, Kimberly

From: Philip Schwartz <philip.n.schwartz@gmail.com>
Sent: Wednesday, December 09, 2015 8:10 AM
To: Bender, Lisa
Subject: Uptown Hotel

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning,

As a resident of the Uptown area, I am excited about the dynamic a hotel will bring to the neighborhood. This hotel is not out of scale with other nearby buildings, especially considering the possibilities of what could likely be built on the Arby's and Cub Foods sites in the future. The building fronts the sidewalk nicely, helping repair the sense of disconnect for pedestrians between Uptown and LynLake that was caused by parking lots and car oriented development. Aside from the physical elements, I appreciate the human component this project brings. The addition of hotel guests with free time and extra vacation cash will be a boon to the neighborhood businesses that we all love.

Thanks,

Philip Schwartz

3418 Garfield Ave

Holien, Kimberly

From: John Edwards <jedwards09@gmail.com>
Sent: Wednesday, December 09, 2015 7:34 AM
To: Bender, Lisa
Subject: Graves hotel at Lake & Emerson

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lisa,

I was at last night's CARAG hotel presentation. I was surprised to see it reduced to 6 stories. I hope you'll tell the Planning Commission you got some angry email feedback about such a low building. I would have supported 9 stories, which at 84 feet is the same height as Flux apartments. Either way I strongly support this project and the idea of a hotel in Uptown.

This might go beyond the scope of your concern, but there was a question last night about the hotel adding a Nice Ride station. The developer talked vaguely about supporting bicycling and possibly having their own private fleet of bikes. When it comes to bike share, I think there's potentially greater value--for hotel guests and the community--to be part of a larger public system. Guests can take one way trips and switch modes; taking the bus or Uber back to the hotel, for example. And the neighborhood gets a great amenity. I just wanted to add that point, in case bike share ever enters the conversation.

Thanks for all you do.

-John Edwards

Holien, Kimberly

From: Faith Cable Kumon <faith.cable@gmail.com>
Sent: Monday, December 07, 2015 10:38 PM
To: Bender, Lisa
Subject: Uptown hotel

Follow Up Flag: Follow up
Flag Status: Flagged

Lisa,

I would really like to see a hotel built in Uptown. It will be the first hotel within walking distance of my house.

Given that my husband works for a nationally focused nonprofit, we have a constant parade of visitors staying at our house. It would be great to have a hotel nearby so that we can finally turn our guestroom into a bedroom for my toddler.

LynLake would be a better location for me personally, but I can hope that maybe we may see a second hotel there at some point.

Thanks,
Faith

Holien, Kimberly

From: Somogyi, Ben
Sent: Monday, December 07, 2015 2:33 PM
To: Bender, Lisa
Subject: Blake Bailes (CARAG) on Uptown Hotel

Follow Up Flag: Follow up
Flag Status: Flagged

Ben Somogyi
Senior Policy Aide

Office of Council Member Lisa Bender
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From: Blake Bailes [<mailto:bailes.blake@gmail.com>]
Sent: Monday, December 07, 2015 2:32 PM
To: Somogyi, Ben
Subject: CARAG Hotel

Hey Ben,

This is Blake Bailes from the CARAG board and Land Use & Transportation Committee. I wanted to send you guys an email as I will not be able to attend the meeting tomorrow with Graves Hospitality. I have been told that you have mostly only heard from people that do not want the hotel, so I wanted to make sure the other side is heard. I am in full support of the proposed hotel at Lake and Emerson. I spoke with Michelle Beaulieu for some expertise about the hotel and then small area plan/zoning issues. She was very strong in her opinion that this proposal is not over-stepping and is not setting a dangerous precedent. I have also spoken to many in the area about the hotel and I get an overwhelmingly positive response. We have a very organized and vocal minority of people that live on Emerson and Lake that are opposed which is to be expected, but the parcel is a prime location for Uptown's first hotel.

I hope you and Lisa hear from people in favor of this hotel as I have. It would be a great asset to our neighborhood and Uptown as a whole.

Warm Regards,
Blake

Holien, Kimberly

From: Somogyi, Ben
Sent: Monday, January 11, 2016 2:53 PM
To: Holien, Kimberly
Subject: 1121 W Lake St and 3005 Emerson Ave S

Please note that this email is in response to a previous iteration and not the current application.

Ben Somogyi
Senior Policy Aide

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From: no-reply@minneapolismn.gov [<mailto:no-reply@minneapolismn.gov>]
Sent: Wednesday, November 18, 2015 12:54 PM
To: Somogyi, Ben
Subject: Ward 10 Contact Form

City of Minneapolis

Name * Mark Hillyer
Email * hillyer.mark@yahoo.com
Phone (612) 823-8345
Phone Type
Address 3041 colfax ave
City Minneapolis
State MN
Zip 55408

Question/Comment * Lisa Bender Minneapolis Council Ward 10 Re: Proposed Graves Hotel – Uptown Dear Lisa, I hope that in reviewing the proposed Graves Hotel that you and the other Minneapolis Council members will keep in mind both the letter and the spirit of the Uptown Small Area Plan. Which was written by members of the Uptown neighborhood

(residents, business owners, developers, city planners and Council Members). It was also ratified by the Minneapolis City Council. It details areas of Uptown and the height limits and usage for proposed developments. It is a well thought out, negotiated compromise that all participants of the neighborhood worked on. It allows the construction of taller buildings in certain nodes (entertainment districts) and restricts the height of construction as the near residential parts. The area in which Graves wish to build their hotel resides in the latter of these two. The Small Area Plan allows a maximum height of 53' in this area. A height reached only after a Conditional Use Permit (CUP) has been obtained. This is the ceiling agreed upon height and NOT the minimum in which developers may start their negotiations to reach their desired heights I believe the developers are incorrect when stating at the CARAG monthly meeting on 11/17/15 that the Small Area Plan "allows" and "calls" for an 84' tall building at the corner of Emerson and Lake Street. A building over 30 feet or 55% taller than the agreed upon height. Thank you for your attention to this matter and for the honorable work you do for the neighborhood and for the City of Minneapolis. I am also forwarding a copy of this letter to the other sitting members of the council. For I know there are other Small Area Plans throughout the city and I fell that all plans should be considered worthy and not just an article of paper to be ignored. Sincerely, Mark Hillyer 3041 Colfax Ave S Minneapolis Mn 55408

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

Holien, Kimberly

From: Somogyi, Ben
Sent: Monday, January 11, 2016 2:52 PM
To: Holien, Kimberly
Subject: 1121 W Lake St and 3005 Emerson Ave S

Please note that this email is in response to a previous iteration and not the current application.

Ben Somogyi
Senior Policy Aide

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From: no-reply@minneapolismn.gov [<mailto:no-reply@minneapolismn.gov>]
Sent: Tuesday, November 17, 2015 9:28 PM
To: Somogyi, Ben
Subject: Ward 10 Contact Form

City of Minneapolis

Name * James Ronnei
Email * james@jamesronnei.com
Phone (612) 824-1092
Phone Type Home
Address 910 West 31st St.
City Minneapolis
State MN
Zip 55408

Question/Comment * Dear Council Member Bender - I have contacted your office before and wish to first thank you for your attention and assistance. I am writing this evening as I have just attended the CARAG neighborhood meeting at which an initial presentation was made

on a proposed hotel located on the Emerson block of Lake Street. I was involved with the neighborhood back when the Small Area Plan came to fruition. As a homeowner, I was glad to have a plan which could offer some guidelines and protections for our neighborhood. I was frustrated this evening to learn that the proposed hotel is contrary to the protections offered in the Small Area Plan for our neighborhood. Any buildings of this height are directed by the plan to be North of Lake Street, offset from the street. A building in excess of 80 feet tall is vastly out of proportion to the single family homes and duplexes which will be the immediate neighbors of this monolithic construction. As a neighbor, I ask you to ensure that the spirit and the letter of the Small Area Plan be honored and followed when looking at any development proposals for our neighborhood. If this out-of-scale, relatively gigantic development is allowed to be "spot-zoned" into our neighborhood, in contradiction to the protections afforded the neighborhood by the Small Area Plan, then ultimately, just about any development will be able to "spot-zone" into just about any neighborhood. This isn't just about CARAG. This could set a precedence to also impact the Famous Dave's site in Linden Hills, for example. Thank you for your time. James Ronnei

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

December 11, 2015

Minneapolis Council Member, Lisa Bender
Kimberly Hollen - Senior Planner, Minneapolis CPED

RE: Proposed Graves Hotel Project
Lake Street & Fremont Avenue South

Dear Council Member Bender and Ms. Hollen,

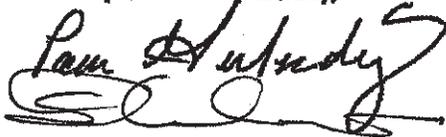
As current residents of the Lowry Hill East neighborhood and residents of the Uptown area for 38 years, we have watched our neighborhood and area grow with many progressive and marvelous new developments over the years. The Walker Library, Mosaic Offices, new residences at the Flux, Eian, Track 29 buildings, plus many new mixed use buildings that include restaurants, and exciting retail. These new additions to our neighborhood have certainly enriched the area in street activity, desirability and solidified Uptown's growing reputation as a signature neighborhood destination.

Every so often, a proposed development has the potential to positively influence a neighborhood in a very impactful and lasting way. The proposed Graves/Marriott Hotel is clearly an extraordinary opportunity to build our neighborhood with a long term perspective. A boutique hotel in Uptown will clearly promote the long-term objectives of the city's comprehensive plan to increase density and provide neighborhood services which support a city's needs. The Graves Hotel will provide needed accommodations for the existing and proposed new offices in Uptown, as well as, provide convenient hotel options for friends and family of the area's new and long term residents; all of which will drive additional revenue for local businesses and restaurants.

The hotel's building design and materials are thoughtful and contemporary. Respectful of height and massing as the Building steps down from West Lake Street to the interior of the surrounding blocks. The building is an architectural statement that again has a long term perspective that will benefit the area well into the future. The Graves Hotel located just east of the Uptown Hennepin & Lake Street Intersection, will be in the epicenter of a transit-oriented, pedestrian-friendly place. The hotel lobby and restaurant will greatly contribute to the pedestrian street experience and ongoing vitality of Uptown.

We trust the city will support the Graves Hotel as proposed and join us in our desire for lasting improvements to our neighborhood. We area residents have waited a long time for a neighborhood boutique hotel.

Thank you and Respectfully,



Pam and Don Gerberding
2747 Emerson Avenue South
Minneapolis, MN 55408

Holien, Kimberly

From: Kay Graham <kaynygaardgraham@yahoo.com>
Sent: Thursday, November 19, 2015 3:24 PM
To: Holien, Kimberly
Subject: Re The Graves Hotel Proposal

Dear Ms. Holien and Commissioners

The cover letter to CPED from Collage Architects President Pete Keely states: that "applicant met with the neighborhood group (CARAG), CM Bender and a group of single family homeowners to the south of the site, ALL who have given support for this type of project and its potential to add a much needed amenity to this area" (emphasis is mine) This is a false characterization.

To clarify: Although the meetings I have participated in have been cordial, it seems to me that congeniality has been misconstrued as support for the project. Mr. Keely's assertion that 'all... have given support...' is premature and seems calculated to give the CPC a false impression in regard to the merit of the project. The meetings have been mostly question and answer sessions, with little time for deliberation. No votes by LU&T or the CARAG Board have been taken.

The fact is, this 'type of project and its potential' is exactly the amenity the area does NOT need. At least NOT IN THIS LOCATION. While a hotel in Uptown may be a worthy goal, the scale of the project is totally inappropriate for the size and location of the two parcels the developer is seeking to purchase. The properties would have to be rezoned from C2 to C3A for the project to be viable.

Rezoning is a non-starter for me. This ad-hoc approach to zoning in the face of settled policy sets a dangerous precedent and could easily destabilize the mostly R2B residential neighborhoods along the entire 3000 Block corridor to the south of Lake St throughout the 9th and 10 wards - not just our little block on Emerson.

Kay Nygaard Graham
3037 Emerson Ave S.
Member, CARAG LU&T
612-825-3637

Holien, Kimberly

From: joanie marks <jmarks0711@gmail.com>
Sent: Thursday, November 19, 2015 12:57 PM
To: Ginny Simich
Cc: Holien, Kimberly; Kay Nygaard Graham; Lorna Rockey; Phillip Qualy; Nazeera Mohamed-Gibson; Jeffery Forester; Verson, Howard R.; Vikky Morris; Bill Lochner; Greg and Delay Olson; Anna Matthes; Matt and Liz Vogt; Clark and Abby Olsen; Aaron Rubenstein; Christine Devens; Fred and Jody Rappaport; Sheri and Steve Lear; Nick Mozena; Dwayne Cody; Jake Dhillon and Elga Tinger; Ernie Harper; Luke Beltnick; Elena Beltnick
Subject: Re: Hotel proposal for Emerson & Lake location

That would be great if you could make it there, Ginny.

Thank you.

~joanie

On Thu, Nov 19, 2015 at 12:54 PM, Ginny Simich <gsimich99@gmail.com> wrote:
Not sure if I can make it but I'm going to try to get down there. Even if we just witness or hear what they present we will know what points we need to clarify or refute when we do have the opportunity.

On Thu, Nov 19, 2015 at 12:40 PM, joanie marks <jmarks0711@gmail.com> wrote:
Good points, all. Kay had mentioned she would like to attend, but her car is in the shop and she doesn't have transportation. Aaron also mentioned a slight possibility of attending the 4:30 meeting today, but he is working in St. Paul today and might not be able to get there in time.

You're right about the attendance policy for these C.O.W. meetings. People can attend, but there is no opportunity to give feedback, etc. The other unfortunate thing is, per Kay, these C.O.W. meetings are not recorded, so I wonder how accountable the representation will be.

Which is why Aaron suggested those bullet points be sent to register our position.

~joanie

On Thu, Nov 19, 2015 at 11:22 AM, Ginny Simich <gsimich99@gmail.com> wrote:
Great letter, Joanie!

I'm curious if anybody's going to the Committee of the Whole meeting? I know there isn't opportunity for "outside attendees" to offer input or feedback but I'd like to know if, in their presentation, they continue to distort and misrepresent the small neighborhood plan and any other shifts or tweaks they make to it. I noticed

several differences in their approach, wording, and specific information they were willing to share between the land use meeting and the CARAG meeting.

On Thu, Nov 19, 2015 at 1:53 AM, joanie marks <jmarks0711@gmail.com> wrote:

Dear Ms. Kimberly Holien,

I am writing to you as a member of the CARAG neighborhood and in response to the proposed hotel for the Emerson and Lake land parcel.

- Contrary to what the applicant said in their letter to you (staff memo found in the Star Tribune from Collage Architects), the neighbors in the area south of the project site do not support the project. Although one or several people have expressed support for the project, the vast majority are adamantly opposed to it, most particularly due to its height.
- The CARAG Neighborhood monthly meeting took place on Tuesday, November 17. There were 65-70 people in attendance, most of whom were there because of concern about or opposition to the proposed hotel. The park director said she had never seen so many people at a CARAG meeting in her 16 years at the park. Many people asked questions and expressed concerns about and opposition to the hotel; no one spoke in favor of it. Concerns included height, parking and neighborhood impact, traffic, alley use, noise, livability impacts, and privacy.
- Rezoning to C3A would be inappropriate and inconsistent with the city's comprehensive plan. It would also permit a nightclub use -- also not appropriate for this location away from the activity center.

Respectfully submitted for the consideration of the Committee of the Whole.

Thank you,

~

Joan Marks
3020 Emerson Ave. So.
Mpls., MN 55408

Holien, Kimberly

From: Alex Cecchini <cecc0011@gmail.com>
Sent: Thursday, November 19, 2015 12:38 PM
To: Bender, Lisa; Holien, Kimberly
Subject: Uptown Hotel Proposal at Lake & Emerson

Council Member Bender & Staff,

I am writing today in support of the proposed hotel at 1121 W Lake Street & 3005 Emerson Avenue S. I was not able to attend the CARAG Land Use & Transportation Committee meeting to weigh in, and I wanted my thoughts on public record. If you could forward this to any other parties I would appreciate it.

I support the proposal, including the requested re-zoning, variances, and CUP. This project is within the spirit of the Uptown Small Area Plan, which allows for taller, denser building and a mixing of uses. The location of this building along Lake Street, while 9 stories tall and in stark contrast to its southern neighbors, will mitigate many impacts neighbors typically cite. Shadowing will be limited to Lake St and other dense buildings across the street. There is ample parking in the district (MoZaic, Calhoun Square) for valet service, and I expect that there will be more added as Uptown (and nearby LynLake) continue to grow and add a wider variety of uses.

On that note, the growing business, commercial, and even entertainment presence in Uptown will demand hotel space in the near future. This proposal offers an affordable, no-frills option for business and pleasure travelers alike. Given price points for the Moxy brand in other markets (source, bullet 1), it's not unreasonable to expect visitors to area residents to stay here as well. The ground level meets the street fantastically, and anywhere from 50-150 guests at a given time will likely patronize our wonderful area businesses as he lack of on-site parking also encourages walking, biking, even transit trips within the district rather than hopping in the car. This should mitigate many concerns over traffic as most guests will arrive by car or taxi and not require a vehicle again until they leave.

In short, this is a wonderful proposal and a likely great addition to our neighborhood and ward. I urge staff to recommend the approval and our city leaders to approve as well.

Thanks for your time,

Alex Cecchini
3525 Fremont Ave S
Minneapolis, MN 55408

Holien, Kimberly

From: Aimee Olson <olsonas@yahoo.com>
Sent: Monday, February 01, 2016 2:31 PM
To: Holien, Kimberly; Bender, Lisa
Subject: Hotel project at Emerson and Lake in Uptown Minneapolis

Hello, I'm writing to support this project. As a resident of nearby Linden Hills, I cannot think of a better location for a hotel. I would love to have family and friends nearby when they visit me, able to take advantage of all the shopping and restaurants in that vibrant area. What a boon for the economy there! Also, what is currently there? Nothing of value. It is my opinion that an old run-down restaurant should be replaced.

Thank you for reading,
Aimee Olson

Holien, Kimberly

From: Mark Van Note, VNG <mark@vannote.com>
Sent: Monday, February 01, 2016 2:24 PM
To: Bender, Lisa; Holien, Kimberly
Subject: Graves hotel in uptown

Hi Lisa,

Ben and Jim Graves are stand up people. They will deliver a high caliber hotel and restaurant to uptown. I'm sure you have received many of the suggested text emails so I won't go into those details. As a resident of the area I'd love a cool small hotel to put people up in. And keep the taxes, jobs, and revenues in Minneapolis.

Thanks for your time and attention to this.

Best,

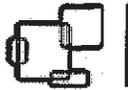
Mark Van Note

Sent from my iPad

Holien, Kimberly

From: Josh Jansen <jjansen@collagearch.com>
Sent: Monday, February 01, 2016 1:47 PM
To: Holien, Kimberly
Subject: FW: Petition - City Pages

Just in case you didn't see this.



Joshua Jansen
651.472.0052

This is the link to the article wherein there is a link to register your vote of support:<http://www.citypages.com/news/a-fight-is-brewing-over-a-new-hotel-planned-for-uptown-7992733>

Support Proposed Hotel Develop Lake & Emerson in Minneapolis

Forward Minneapolis



A 6-story hotel has been proposed in Uptown, on the southeast corner of Lake St and Emerson Ave S. Despite working with the neighborhood and reducing the height, addressing alley exit concerns, and adding landscape buffering, the CARAG neighborhood voted to oppose the development as it will be proposed to the Minneapolis Planning Commission, tentatively set for February 8, 2016, and City Council

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Holien, Kimberly

From: Josh Jansen <jjansen@collagearch.com>
Sent: Monday, February 01, 2016 1:47 PM
To: Holien, Kimberly
Subject: FW: Petition - City Pages

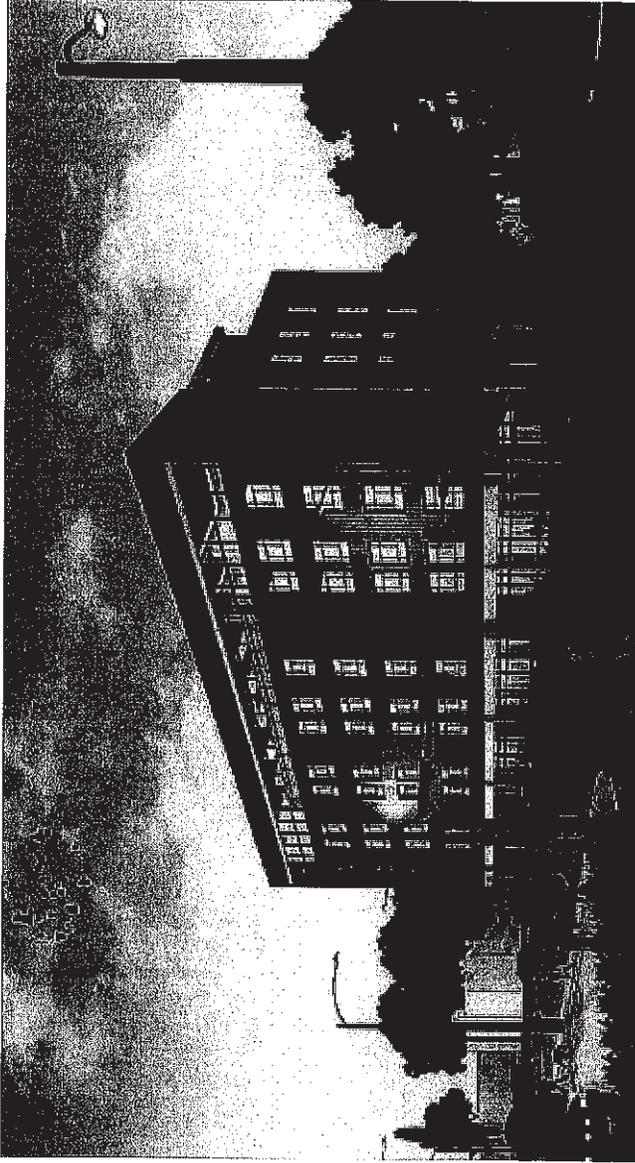
Just in case you didn't see this.



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Support Proposed Hotel Development at Lake & Emerson in Minneapolis, MN

Forward Minneapolis



A 6-story hotel has been proposed in Uptown, on the southeast corner of Lake St and Emerson Ave S. Despite working with the neighborhood and reducing the height, addressing alley exit concerns, and adding landscape buffering, the CARAG neighborhood voted to oppose the development as it will be proposed to the Minneapolis Planning Commission, tentatively set for February 8, 2016, and City Council

Sign this petition

304 supporters

196 needed to reach goal

Jim

Graves

jim@jimgraves.com

United States

3041 Holmes Avenue South

55408

Great project for the neighborhood!

Holien, Kimberly

From: Liz Underwood <liz.underwood@rtdygert.com>
Sent: Monday, February 01, 2016 1:20 PM
To: Holien, Kimberly
Subject: Moxy Uptown Hotel Proposal

Hello.

My name is Elisabeth Underwood and I reside at 3032 Emerson Avenue South, one half block from this proposed project.

First off, I would like to mention two items in the CPED Staff report of January 25, 2016 that are incorrect:

- 1.) On Page 2, Fourth paragraph, it still states that the proposed hotel would be 9 stories instead of 6.
- 2.) Also on page 2, second paragraph, it mistakenly says that the building east of the site is "a former Tires Plus that is being remodeled to accommodate a new retail tenant". I believe the report is referring to the old Car-X location, which is 2 blocks further east. The neighborhood has talked to the Tires Plus business (a single story building across the alley from the proposed hotel site) and there are no current plans for vacating the property.

That said, I would like to express my opposition to the proposed hotel as planned.

My main objection is the rezoning to C3A, which would make it the only C3A property south of Lake Street between Fremont (the boundary of the Activity center) and Aldrich. I am opposed to spot-zoning like this that disregards planning documents like the Uptown Small Area Plan as adopted by the city of Minneapolis in 2008.

The current zoning allows a hotel up to 20 rooms. The zoning change is requested to allow the developer to build 5 TIMES as many rooms as are currently allowed. But not even changing zoning to C3A is enough. The developer wants conditional use permits to go even higher than new zoning would allow, and with a denser floor area ratio than the new zoning would allow. This is not a situation where the developer is even close to playing by the current zoning rules. They are attempting to cram a 123-room hotel into a property that is the size of 2 city residential lots, simply because they were able to get this property as a reasonable price. A building of this density is not appropriate immediately adjacent to 2-story single-family homes, which is why the property is currently zoned the way it is.

Thank you.

Elisabeth Underwood
3032 Emerson Avenue South
612-824-4376

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31 January 2016

Dear Minneapolis Planning Commissioners:

I urge you in the strongest terms possible to deny approval of the requested land use approvals for the proposed Graves/Moxy Uptown hotel (BZZ-7544). A hotel would be an excellent addition to Uptown – but the proposed location is inappropriate due to residential neighborhood proximity and impacts and the project's conflict with numerous fundamental policies of the Uptown Small Area Plan (USAP).

I am well aware that there are many people in our community who support the proposed hotel – and that the Planning Commission's Committee of the Whole reviewed the project's nine-story iteration in November and expressed no problem with that height. However, what I have been listening for, and not heard, from project supporters is how to justify the hotel *in this location* given how it conflicts diametrically with USAP. They say they want to see a hotel in Uptown and improve the development and pedestrian connection between Hennepin-Lake and Lyn-Lake, etc., and I agree, but these objectives, in my opinion, do not even come close to trumping the USAP objectives of creating balanced, sustainable growth and of concentrating taller buildings and more intense uses elsewhere in the district and, specifically, locating hotels in the Activity Center.

CARAG's resolution in opposition to the project's land use applications clearly spells out our neighborhood's objections to the project and the importance of upholding and implementing USAP.

The Uptown Small Area Plan brilliantly resolves and prescribes how and where to accommodate growth in Uptown – by concentrating height and use intensity in the Activity Center and in the Urban Village between Lake Street and the Greenway, and by providing balance, good transitions, and buffers. Mayor Rybak thankfully found funding for USAP in order to put an end to the development skirmishes and battles that had wracked Uptown.

Since the plan was adopted as city policy, as an amendment to the city's comprehensive plan in 2008, development along Lake Street and the Greenway has changed significantly – and exactly, for the most part, as USAP prescribes. The eight-year-old plan is meant to provide a development road map for 15 to 20 years. The fact that the area to the north and west of the subject site is developing as USAP prescribes is not reason to believe that the character of development in the area has changed significantly and, therefore, what is appropriate on the subject site is different from the vision and policies clearly delineated in USAP.

Among USAP's stated goals are to support and direct growth in a sustainable manner by reinforcing surrounding neighborhoods, strengthening neighborhood edges, limiting commercial encroachment, and establishing high quality transition areas (p. 42) and by implementing the proposed building envelope that "balances the need for development capacity with the need to protect low rise neighborhoods" (p. 75). Please read the USAP excerpts highlighted by CARAG, which show extensively why the proposed hotel is not appropriate at the proposed location.

To be honest, it's tedious and disheartening to be fighting about this sort of thing again – when we all signed on to the USAP peace treaty. Please do not disregard or dismiss it. It is a very good prescription for community peace, health, growth, and well-being and avoidance of conflict and acrimony.

There are, of course, relevant policies elsewhere in the city's comprehensive plan, some of which would support more intense development on this major commercial corridor, but they are more general

policies that apply citywide whereas, in my opinion, USAP should take precedence because it is tailored specifically to this very area and parcel.

It's also disheartening to see the city approve, contrary to USAP policies, one-story developments in the heart of Uptown (CB2 at Hennepin & 31st; and partial demolition of Cowboy Slim's at Hennepin & Lagoon to create a one-story building) and a five-story building at Lake Calhoun, and then suggest there's no problem with a nine-story building at Lake & Emerson where USAP – adopted city policy – calls for limiting height to four stories. Development intensity belongs in the core.

I prepared the attached, five-page document as an intended attachment to CARAG's resolution in opposition to the requested land use approvals, but the matter was dealt with at the end of the CARAG meeting and we had to leave the park building as it was closing and there was no time to introduce the document. I, therefore, attach it to my letter. The document addresses, in detail, how the proposed project conflicts with USAP, is contrary to the purpose of the Zoning Code, and fails to meet the city's required findings for rezoning, height CUP, and FAR variance.

Simply put, it's a use that belongs in the Activity Center, this is not an appropriate site for C3A zoning, it's too large a building on a small parcel (more than double the FAR permitted in C2), and it's not an appropriate use or size of building to be a good, transitional neighbor between the cheek-by-jowl commercial and residential areas that must coexist and each be successful. The project would undermine the character and stability of the adjoining residential area.

In particular, with the FAR variance, there are no practical difficulties "in complying with the ordinance because of circumstances unique to the property." Desiring to put a sizable hotel on a small parcel does not constitute a circumstance unique to the property itself; rather, it is the rationale for requesting, but not granting, the variance.

The CARAG neighborhood voted overwhelmingly in favor of opposing the requested land use applications and recommending city denial of them (41-10-1), and the Lowry Hill East Neighborhood Association also voted to support CARAG's position. In the case of this proposed hotel, it appears the primary reason some people support it is because of the understandable desire to see a hotel in Uptown – without much consideration of the particular site and USAP. Please follow this plan. That is what it is there for. Its vision and policies are super-clear – and helpful in sorting out conflicts such as this one. Please do not show again that planning and community engagement in civic affairs and planning are irrelevant and a waste of time. The Uptown Small Area Plan may not be a legal covenant, but it is adopted city policy and a carefully crafted compromise created by the city and community stakeholders that ought to mean something significant. Please show us why you are the *Planning Commission*.

Sincerely yours,

Aaron Rubenstein
3249 Emerson Av. S.
Minneapolis, MN 55408

Attachment: Some of the Fundamental Ways in Which the Proposed Graves/Moxy/Uptown Hotel Conflicts with the Zoning Code Purpose, USAP, Required City Findings, Etc.

SOME OF THE FUNDAMENTAL WAYS IN WHICH THE PROPOSED GRAVES/MOXY/UPTOWN HOTEL
CONFLICTS WITH THE ZONING CODE PURPOSE, USAP, REQUIRED CITY FINDINGS, ETC.
(BZZ-7544)

By Aaron Rubenstein
19 January 2016

ZONING CODE PURPOSE

In addition to failing to meet required findings for the land use applications as described below, the proposed project conflicts with five of the ten underlying purposes of the city's zoning code. Section 520.30 of the city's Legislative Code states:

Purpose. This zoning ordinance is adopted for the following purposes:

1. To implement the policies of the comprehensive plan.
2. To promote and protect the public health, safety, aesthetics, economic viability and general welfare of the city.
3. To encourage the most appropriate use of land throughout the city.
4. To protect the character and stability of residential, commercial and industrial areas within the city, and to promote the orderly and beneficial development of those areas.
7. To prevent the overcrowding of land and the undue concentration of population.

The proposed project fails to meet these purposes: it is in direct conflict with USAP and is contrary to the general welfare for this reason and for undermining the balance, buffering, and transition between commercial and residential uses on the south side of Lake Street in this area; it would be an inappropriate use of land – too large and tall a building for the site, is a use city policy (USAP) calls for locating in the Activity Center, and would allow a nightclub; it would undermine the character and stability of residential and commercial areas as well as their orderly and beneficial development; and it overcrowds the site.

UPTOWN SMALL AREA PLAN

The *Uptown Small Area Plan* (USAP) is a collaborative development vision and set of policies, adopted by the city, for this site, for the south side of Lake Street in this area, and for the larger Uptown area. It is important for a number of reasons, including:

- It represents a shared community vision for how the Uptown area should grow – what and where – after a number of years of sometimes intense conflict between competing visions and between commercial and residential interests.
- It represents a whole series of compromises on the part of numerous parties, but as a whole reflects what many community stakeholders believed they could live with in the interest of the common good of the community.
- The thing developers want most in the public realm is predictability. That is what USAP provides: a clear road map and predictability. We community residents also like those things. Approval of the project's land use applications would serve to encourage developers to propose inappropriate, over-scaled development for less expensive sites not meant for that intensity of development. The result: conflict and unpredictability.

The proposed hotel and land use applications conflict significantly with USAP. The plan calls for buildings on the south side of Lake Street of four stories/56 feet, tapering to two stories to transition to the residential area to the south. USAP does allow for taller buildings, up to 84 feet in height, between Lake Street and the Greenway – but then only at the center of blocks where they would not shadow

and overwhelm the pedestrian realm. The proposed use also clearly conflicts with the development intensity map prescribed for Uptown.

The *Uptown Small Area Plan* crafts clever solutions and policies to address complex and thorny issues. It was created, in part, to address this type of conflict. It is a comprehensive document intended to direct and shape growth and to support, enhance and protect both commercial and residential areas of Uptown. The plan lays out a vision for increased density, uses, height, and number of people – and where they should go and how to provide good buffers, transitions, and balance.

REZONING

Findings as required by the Minneapolis Zoning Code:

1. Whether the amendment is consistent with the applicable policies of the comprehensive plan.

The proposed rezoning conflicts significantly with many policies of the comprehensive plan, including USAP. See the attached USAP excerpts. In particular, the plan's policies call for a significantly shorter building on this site than proposed and they call for locating hotels in the Activity Center – not the proposed location.

2. Whether the amendment is in the public interest and is not solely for the interest of a single property owner.

Rezoning would be in the interest of the current and intended property owners but not in the public interest. The public interest is for the orderly use and development of the city's land, while the proposed rezoning conflicts with the Uptown road map that is USAP. This is not the only possible site in Uptown for a hotel.

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 proposed hotel use, with a FAR of 122 percent greater than – more than double – what is permitted in the C2 district, is incompatible with the low to moderate density residential uses to the south.

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.

Affirmative.

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.

There has been a change in the character, and trend of development, in the area in recent years, particularly with the construction of the Mozaic and Walkway projects and the forthcoming project on the Cheapo site. However, this trend and character do not support rezoning of the subject site. They are manifestations of what USAP prescribes: concentrating development intensity, and taller buildings, in the Activity Center and in the Urban Village *north* of Lake Street. The fact that development is happening according to the plan's vision and policies is not reason to skirt those policies and

prescriptions regarding balance, transitions, buffers, building height, and where to concentrate uses such as hotels.

Additional reasons many people in Uptown oppose the rezoning:

- C3A zoning would permit a nightclub – a use appropriate for the Activity Center but not this site. (Zoning code definition: *Nightclub. A use engaged in the sale of alcoholic beverages for consumption on the premises, including taverns, bars, cocktail lounges and similar uses, or a use other than a sit down restaurant which provides general entertainment.*)
- There are no other properties with C3A zoning on the south side of Lake Street between Aldrich and Fremont avenues. C3A Community Activity Center Commercial District zoning is found in, and appropriate for, the core of Uptown - in the Activity Center node and in that part of the Urban Village north of Lake Street - between Lake and the Greenway. It is not appropriate for the subject site or for the south side of Lake Street between the Hennepin-Lake and Lyn-Lake activity centers, as is indicated and illustrated in USAP. Contrary to the assertion of Graves Hospitality, this site is not "the core of Uptown".
- A zoning study following adoption of USAP found C2 to be the most appropriate zoning for this site.
- Although we are opposed to rezoning of this parcel, we are also concerned about the precedent such a rezoning would set. If this site were rezoned to C3A, the city would be hard pressed to reject similar rezonings of similarly situated properties on the south side of Lake Street.
- The real question is whether this site is appropriate for C3A zoning. It's not about whether people want a hotel in Uptown and this parcel being available and less expensive than others. In addition, what might happen or be permitted if a hotel is not built following the rezoning? (A recent example in the area is the Solhem apartments at 3021 Holmes; the building received land use approvals including numerous variances for a proposed hotel but was ultimately built as apartments.)

CONDITIONAL USE PERMIT FOR INCREASED HEIGHT

Findings as required by the Minneapolis Zoning Code:

1. Will not be detrimental to or endanger the public health, safety, comfort or general welfare.

The proposed additional height would be detrimental to the general welfare by causing and promoting disorderly development contrary to adopted city policies, by shadowing the street and public way, and by infringing on neighbors' enjoyment of their properties.

2. Will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district.

The proposed additional height would be harmful to the use and enjoyment of residential properties to the south, perhaps causing disinvestment.

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

Public infrastructure is sufficient.

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

The project provides virtually no on-site long-term parking for hotel guests, relying instead on valet parking via an alley to an often very congested Lake Street where guests' cars will likely have to cross three lanes of traffic to make a left turn to get to the parking lot or ramp.

5. Is consistent with the applicable policies of the comprehensive plan.

The proposed height conflicts with adopted USAP policies, which call for buildings on the south side of Lake Street in this area to be limited to four stories, with setbacks from Lake in order to minimize shadowing of the street, and stepping down in height at the rear to transition to the residential area. The use and development intensity also conflict with USAP.

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.

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

1. Access to light and air of surrounding properties.
2. Shadowing of residential properties, significant public spaces, or existing solar energy systems.

USAP specifically prescribes limiting the height of buildings on the south sides of Lake Street and Lagoon Avenue to minimize shadowing, thereby enhancing the public way, the pedestrian connection between Uptown and Lyn-Lake, and the proposed Lake Street Promenade.

3. The scale and character of surrounding uses.

The proposed building is incompatible with the scale and character of surrounding uses. The entire block and area to the south is predominantly 2.5-story houses and townhouses. To the east and west are one- and two-story commercial buildings. To the east, the taller, four-story Buzza Building is set back generously from Lake Street. Directly north are primarily one-story, auto-oriented buildings that are underutilized land uses. To the northwest, on the north side of Lake Street and primarily in the Activity Center, are a number of taller, newer buildings ranging in height generally from five to seven stories.

The assertion by the applicant that "The proposed building is flanked by new development in 'The Core' of Uptown, with new development ranging from five stories - 60' to ten stories - 111'" is false.

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

FLOOR-AREA-RATIO VARIANCE

Findings as required by the Minneapolis Zoning Code:

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

This requested variance is not due to practical difficulties arising from circumstances unique to the property and it is based on economic considerations alone. The fact that Uptown lacks a hotel and many people would like to see one is an insufficient basis, as is the fact that the property may be less expensive than others in the area more suitable for a hotel. A building that conforms to the C2 or C3A floor area regulations could be built on the parcel without difficulty. The circumstance of wanting to put a large building on a small site was created by the applicant and is not unique to the property.

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

The proposed use is contrary to the spirit and intent of the ordinance and comprehensive plan, as described above. (See Zoning Code purpose above – particularly #3, 4 & 7.) The building bulk, or FAR, is 40 percent greater than permitted in the C3A district and 122 percent greater than permitted in C2.

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

The variance would dramatically alter the essential character of the area, be injurious to the use and enjoyment of other property in the vicinity, and be detrimental to the welfare of both the general public by allowing too large a building on a small site and of those using nearby properties. The building's bulk as well as its height would be too great.

SITE PLAN REVIEW

Findings as required by the Minneapolis Zoning Code:

1. The site plan conforms to all applicable standards of Chapter 530, Site Plan Review.
2. The site plan conforms to all applicable regulations of the zoning ordinance and is consistent with applicable policies of the comprehensive plan.
3. The site plan is consistent with applicable development plans or development objectives adopted by the city council.

The primary entrance and valet parking at the rear of the building are inappropriate given the Lake Street frontage and the low-density residential uses to the south. The proposed location at the rear would result in a significant and unnecessary amount of traffic and noise adjacent to the existing residential area. The intent and policies of USAP call for creating good buffers and transitions between commercial and residential areas; putting the primary entry and valet parking at the rear is contraindicated.

In addition, the proposed site plan design does not adequately direct vehicular traffic northbound in the alley and prevent southbound traffic. The southbound route would likely become the preferred route for valet parkers going to the Calhoun Square ramp.

The applicant has stated to the Planning Commission and CARAG that there would be no rooftop uses, but the plan submitted shows two small rooftop terraces (6' x 10' or 8' x 10', according to the architect). The proposed and any future rooftop uses should be prohibited due to the proximity of the residential area to the south.

Holien, Kimberly

From: joanie marks <jmarks0711@gmail.com>
Sent: Monday, February 01, 2016 12:22 AM
To: Holien, Kimberly
Subject: Proposed Hotel on Lake and Emerson
Attachments: Moxy application partial & many ngbhr emails & CARAG res-3.pdf

Dear Ms. Holien,

As a CARAG resident of 10+ years, I am writing to you to register my comments regarding the proposed hotel for the SE corner of Lake and Emerson. I can see the potential for a hotel in the Uptown area, but the SE corner of Lake and Emerson is not the place for this project. Other areas north of Lake Street and/or in the 'Activity Center' of Uptown would be a much better fit for the area and the neighborhood.

Zoning is the main and basic premise for my opposition to the proposed project location, which is in direct violation of the city's zoning code and comprehensive plan policies. Requesting C3A zoning for this corner, south of Lake Street, is spot zoning, proposed solely for the hotel use and not consistent with a C3A district. C3A zoning is located in the Hennepin-Lake commercial area and to the north between Lake St. and the Greenway.

I appeal to you and the Planning Commission to uphold the tenants of the agreed-upon zoning boundaries for the Uptown area. The process by which these boundaries have been arrived at was insightful and comprehensive. In keeping with those tenants, we can preserve the integrity of both the business and neighborhood aspects that make Uptown so unique and desirable.

Additionally, I have attached the (partial) Moxy application that includes many neighborhood emails. I would like to request that pg. 23 of this document be deleted, as it was sent in error by one of my neighbors during an email exchange. My email to you is on page 24, and is pertinent to the application.

Thank you.

Joan Marks
3020 Emerson Ave. So.

Holien, Kimberly

From: KellyDNewcomer <kelly@kellynewcomer.com>
Sent: Sunday, January 31, 2016 11:01 AM
To: Holien, Kimberly
Subject: Opposed to changes in zoning and CUP for the Graves hotel

Hi Ms. Holien,

I am writing to voice my opinion on the Graves hotel. I live at 31st and Bryant. I am opposed to the height of 69 feet proposed -- that is just too high. There are residential houses right next to the proposed over-100-room hotel. The families and kids who live on that block will have their lives really changed by the Moxy brand hotel proposed. It will increase traffic, late night noise, and alley-activity.

The proposal is too big for that site. I feel like the Graves are buying a relatively inexpensive property and trying to put too much hotel there.

Such a hotel needs to be on the north side of Lake Street, such as the proposed Target 6-storey building or other recent large buildings between Lake and Lagoon.

The main problem is that such a huge building is going to be right next to a bunch of houses.

Whatever happens on that site needs to fit within the current agreed-upon guidelines as outlined in the Small Area Plan.

Sincerely,

Kelly Newcomer
910 W 31st St, Minneapolis, MN 55408
612.804.7302

Holien, Kimberly

From: City e-mail form - Do not reply
Sent: Monday, January 25, 2016 9:16 PM
To: Somogyi, Ben
Subject: Ward 10 Contact Form

City of Minneapolis

Name * John Hemmesch
Email * jhemmesch@gmail.com
Phone (612) 875-3537
Phone Type Cell
Address 2339 Fremont Ave S
City Minneapolis
State MN
Zip 55408

Question/Comment * I have lived/owned in CARAG for 25 years and strongly oppose the Moxy Hotel Development. It does not fit the scale of adjacent properties. Let them build on top of CUB Foods, tear down Arby's or in McDonald's parking lot.....land all too expensive. This parcel was a bargain for developers as long as they can get a laundry list of variances which is unfair to the CARAG residents!!!! We should stand tall like Lynden Hills with their development dilemmas and not cave.

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

Holien, Kimberly

From: City e-mail form - Do not reply
Sent: Tuesday, January 26, 2016 8:06 AM
To: Somogyi, Ben
Subject: Ward 10 Contact Form

City of Minneapolis

Name * John Evans

Email * Mjohnevans@yahoo.com

Phone (612) 219-3248

Phone Type

Address 3241 Colfax Ave S

City Minneapolis

State MN

Zip 55508

Question/Comment * Hi Lisa. I wanted to let you know that I support. Hotel in Uptown. It provides a new amenity to uptown for travelers and possible banquet facilities for business and households in the area. It will also add vitality, jobs and spending to the uptown economy.

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

Holien, Kimberly

From: City e-mail form - Do not reply
Sent: Tuesday, January 26, 2016 10:51 AM
To: Somogyi, Ben
Subject: Ward 10 Contact Form

City of Minneapolis

Name * Paul Pirner
Email * paul@contentfarmcreative.com
Phone (612) 226-3504
Phone Type Cell
Address 3229 holmes ave so
City Minneapolis
State MN
Zip 55408

Question/Comment * Hi Lisa, Paul Pirner writing in favor of the location of the Graves Hotel proposed for Lake and Emerson. Full disclosure: the Graves are friends of ours; our kids went to Grace Nursery School together (where I also went). (1) I have lived in/around Uptown for almost 45 years, and we need a hotel here. I've tried to find one for my inlaws before, and the closest one is that fleabag by Vescios. I called for a review, and was told, by the hostess next door, "There's always hookers there." Contrast that with a Graves Hotel's "sophisticated modern luxury" as the visitor's residence in Uptown... (2) A lot of the complaints say, "we need a hotel, just not in that location." That location, with its mixed residential/commercial zoning, on a major corridor, next to all those businesses (I'm sure Phil Colich might see some increased business at the liquor store), in this dense neighborhood is as good as you're going to get. When the Uptown Bar became the Apple Store, change in Uptown became inevitable. Here in this town, we know how the Graves do business. They're locals, they keep the money here, and they do world class work. That is EXACTLY the business we want as a cornerstone in Uptown (remember how everyone grumbled about Victoria's Secret and the other big boxes stealing our character in Uptown and how everyone pined for local businesses? Here's a great big good one that fits the bill perfectly!). (3) The Graves are neighbors too. My understanding is that Jim and Julie Graves will occupy the owners unit of the condo they're building at 31st and Holmes (right down my block) from the south side of Lake Calhoun. They're invested in the area and want it to be great, they live here too. So to me, this is what one neighbor wants against what another neighbor wants, not what a few neighbors want against some faceless, money-grubbing developer. (4) I understand the NIMBY aspect of this; I'd be concerned if a hotel was going up next to my house as well. However, I live in Uptown. I don't live in Linden Hills or Eden Prairie. I like the urban feel, the bustle, the vibrant streets and people; that's why I chose to live here and wanted to even as a child. I realize that city living comes with some tradeoffs and change. I also get that for a lot of neighbors, this isn't their fight, so they're not going to be as vocal in their support as opponents who feel that they are directly affected or seek to halt the the evolution of the

neighborhood. But it is what it is. I see a hotel in Uptown as an inevitability, and given the choice, I'll take a local, proven commodity with a stellar track record and long-term plans to invest in my neighborhood and city over what might be. Would Radisson or another hotel chain be concerned at all about the surrounding neighborhood? I doubt it. I'm more than happy to talk to you about it if you so desire. Thanks for your time, and I hope you'll join us in supporting this neighborhood improvement.

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

Holien, Kimberly

From: Benjamin Bakken <bakken7@yahoo.com>
Sent: Monday, February 01, 2016 2:43 PM
To: Holien, Kimberly; Bender, Lisa
Subject: Support for Hotel

I support the proposed Graves hotel development at Emerson and Lake.

It is vital for our city to continue to grow and embrace the things that residents and visitors cherish in our city. Connecting Lyn/Lake and Uptown in a way that is friendly to visitors is crucial. It would be a great addition to the area.

Sincerely,
Ben Bakken

Holien, Kimberly

From: Shaina Brassard <shainabrassard@gmail.com>
Sent: Monday, February 01, 2016 2:48 PM
To: Holien, Kimberly; Bender, Lisa
Subject: Support Graves Hotel at Emerson and Lake

Hello,

I'm writing today in support of the proposed Graves hotel development at Emerson Ave S and W Lake St. This hotel:

- Provides a low-cost place for guests of neighbors to stay, an amenity that is sorely lacking in the Uptown area
- Helps connect the Uptown core at Hennepin and Lake with the LynLake commercial district along with other recent mixed-use developments along Lake Street.
- Enhances the sidewalk on the south side of Lake Street with more sidewalk space, seating, and bike racks.
- Adds pedestrian traffic to Lake Street, providing more customers and diners for local businesses, while helping calm Lake Street.
- Brings new jobs in an established transit corridor, serving many moderate- and low-income residents across Minneapolis and St Paul. This area is also well-served to the region by bicycle via the Midtown Greenway with exits at Girard and Bryant Avenues.
- Adds a small-scale restaurant serving primarily hotel guests and neighbors within walking or biking distance.
- Supports the growing Uptown office market's business travel needs

In addition to these benefits to the neighborhood and city, the design meets the spirit and intent of both the Minneapolis Comprehensive Plan and local neighborhood plans, while incorporating feedback from residents gathered at multiple neighborhood meetings over the past few months.

Its location and design are broadly consistent with the city's policies on locating growth on transit corridors, and supports both the Uptown and Lyn-Lake Small Area Plans' visions of density in the core stepping down to the neighborhood.

Thank you,

Shaina Brassard
1507 Washington St NE
Minneapolis, MN 55413

Holien, Kimberly

From: George Zeller <gzeller@zpg.com>
Sent: Monday, February 01, 2016 2:56 PM
To: Holien, Kimberly
Subject: Gaves Hotel

Good afternoon Mrs Holien,

My name is George Zeller and I am one of the owners of the commercial property located diagonally across the street from the proposed development (CVS / CoCo / Ace Cash site). My family and I also reside in the East Isles neighborhood.

I would like to voice my support of the Graves hotel project including its revised 6 story height. Uptown and surrounding areas have no convenient options for out of town guests and traveling business associates. Adding a short term lodging option to the increasingly dynamic Uptown may also have the additional benefit of increasing the chance for some much needed office development which will bring desirable daytime activity. I am also not sure of the projects economic feasibility if the destiny is further reduced given the many fixed costs of building and operating a small hotel. The height is comparable to other structures in the neighborhood including the Buzza Lofts.

Thank you for the opportunity to share my thoughts as a neighboring stakeholder.

George Zeller

Holien, Kimberly

From: William Wells <wellsandcompany@yahoo.com>
Sent: Monday, February 01, 2016 2:54 PM
To: Holien, Kimberly
Cc: Bender, Lisa
Subject: YES Graves - Uptown Hotel - Monday Feb 8th Planning Commission Meeting.

Dear Kimberley Holien, CM Bender, and Planning Commissioners.

I support the newly proposed Graves Hotel in Uptown. I am a resident of Minneapolis and attended all of the public Neighborhood planning meetings on this project. The Graves team thoughtfully responded to neighbors concerns to reduce the height of the building and increase the variety of durable materials on the primary facade.

Graves is a very professional company, and their new building will raise the quality of Uptown and the City.

I support the applicant's request for a variance, the request is reasonable.

Thank you,

William Wells, Architect
Minneapolis, MN
612-669-2052

Holien, Kimberly

From: Kevin Rooney <kcroon@comcast.net>
Sent: Monday, February 01, 2016 3:21 PM
To: Holien, Kimberly
Subject: Lake and Emerson Hotel project

This email is in support of the hotel project at Lake and Emerson. While I do not live in this neighborhood I do have family nearby and we have extended family and friends that come to Minneapolis for fun and relaxation. We would love to have these people stay in the uptown area, near lakes and entertainment as well as our children who do live in the area.

Additionally this building will help the aesthetic of this part of Lake street.

Thanks for your time

Kevin Rooney
401 N 2nd Street
Unit 310
Minneapolis
55401

Sent from my iPhone

Holien, Kimberly

From: Larry Shaw <leshaw4@gmail.com>
Sent: Monday, February 01, 2016 3:26 PM
To: Holien, Kimberly; Bender, Lisa
Subject: Graves Hotel Development

Hello,

I'm writing today in support of the proposed Graves hotel development at Emerson Ave S and W Lake St. This hotel:

- Provides a low-cost place for guests of neighbors to stay, an amenity that is sorely lacking in the Uptown area
- Helps connect the Uptown core at Hennepin and Lake with the LynLake commercial district along with other recent mixed-use developments along Lake Street.
- Enhances the sidewalk on the south side of Lake Street with more sidewalk space, seating, and bike racks.
- Adds pedestrian traffic to Lake Street, providing more customers and diners for local businesses, while helping calm Lake Street.
- Brings new jobs in an established transit corridor, serving many moderate- and low-income residents across Minneapolis and St Paul. This area is also well-served to the region by bicycle via the Midtown Greenway with exits at Girard and Bryant Avenues.
- Adds a small-scale restaurant serving primarily hotel guests and neighbors within walking or biking distance.
- Supports the growing Uptown office market's business travel needs

In addition to these benefits to the neighborhood and city, the design meets the spirit and intent of both the Minneapolis Comprehensive Plan and local neighborhood plans, while incorporating feedback from residents gathered at multiple neighborhood meetings over the past few months.

Its location and design are broadly consistent with the city's policies on locating growth on transit corridors, and supports both the Uptown and Lyn-Lake Small Area Plans' visions of density in the core stepping down to the neighborhood.

Thank you,

Lawrence E Shaw JR

Holien, Kimberly

From: Alex Cecchini <cecc0011@gmail.com>
Sent: Monday, February 01, 2016 3:25 PM
To: Bender, Lisa; Holien, Kimberly
Subject: Uptown Hotel Proposal Support
Attachments: Uptown Hotel Support comments_1454359810.pdf; Uptown Hotel Support signatures_1454359825.pdf

Hello,

My name is Alex Cecchini, Ward 10 and CARAG resident. I'm emailing today in support of the proposed hotel at Emerson Ave S and W Lake St near Uptown that will come before the Planning Commission next Monday, Feb 8th.

This hotel proposal follows general goals and objectives as stated in the Minneapolis Comprehensive Plan - focusing jobs and commercial activity along strong transit corridors. It adds a much-needed amenity to the greater Uptown area, providing business travelers and resident guests a place to stay, with the side benefit of a neighborhood-scale restaurant. While some may see the lack of provided parking spaces as a drawback, this actually helps mitigate parking and traffic issues a hotel of this size would otherwise generate by making arriving by transit, bike, taxi, or other modes more palatable. This goes for both hotel guests and workers, many of whom in the service business do already take transit, walk, or bike to work.

The design enhances Lake Street by stepping back at ground level to provide room for seating, bike racks, and more pedestrian traffic. The wall of glass with an active use behind it will add to eyes on the street and alleviating what is currently a dead zone for walking along Lake. I share my neighbors' concerns over the building meeting the rear lot line at the alley and how this will impact pedestrian safety along Lake St. At the same time, a quick trip around Uptown shows multiple commercial buildings fronting alleys on both sides, and none of them have the corner pulled back to enhance sight-lines as this hotel currently does.

While many homeowners living nearby may fear a negative impact to their property values, there is strong evidence that amenities like this hotel and restaurant end up raising the values of properties nearby, even ones within 500 feet.

I personally believe this proposal meets the spirit and intent of both the Uptown and LynLake Small Area Plans. While the height exceeds what is prescribed by the USAP for the Urban Village, the back end of the building only exceeds the recommended value by two feet. The developer worked in good faith to step the proposal from Lake St down toward the neighborhood while providing extensive landscaping to help buffer the property. Further, while I appreciate the Uptown Small Area Plan and the many hours that went into crafting and approving it, I believe it was outdated and insufficient only a few years after finalization. The Uptown Activity Center now has only 5 surface parking or vacant lots, two of which are owned by a developer with active plans. We need to accept that denser development that the SAP prescribes (and what zoning currently allows by-right) will continue to move east and west along Lake St, as well as potentially south into CARAG.

In addition, I am the organizer of this [change.org petition](#) in support of the hotel as proposed. As of 3 PM on Monday, Feb 1 2016, the petition has 374 signatures in support. I have also included a pdf of the signatures and comments submitted (although the export of signatures only includes 349). Of the 349 signers in support, 296 (85%) have a Minneapolis address listed, and 97 (28%) have a 55408 zip code - people living within roughly a mile of the project's site. To me, this shows broad support for not only a hotel in the Uptown area, but one of

this scale and at this particular site. At the very least, it paints a stark contrast to the CARAG neighborhood vote which saw a nearly 5:1 ratio of those against the design to those in support.

Thank you for your time,

Alex Cecchini
3525 Fremont Ave S
Minneapolis, MN 55408

Comments

Name	Location	Date	Comment
Joey Senkyr	Minneapolis, MN	2016-01-20	Uptown pretty desperately needs a hotel.
Philip Schwartz	Minneapolis, MN	2016-01-20	I live in walking distance from this site near LynLake. With LynLake currently facing a plague of commercial vacancies, I look forward to this hotel drawing the energy from Uptown eastward towards my neck of the woods.
Garrett Peterson	Minneapolis, MN	2016-01-20	The city needs more hotels outside of downtown. When I lived in Uptown, I always wished there was a nearby hotel for my guests. Six stories is a very reasonable height and similar to many buildings nearby.
Nathaniel Hood	Saint Paul, MN	2016-01-20	I support this project. It will be a good addition to Uptown!
Mark Danielson	Minneapolis, MN	2016-01-20	I'm a former Uptown resident. This is a public amenity that would likely have been used by our guests if it had existed then. The proposed development would be a nice addition to the street as well.
Anton Schieffer	Minneapolis, MN	2016-01-20	My support of this development is a very easy call. It's on a major transit corridor and is just blocks away from both Uptown and Lyn-Lake. This proposed hotel would be wonderful for the neighborhood.
John Edwards	Minneapolis, MN	2016-01-20	Uptown needs a hotel. This location on Lake Street is the right place for it. It'll be a great neighborhood amenity to have a place for friends and family to stay when they're in town.
Cole Hiniker	Minneapolis, MN	2016-01-20	I drive this stretch nearly everyday and spend a lot of time in the area. I think the developer has made some significant strides in response to neighborhood concerns and everyone seems to acknowledge that a hotel will be a great addition.
Adam Miller	Minneapolis, MN	2016-01-20	When we reject development, we impoverish our city's future.
Susan Priem	Minneapolis, MN	2016-01-20	We need an affordable hotel in this area, close to public transit.
David Baur	Minneapolis, MN	2016-01-20	I live within walking distance of the proposed hotel and spend a lot of time both working and hanging out nearby. Having an affordable hotel in the area will be a great addition to the neighborhood for both tourists and residents without the capacity at home to house guests.
Nathan Jorgenson	Minneapolis, MN	2016-01-20	Because I think uptown can support a hotel, the scale is correct, and I'd like for my visiting friends and family to stay in my neighborhood, not downtown.
Durant Imboden	Minneapolis, MN	2016-01-20	The hotel would be a great addition to the neighborhood, and it would be a better fit for Uptown--and for the block--than the Tires Plus/Verizon/Darque Tan/Uptown Row type of project that otherwise might (and probably would) go in at that location. We don't need more car-oriented retail development in CARAG.
Cedar Phillips	Minneapolis, MN	2016-01-20	Good project, and having been to a bunch of meetings on the topic, I feel they did a good job of addressing neighborhood concerns. I'm especially happy about seeing good, pedestrian-friendly commercial development along Lake better connecting Hennepin and Lyndale. I think it will benefit both the block and the neighborhood, as well as enhance the city. Not to mention provide jobs in the neighborhood, both directly at the hotel and indirectly at other neighborhood businesses.
Ryan Johnson	Minneapolis	2016-01-21	I used to live in CARAG, and would love to see Minneapolis's neighborhoods gain many of the amenities that people come to expect when visiting cities. One of these is hotels. Also excited about the prospect of jobs in an area with so many transit options.

Name	Location	Date	Comment
Charles Garland	Atlanta, GA	2016-01-21	I would prefer to stay in a hotel in this location when I visit Minneapolis.
Caitlin Cecchini	Minneapolis, MN	2016-01-21	I would love having a small hotel in my neighborhood. This will allow for friends and family to have a place to stay near me, as well as continue to promote the development in Uptown/CARAG which improves our amenities.
Jackie Kirsch	Minneapolis, MN	2016-01-21	The hotel will nicely tie lyn/lake & henn/lake and clean up a dowdy section of lake street.
Julie Cohen	Minneapolis, MN	2016-01-21	We live in a one-bedroom condo. I'd much rather have my out-of-town guests spend their time and money in Uptown rather than downtown or SLP. I also applaud Graves Hospitality for listening to community feedback and altering their designs.
Margaret Reinhardt	Minneapolis, MN	2016-01-21	Residents need a place for our out-of-town visitors.
Julia Hazen	Minneapolis, MN	2016-01-21	I live in the neighborhood (in CARAG) and I firmly believe we need a hotel in the neighborhood. It will help to liven up a sad stretch of lake street.
Maryjo Hackett	Minneapolis, MN	2016-01-21	Long overdue for hotel development in the Uptown area. Great connection to Uptown core and LynLake.
Michelle Beaulieu	Forest Hills, NY	2016-01-21	I lived in CARAG for three years, and served on the neighborhood association board for two, and would have loved to have had a hotel in this location.
John Anderson	Minneapolis, MN	2016-01-21	It sounds like a good idea.
Alysen Nesse	Minneapolis, MN	2016-01-21	As a neighbor (3 blocks away), I am excited by the addition of a hotel to the area. Not only is it a needed option, a hotel use of this parcel, has less of an impact on traffic than an apartment would, but it also adds appropriate density to the lake street corridor. I support this project.
Reilly Liebhard	Minneapolis, MN	2016-01-21	This development will provide an important amenity that is lacking almost everywhere outside of downtown. The density and energy it will bring is just what we need to keep the city's growth moving forward. And what better place for it than an area already designed to be busy and "happening"?
Jerome Chateau	Minneapolis, MN	2016-01-21	I support the project. This hotel fits in well with the future development of Lake street.
Scott Merth	Minneapolis, MN	2016-01-21	I'm signing because this project appears to be a very beneficial asset for the neighborhood. Not only will it satisfy the need for a hotel in the heart of Uptown, but other features such as increased sidewalk width on Lake and the continuation of the Lake Street building facade will increase walkability of the neighborhood. I'm also eager to see this project start to rebuild the connection between the HennLake and LynLake business nodes, a place currently defined by expansive and draining parking lots.

Name	Location	Date	Comment
Anthony Maki	Minneapolis, MN	2016-01-21	<p>Hi Lisa & the Minneapolis Planning Commission,</p> <p>Thanks for your service! And Lisa, so glad to have you as my CM. I'm a renter, resident, and constituent at 35th & Emerson in CARAG. I think renters tend to be drowned out by homeowners when issues like this one come up — because some of us are transient, we don't necessarily have a financial stake (property value) in the decision, we're busy working, or we haven't developed the political connections yet.</p> <p>I'm hoping this note will remind you of the large renting population in the neighborhood whose voice likely has not been heard as much as that of property owners.</p> <p>Whenever there is an opportunity for thoughtfully developed temporary accommodations or housing to be added to this city's stock, I will always lean toward development, especially:</p> <ul style="list-style-type: none"> · when it fills abandoned or vacant lots (especially parking lots!) · when it creates jobs · when it contributes to transit-oriented planning · when it relieves some of the upward pressure on rent that is being especially felt by lower-income renters, or on home costs for first-time home buyers, or on hotel accommodations for that matter (competition!) <p>I believe this project, even more so after the developer adjusted the design to accommodate neighbors' concerns, satisfies these goals, and so I want to have my voice heard and encourage any other CARAG residents to do the same. I support this project.</p> <p>It would not at all be jarring to the Lake Street/Uptown streetscape, and it looks to the future of the Uptown "activity center," rather than being dead set on containing it. Furthermore, emphasizing transit, affordability, availability, mixed-use-oriented development should not be sacrificed to protect, in what is really the short-term, property value changes.</p> <p>Thank you.</p>
Chris iverson	Minneapolis, MN	2016-01-22	<p>Uptown is becoming more than a local business mode, but a regional and national attraction. Young people want to experience city neighborhoods during travel, and a well-designed Uptown hotel would promote business, add vibrancy and increase walk ability in the area.</p>
Pierce Canser	Minneapolis, MN	2016-01-22	<p>I want a convenient place nearby for my parents to stay when they come visit. The building height is fine. This is in the middle of Uptown on one of the most vibrant streets in the metro. People should embrace density here.</p>
Derek Huber	Minneapolis, MN	2016-01-22	<p>This is another step in enhancing the CARAG neighborhood. It removes a vacant building from the block and adds new business and jobs to the area.</p>
Thatcher Imboden	Minneapolis, MN	2016-01-23	<p>As a past Uptown resident and involved in the USAP, a hotel is a very desirable use for both community members and those visiting the city. While the USAP doesn't support the height, it does support a hotel and the concept of shared, district parking. This type of project, in my opinion, under today's value structure and development trends, is an appropriate use for this site. I support the project but recognize that its massing is a departure from the last small area plan process, which is nearly 10 years old at this point.</p>

Name	Location	Date	Comment
Paul Prins	Minneapolis, MN	2016-01-23	Fantastic idea, looks like a good plan for execution, and a hotel is much needed in uptown. Would do far more to improve the neighborhood than many other recent commercial developments.
Michael Jones	Minneapolis, MN	2016-01-24	It's not the best spot, but it fits with all of the development in Uptown in the past 5-10 years. We need a hotel, and the main thrust of opposition is NIMBYism.
Eric Anondson	Hopkins, MN	2016-01-24	We can't have single family homes permanently imposing their "character" on an important regional commercial district. Like being next to an airport when the airlines change from propeller planes to 747s, we didn't ban the airport from becoming an international destination when it needed to. Let's not smother Uptown from growing up. But let's also support it with BRT into downtown and build the Midtown LRT.
Peter Bajurny	Minneapolis, MN	2016-01-24	Uptown is a growing area that needs a hotel. It shouldn't be preserved as single family homes forever.
David Schubert	Minneapolis, MN	2016-01-24	As a resident of the Lyndale neighborhood, I support density and development in Uptown. This hotel would be a great asset for the community, and a great way to show visitors a great part of Minneapolis - some place other than just downtown!
Troy Linck	Minneapolis, MN	2016-01-24	We need a hotel in this neighborhood and this is a perfect proposal to meet our growing needs. Please support this proposal.
Evan Roberts	Minneapolis, MN	2016-01-24	I support well-designed development in a growing neighborhood, providing options for people visiting Minneapolis
Tony Dobek	Minneapolis, MN	2016-01-25	Uptown currently does not have an available hotel, which it needs due to population density. Ben Graves and Graves Hospitality have a stellar reputation and design hotels that are distinct, attractive and are properly managed. Plus you know it would have a great food and drink (Bradstreet is fantastic). The neighborhood looks forward to this addition!
Scott Shaffer	Minneapolis, MN	2016-01-25	Uptown needs a hotel.
lauren tarbox	Chicago, IL	2016-01-25	I visit this neighborhood often and I think it would be a great addition.
Paul Pirner	Minneapolis, MN	2016-01-25	Uptown has needed a hotel for decades. With big box stores creeping down lake street, as a life-long resident, I'd like to see a locally-owned boutique hotel bear that standard in my neighborhood.
Margo Gassen	Hopkins, MN	2016-01-25	It's time and there aren't many sites left in Uptown!
Carter Christensen	Minneapolis, MN	2016-01-25	I fully support the addition of a hotel to the Uptown neighborhood, and hope it creates a chain reaction in building the value of homes, and adding retail and dining options to make this neighborhood a destination, as well as a great place to live.
Kristin Rowell	Minneapolis, MN	2016-01-25	I live in the neighborhood and I would absolutely love to have a hotel in the area. Uptown needs it!
Tim FunkMeyer	Minneapolis, MN	2016-01-25	This is as a responsible option and a reasonable compromise. A hotel is the missing link to making Uptown a destination
Andrew Meyer	Minneapolis, MN	2016-01-25	Uptown needs this.
Jason Mikunda	Minneapolis, MN	2016-01-25	I trust the graves to improve the area.
Nancy Hope	Minneapolis, MN	2016-01-25	The Graves are community-minded and this hotel will only improve an already great Uptown culture.

Name	Location	Date	Comment
Jeanette Bazis	Minneapolis, MN	2016-01-25	We need a hotel in Uptown, and that stretch of Lake Street is the perfect place, bridging Lake and Henn and Lyn-Lake. How wonderful to have a place for friends and family to stay, without the need to drive downtown or to the suburbs. And the Graves will manage the property professionally and respectfully, as they've proven time and time again.
Chris Hill	Cary, NC	2016-01-25	I'm signing because restaurants, bars and/or hotels add alot of employment to keep Americans working
Todd Carter	Minneapolis, MN	2016-01-25	we need a hotel in Uptown
Peter Connor	Minneapolis, MN	2016-01-25	This project will be terrific for uptown.
Tim Roehl	Minneapolis, MN	2016-01-25	There are many people in uptown and lynlake who would love to have friends stay close to our homes instead of bloomington or downtown.
Ashok Dhariwal	Minneapolis, MN	2016-01-25	This is an ethical and local company and the area need a place for people to stay.
Spencer Finseth	Edina, MN	2016-01-25	That location needs development and Uptown needs a hotel even more. And who better than the Graves family.
David Burley	Minneapolis, MN	2016-01-25	I'm signing because this is the kind of development needed in our neighborhood, and the current use Isn't reflective of Carag or Uptown.
Rob White	Minneapolis, MN	2016-01-25	I'm signing because I run a small business based in uptown with many out of town clients and would love to have them stay in uptown when they visit. Also, the plans look great and can help the entire neighborhood.
Mischa Santora	Minneapolis, MN	2016-01-25	Good project & needed in Uptown. Plus: I had it with NIMBYs!!!
Nick Walton	Minneapolis, MN	2016-01-25	This is a great project and its height and density are totally appropriate for lake street. And uptown is 10 years over due for a hotel
Eric Frost	Minneapolis, MN	2016-01-25	My clients, friends, and family need a nice place to stay in Uptown!
Josh Ortmeier	Minneapolis, MN	2016-01-25	It would be great to have hotel options in uptown. It is a great place to entertain clients, friends and family from out of state.
Shane Peterson	Minneapolis, MN	2016-01-25	This is a much needed amenity in the area. The design fits the changing face of Uptown and the Lake Street corridor. It is time to stop fighting developers at every turn and make changes that make sense for the neighborhood and greater needs of the city as well.
Shawn Jones	Minneapolis, MN	2016-01-25	Uptown needs a good hotel
jeffrey goldstein	minneapolis, MN	2016-01-25	We desparately need a local hotel for guests who visit our area!
David Niemi	Minneapolis, MN	2016-01-25	I think this hotel would be amazing for uptown.
Laird McLean	Minneapolis, MN	2016-01-25	I would love to see a hotel in the uptown neighborhood. This plan is a good one.
Troy Wenck	Minneapolis, MN	2016-01-25	Uptown needs a hotel for my guests
Stephanie Kluver	Minneapolis, MN	2016-01-25	I want a hotel in uptown!!!
Ryan Ballbach	Minneapolis, MN	2016-01-25	Uptown is a natural fit for this Moxi Hotel.
Remy Pettus	Excelsior, MN	2016-01-25	I have lived in south Minneapolis most of my life and I believe that uptown has needed a hotel for many years. The lack of a hotel has been one of the reasons that quality dining establishments struggle to stay open while trashy bars succeed. A nice hotel will attract high end tourism that will bring people who want to enjoy a responsible night on the town, not just a bunch of bros who want to get wasted and then Uber back to the suburbs. Support this proposal!

Name	Location	Date	Comment
brad meier	Minneapolis, MN	2016-01-25	I believe the project is well designed and will benefit the community
andrew plowman	willmar, MN	2016-01-25	I believe this project will be a net-win for the community. Responsible planning and design is always important, but it seems the developer has been willing to compromise. Bringing outside dollars into the Lake area is important.
Alex Puetz	Minneapolis, MN	2016-01-25	Uptown needs a hotel! So many reasons.
Mike Denn	Minneapolis, MN	2016-01-25	Smart development and growth that aligns with municipality requirements bring in jobs, affordable housing and continued revitalization of communities and neighborhoods.
Thomas Rooney	Minneapolis, MN	2016-01-25	I visit the uptown area with family and friends and would love to have hotel accommodations in the area
Matthew Ryan	Minneapolis, MN	2016-01-25	The residents of Minneapolis need to grow up and realize they live in a city, not a suburb or the country. Too many people want to live in the city, with access to jobs, entertainment, socialization, and people gripping onto the low-density idea is making city living unaffordable. If they don't like the idea of growth, development, or density, then the suburbs are always there for them.
Jeremy Carling	Minneapolis, MN	2016-01-25	I'm signing because this is right for Uptown and the city. It creates jobs, add density and street appeal.
Patrick Sarver	Minneapolis, MN	2016-01-25	A great opportunity for redevelopment! Another underutilized surface parking lot site replaced with a high quality urban development! We need more investment like this in our neighborhoods.
Aimee Olson	Minneapolis, MN	2016-01-25	I believe uptown could really use a nice hotel and it would bring more jobs to the area.
Adam Steadland	Anoka, MN	2016-01-25	I would like an option for a place to stay for when my family comes down from Anoka for a night out. Right now we have to try to catch either a taxi back downtown or someone has to drive home, which is not always the safest option in MN winter.
Scott Graham	Minneapolis, MN	2016-01-25	A hotel in Uptown makes tons of sense to me. We need another upscale rental building like a hole in the head. I am in favor of this. Jobs, tax base, economic development and convenience. It also displaces nothing of significant value to me.
Dion Sayles	Minneapolis, MN	2016-01-25	Having a hotel within walking distance of the core of Uptown is a great idea. Additional jobs, improving the local landscape, a place for out-of-towners to stay that is close, a very good idea.
David Michael	Minneapolis, MN	2016-01-25	Great idea
Douglas Greene	Minneapolis, MN	2016-01-25	A hotel is needed in Uptown. Please go up to 9 stories.
Brian Fanelli	Buffalo, NY	2016-01-25	I'm signing because as a CARAG resident, I believe we need to keep pushing to make our neighborhood a prime destination for businesses, travelers, and residents. I believe that this dense, mixed use hotel, can help us achieve that goal, and I believe the City of Minneapolis should approve this proposal.
Tracy Tracy	Minneapolis, MN	2016-01-25	South Minneapolis is in desperate need of hotels for family visits for family events. The nearest viable hotels are either downtown or in St. Louis Park. This would be GREAT.
Jason Wilsey	Minneapolis, MN	2016-01-25	I support the mission, development and long standing performance of the Graves enterprise and the positive financial, aesthetic and cultural enhancement this project will create for the location
Josh Tomey	Columbus, OH	2016-01-25	I support increased density near the core of our fine city. I believe this is not too large considering the context and the direction the city is moving in

Name	Location	Date	Comment
Kevin Hedman	Minneapolis, MN	2016-01-25	I feel that world-class cities require a range of accommodation offerings and would like visitors to the city to have a place to stay besides downtown and suburbia.
Daniel Thomas MacInnes	Minneapolis, MN	2016-01-26	Not only should this hotel be built, it should be restored to its original height of nine stories. Its presence in Uptown is essential for the neighborhood's growth as an urban center, the "downtown" that downtown stubbornly refuses to accept (sticking to its traditional role as a suburban office park and commercial dead zone). If Minneapolis truly wants to reach its 2020 population goals, then it needs to make decisive moves to make that a reality. Empty parking lots and dead space will not get you there. Does Minneapolis wish to become an retirement community, an Ely or Hermantown, or does it truly want to become a world class city? Tie your courage to the sticking post, make this happen today.
Travis Hochsprung	Minneapolis, MN	2016-01-26	This is a good, common sense development. I don't want NIMBYism running rampant in my city.
Robert Davis	Saint Paul, MN	2016-01-26	It's for a good cause and I support Graves Hospitality not just as an employee, but also with this development to better Minneapolis and bring more consumers to bolster economic growth.
Alia Stadtlanser	Burlingame, CA	2016-01-26	Uptown needs this, and the Graves always deliver a fantastic product. Cheers!
Dan Mason	Minneapolis, MN	2016-01-26	The neighborhood is already filled with similar sized condos and apartments, this development is in line with those buildings and provides an important resource that is currently missing.
Shaina Brassard	Minneapolis, MN	2016-01-26	I'm anti-vacant lots, pro jobs and pro-Lake Street prosperity.
Dave Van Hattum	Minneapolis, MN	2016-01-26	Reasonable development where there is high-quality transit and bicycling options makes sense.
Jeffrey Krohn	Minneapolis, MN	2016-01-26	1) The area needs a hotel desperately. 2) The Uptown area is a boom town of growth, and this should be encouraged. 3) The current five story height limit is antiquated and should be gotten rid of. Taller building in the area would be great!
Chris Mickolich	Minneapolis, MN	2016-01-26	Uptown needs a hotel.
K Stults	St. PAUL, MN	2016-01-26	I live outside of Minneapolis, but when we come into the city and stay I would love to take advantage of the proximity to many chic amenities that uptown offers. Uptown needs this hotel!!!
Glenn Smith	Minneapolis, MN	2016-01-26	To support the growth of Minneapolis
Jim Kumon	Minneapolis, MN	2016-01-26	On multiple occasions I've had to send people to downtown to get a hotel room because there weren't any other options west of 35W. It would be great if there were options for guests to stay biking/walking distance to where I live. The proposed architecture is nothing to write home about, but so is practically every new multi-story building in the city today. The location, frontage to the street and position on Lake all make it an excellent site. This would already be booked if it was built. I support the project also long as it maintains its excellent relationship to the street as a way to promote its users to walk to the shops and restaurants on the corridor.
Thomas Melchior	Minneapolis, MN	2016-01-26	This will be a great addition to Uptown and a needed amenity. While the hotel should be larger, this is a good compromise with the NIMBYs
Kevin Karner	Minneapolis, MN	2016-01-26	I agree with all the points made.
Jay Pluimer	Minneapolis, MN	2016-01-26	I'm signing because I support a strong community in Uptown Minneapolis. The Graves approach will blend nicely with the neighborhood while bringing jobs and revenue.
Connor Cox	Minneapolis, MN	2016-01-27	We need more density and activated streetscapes!

Name	Location	Date	Comment
Mike Zirbes	Minneapolis, MN	2016-01-27	I would like to see a hotel in uptown
william wells	Minneapolis, MN	2016-01-27	it's a good design. Uptown needs a hotel.
CM Harris	minneapolis, MN	2016-01-27	Would love to have relatives come visit and be just steps away. FINALLY a hotel in Uptown!
Jeremy Eckert	Minneapolis, MN	2016-01-27	We need this in our neighborhood!
Christopher Haroza	Minneapolis, MN	2016-01-27	I believe in responsible development in Minneapolis.
Amanda Iverson	Minneapolis, MN	2016-01-27	It wouldbe an anchor for this neighborhood and provide diversity of choice for those looking to stay close to the lakes, away from downtown, and not in Bloomington by the airport.
Alison Griffin	Minneapolis, MN	2016-01-27	there are far worse uses of land in my neighborhood. we should be for progress and development and the things that will keep Uptown great. A modest, attractive, green hotel is one of them.
Julie Masterson	Minneapolis, MN	2016-01-27	It's a definite need in Uptown, and it should be met! My folks need a place to stay that's close to me and all the fun things going on Uptown.
James Nastoff	Minneapolis, MN	2016-01-27	I live in Uptown; we need a hotel for guests; i want a more dense type of development that is not more retail or bars.
Cheryl Gordon	Minneapolis, MN	2016-01-27	I am an Uptown resident and I would like a hotel in the area. I also feel that it would be a boost to neighborhood businesses. Restaurants and shops in Uptown come and go too fast.
Stella Kostolna	Burnsville, MN	2016-01-27	Currently I work in Uptown and I have lived in uptown area for several years about year ago and having hotel here was one thing that have ben always missing. This fantastic idea will bring a definite face-lift to Uptown with job opportunity in walking distance for local neighborhood and great option for lodging stay for local businesses and visiting families not to need travel and look for lodging outside of the Uptown area.
Jim Graves	Minneapolis, MN	2016-01-27	Great project for the neighborhood!
Joshua Jansen	Minneapolis, MN	2016-01-27	It is a responsible project that will be an asset to the neighborhood and help reinforce appropriate scale to our growing corridors.
joe hobson	Chico, CA	2016-01-27	As a small business owner in Uptown, I need a place for clients and partners to stay when they come to town.
Christie Jansen	Minneapolis, MN	2016-01-27	It is a beautiful building!
David Eldred	Minneapolis, MN	2016-01-27	I believe the Uptown area sorely needs a hotel -- and this is a very reasonable project.
Nathaniel Jonet	Minneapolis, MN	2016-01-27	I used to live one block away from this site until a year ago - this is a great way to add more pedestrians to a part of Lake Street that needs it.
Eric Anderson	Minneapolis, MN	2016-01-27	We need a hotel in south Minneapolis. This is a perfect location for it and supports the City's goals for growth.
Ben Kerl	Minneapolis, MN	2016-01-27	Uptown needs a hotel and this development would be a huge improvement at the Lake and Emerson intersection.
Sabrina Finlay	Minneapolis, MN	2016-01-27	Our neighborhood needs this. There are way too many unoccupied buildings and store fronts in the area. New business and more people would help improve and further develop the neighborhood.
Erik Randall	Minneapolis, MN	2016-01-27	I support growth in Minneapolis.
Pam Gerberding	Minneapolis, MN	2016-01-27	I think it would be a great addition to the Uptown Area.

Name	Location	Date	Comment
John Frey	Minneapolis, MN	2016-01-27	This project should be approved enthusiastically by both The Planning Commission and City Council. It brings a much needed hotel to serve the growing retail, business, and residential community surrounding this area. It will improve the urban fabric and pedestrian friendliness of this section of Lake Street. It helps creates a better connection between the built up areas of the Lynn Lake and Uptown commercial districts. This will clearly be an asset for the community. Thankyou for taking the time to read my feedback, John Frey
Chris Finlay	Minneapolis, MN	2016-01-28	This will be good for creating further energy and momentum in developing the Uptown area which needs density to thrive. A hotel could anchor more interesting restaurants and other more desirable shops and activity. The residents concerns for noise should definitely be accounted for.
Charles Noble	Minneapolis, MN	2016-01-28	Uptown doesn't have a hotel and would obviously benefit from having one. This hotel would bring in visitors eager to check out the number of fine local businesses Uptown has. Having only 8 parking spots ensures the people visiting will also most likely be walking, biking, taxing, or taking transit to get around, which is good for society. Furthermore, this lot is currently abandoned, which is good for no one. If the city is at all serious about being environmentally-friendly they need to support denser development; departing from the environmentally, socially, and fiscally disastrous car-dominated landscape we currently live in. When we have denser buildings that don't cater to motorists, we encourage people to walk and take other modes of transportation, which are healthier for the user and society as a whole.
Brandon Vasquez	Minneapolis, MN	2016-01-28	I think it's a great idea to have this in the neighborhood.
Andrea Hopmann	Brooklyn, NY	2016-01-29	I own a home on Emerson Avenue South and believe this will be a positive addition to the Uptown area. I fully support the proposal.
Lusa Vollmer	Minneapolis, MN	2016-01-29	I agree a nearby place for visiting family and friends to stay is needed.
Simon Radowski	Minneapolis, MN	2016-01-29	Uptown needs a hotel and the city and CARAG need to continue to grow and adapt. Lake Street is A a commercial street and exactly where a hotel should go.
Richard W. Rueter	Minneapolis, MN	2016-01-30	There is a need for hotel accommodations on the South side of Mpls. This is the type of hotel I seek when traveling to other cities. I personally like what is happening with development in the Uptown. I support anything that bring greater density to the city, for many different reasons.
Richard W. Rueter	Minneapolis, MN	2016-01-30	This might be a duplicate, if so I apologize. I strongly favor the proposed hotel on Emerson and Lake. South Mpls needs a hotel option like this. It is exactly the type of accommodation I look for when traveling to other cities. We frequently have out of town family and friends visit us in Kingfield. The only options for them are suburban or downtown. I am very excited by the development in Uptown in the last decade. It is more and more a destination. I believe density is working well in this neighborhood. I understand many neighbors will be impacted by this further development, but I'd ask that we look at the greater good rather than the preferences of a few.
tom schuster	Minneapolis, MN	2016-01-30	there is a need for it.
Michael Blanch	Minneapolis, MN	2016-01-30	It would be good for Minneapolis; it would expose Uptown and the commercial Lake street cooridor to more visitors which will raise our profile as a neighborhood, city and region!
Kendal Killian	Minneapolis, MN	2016-01-31	Uptown needs a hotel.

Name	Location	Date	Comment
Anne Carlson	Edina, MN	2016-02-01	A hotel is a welcome addition to Uptown.
R Olinger	mpls, MN	2016-02-01	<p>A hotel in Uptown has been needed for years. What a great place for travelers to stay in a neighborhood near the lakes, businesses, and restaurants.. in UPTOWN... as opposed to downtown Minneapolis. This has been long over due.</p> <p>Offer travelers a taste of being in a neighborhood near the lakes to truly experience what Minneapolis has to offer.</p>

Uptown Hotel Support Signatures

Name	City	State	Postal Code	Country	Signed On
Alex Cecchini	Minneapolis	Minnesota	55408	United States	1/20/2016
Janne Flisrand	Minneapolis	Minnesota	55405	United States	1/20/2016
Anders Imboden	Minneapolis	Minnesota	55408	United States	1/20/2016
Joey Senkyr	Minneapolis	Minnesota	55403	United States	1/20/2016
Adam Platt	Minneapolis	Minnesota	55405	United States	1/20/2016
Matt Steele	Minneapolis	Minnesota	55407	United States	1/20/2016
Philip Schwartz	Minneapolis	Minnesota	55408	United States	1/20/2016
Garrett Peterson	Minneapolis	Minnesota	55404	United States	1/20/2016
Nathaniel Hood	Saint Paul	Minnesota	55116	United States	1/20/2016
Aaron Eisenberg	Minneapolis	Minnesota	55403	United States	1/20/2016
Mark Danielson	Minneapolis	Minnesota	55419	United States	1/20/2016
Anton Schieffer	Minneapolis	Minnesota	55405	United States	1/20/2016
Andrew Dahl	Minneapolis	Minnesota	55403	United States	1/20/2016
Amanda Schwartz	Minneapolis	Minnesota	55408	United States	1/20/2016
Scott Lynch	Minneapolis	Minnesota	55417	United States	1/20/2016
Julia Curran	Minneapolis	Minnesota	55405	United States	1/20/2016
John Edwards	Minneapolis	Minnesota	55405	United States	1/20/2016
Adam Wysopal	Minneapolis	Minnesota	55404	United States	1/20/2016
Cole Hiniker	Minneapolis	Minnesota	55408	United States	1/20/2016
Adam Miller	Minneapolis	Minnesota	55417	United States	1/20/2016
Andrew Shawd	Minneapolis	Minnesota	55403	United States	1/20/2016
Andrew Wambach	Minneapolis	Minnesota	55417	United States	1/20/2016
Susan Priem	Minneapolis	Minnesota	55410	United States	1/20/2016
David Baur	Minneapolis	Minnesota	55405	United States	1/20/2016
Julie Delliquanti	Atlanta	Georgia	30329	United States	1/20/2016
Nathan Van Wylen	Minneapolis	Minnesota	55406	United States	1/20/2016
Nathan Jorgenson	Minneapolis	Minnesota	55405	United States	1/20/2016
Jacqueline Quintanilla	Minneapolis	Minnesota	55418	United States	1/20/2016
Durant Imboden	Minneapolis	Minnesota	55408	United States	1/20/2016
Cedar Phillips	Minneapolis	Minnesota	55408	United States	1/20/2016
Chandra Lalla	Minneapolis	Minnesota	55405	United States	1/20/2016
Shane Morin	Minneapolis	Minnesota	55405	United States	1/20/2016
Ryan Johnson	Minneapolis	Minnesota	55414	United States	1/21/2016
Wendy Bratten	Minneapolis	Minnesota	55416	United States	1/21/2016
Charles Garland	Atlanta	Georgia	30318	United States	1/21/2016
Caitlin Cecchini	Minneapolis	Minnesota	55408	United States	1/21/2016
Spencer Agnew	Minneapolis	Minnesota	55417	United States	1/21/2016
Lesley Schack	Minneapolis	Minnesota	55407	United States	1/21/2016
Cheryl Imboden	Minneapolis	Minnesota	55408	United States	1/21/2016
Eric Anondson	Hopkins	Minnesota	55343	United States	1/21/2016
Jackie Kirsch	Minneapolis	Minnesota	55408	United States	1/21/2016
Grant Simons	Minneapolis	Minnesota	55414	United States	1/21/2016
Zack Farleu	Minneapolis	Minnesota	55408	United States	1/21/2016
Tommy Toraason	Minneapolis	Minnesota	55407	United States	1/21/2016
Ryan Cosgrove	Minneapolis	Minnesota	55426	United States	1/21/2016
Julie Cohen	Minneapolis	Minnesota	55408	United States	1/21/2016

Uptown Hotel Support Signatures

Margaret Reinhardt	Minneapolis	Minnesota	55408 United States	1/21/2016
Julia Hazen	Minneapolis	Minnesota	55408 United States	1/21/2016
Judy Shields	Minneapolis	Minnesota	55416 United States	1/21/2016
Gregg Severson	Minneapolis	Minnesota	55408 United States	1/21/2016
Blake Bailes	Minneapolis	Minnesota	55408 United States	1/21/2016
Carolyn Payne	Minneapolis	Minnesota	55408 United States	1/21/2016
Maryjo Hackett	Minneapolis	Minnesota	55409 United States	1/21/2016
Michelle Beaulieu	San Francisco	California	94117 United States	1/21/2016
Sam Jones	Minneapolis	Minnesota	55403 United States	1/21/2016
John Anderson	Minneapolis	Minnesota	55405 United States	1/21/2016
Alysen Nesse	Minneapolis	Minnesota	55408 United States	1/21/2016
Matt Frank	St. Paul	Minnesota	55105 United States	1/21/2016
Reilly Liebhard	Minneapolis	Minnesota	55403 United States	1/21/2016
Jason Lord	Minneapolis	Minnesota	55408 United States	1/21/2016
David Sorensen	Minneapolis	Minnesota	55403 United States	1/21/2016
Tim VanHouten	Saint Paul	Minnesota	55104 United States	1/21/2016
Jerome Chateau	Minneapolis	Minnesota	55408 United States	1/21/2016
Noel Bode	Minneapolis	Minnesota	55414 United States	1/21/2016
Steven lewandowski	Minneapolis	Minnesota	55403 United States	1/21/2016
Scott Merth	Minneapolis	Minnesota	55408 United States	1/21/2016
Anthony Maki	Minneapolis	Minnesota	55408 United States	1/21/2016
Chris iverson	Minneapolis	Minnesota	55403 United States	1/22/2016
Kristina Durivage	Minneapolis	Minnesota	55403 United States	1/22/2016
Zachary Johnson	Minneapolis	Minnesota	55405 United States	1/22/2016
gwen grafft	Minneapolis	Minnesota	55405 United States	1/22/2016
Larry Bussey	Minneapolis	Minnesota	55408 United States	1/22/2016
Pierce Canser	Minneapolis	Minnesota	55408 United States	1/22/2016
Peter Villalta	Minneapolis	Minnesota	55409 United States	1/22/2016
Jordan Schroder	Minneapolis	Minnesota	55408 United States	1/22/2016
Brandon Stirnaman	Minneapolis	Minnesota	55408 United States	1/22/2016
Anna Arkin	Minneapolis	Minnesota	55408 United States	1/22/2016
Derek Huber	Minneapolis	Minnesota	55408 United States	1/22/2016
C Nelson	Minneapolis	Minnesota	55408 United States	1/22/2016
Thatcher Imboden	Seattle	Washington	98107 United States	1/23/2016
Emily Strasser	Minneapolis	Minnesota	55405 United States	1/23/2016
Paul Prins	Minneapolis	Minnesota	55401 United States	1/23/2016
Abigail Tuckner	Minneapolis	Minnesota	55405 United States	1/23/2016
Ethan Cherin	Minneapolis	Minnesota	55405 United States	1/23/2016
Briana Hokanson	Minneapolis	Minnesota	55413 United States	1/23/2016
Frank Gallson	Minneapolis	Minnesota	55408 United States	1/23/2016
William Towne	Minneapolis	Minnesota	55408 United States	1/24/2016
Michael Jones	Minneapolis	Minnesota	55408-353 United States	1/24/2016
Peter Bajurny	Minneapolis	Minnesota	55407 United States	1/24/2016
David Schubert	Minneapolis	Minnesota	55408 United States	1/24/2016
Justin Doescher	Minneapolis	Minnesota	55407 United States	1/24/2016
Terry Schwartz	Minneapolis	Minnesota	55410 United States	1/24/2016
Troy Linck	Minneapolis	Minnesota	55404 United States	1/24/2016

Uptown Hotel Support Signatures

Evan Roberts	Minneapolis	Minnesota	55414 United States	1/24/2016
Rik Zwaagstra	Minneapolis	Minnesota	55407 United States	1/25/2016
Andrew Phillips	Minneapolis	Minnesota	55408 United States	1/25/2016
John Roberts	Minneapolis	Minnesota	55408 United States	1/25/2016
Erin Carson	Northfield	Minnesota	55057 United States	1/25/2016
Tony Dobek	Minneapolis	Minnesota	55405 United States	1/25/2016
Derrek Nelson	Minneapolis	Minnesota	55403 United States	1/25/2016
Lindsay Graves	Minneapolis	Minnesota	55405 United States	1/25/2016
Peter Campbell	Minneapolis	Minnesota	55407 United States	1/25/2016
Scott Shaffer	Minneapolis	Minnesota	55403 United States	1/25/2016
lauren tarbox	Chicago	Illinois	60607 United States	1/25/2016
Sarah Halverson	Minneapolis	Minnesota	55404 United States	1/25/2016
Erin Karels	Minneapolis	Minnesota	55407 United States	1/25/2016
Paul Pirner	Minneapolis	Minnesota	55408 United States	1/25/2016
Kyle Burrows	Minneapolis	Minnesota	55405 United States	1/25/2016
Margo Gassen	Hopkins	Minnesota	55305 United States	1/25/2016
Carter Christensen	Minneapolis	Minnesota	55414 United States	1/25/2016
Kristin Rowell	Minneapolis	Minnesota	55408 United States	1/25/2016
Tim FunkMeyer	Minneapolis	Minnesota	55410 United States	1/25/2016
Andrew Meyer	Minneapolis	Minnesota	55401 United States	1/25/2016
Amy Werner	Missoula	Montana	59803 United States	1/25/2016
Jason Mikunda	Minneapolis	Minnesota	55404 United States	1/25/2016
Colleen Jackson	Minneapolis	Minnesota	55404 United States	1/25/2016
Matthew Mering	Minneapolis	Minnesota	65410 United States	1/25/2016
Christopher Obetz	Minneapolis	Minnesota	55419 United States	1/25/2016
Kaha Mohamed	Minneapolis	Minnesota	55408 United States	1/25/2016
Nancy Hope	Minneapolis	Minnesota	55405 United States	1/25/2016
Kim Kaplan	Minneapolis	Minnesota	55410 United States	1/25/2016
Jeanette Bazis	Minneapolis	Minnesota	55408 United States	1/25/2016
Teresa Borlaug	Mayer	Minnesota	55360 United States	1/25/2016
Stella Frederickson	Lakeville	Minnesota	55044 United States	1/25/2016
Charlotte Deegan	Saint Paul	Minnesota	55116 United States	1/25/2016
Patricia Halverson	Minneapolis	Minnesota	55409 United States	1/25/2016
Mark Van Note	Minneapolis	Minnesota	55405 United States	1/25/2016
Janel Dressen	Eden Prairie	Minnesota	55347 United States	1/25/2016
Chris Hill	Cary	North Carolina	27511 United States	1/25/2016
Ian Futterer	Minneapolis	Minnesota	55404 United States	1/25/2016
Todd Carter	Minneapolis	Minnesota	55419 United States	1/25/2016
Randy Haukom-Brandt	Minneapolis	Minnesota	55407 United States	1/25/2016
Peter Connor	Minneapolis	Minnesota	55405 United States	1/25/2016
Craig Bell	Saint Paul	Minnesota	55114 United States	1/25/2016
Tim Roehl	Minneapolis	Minnesota	55408 United States	1/25/2016
Ashok Dhariwal	Minneapolis	Minnesota	55410 United States	1/25/2016
Peter DeMaris	Minneapolis	Minnesota	55405 United States	1/25/2016
Spencer Finseth	Edina	Minnesota	Edina United States	1/25/2016
David Burley	Minneapolis	Minnesota	55408 United States	1/25/2016
Rob White	Minneapolis	Minnesota	55405 United States	1/25/2016

Uptown Hotel Support Signatures

Bryce Rasmussen	St Paul	Minnesota	55105 United States	1/25/2016
Mischa Santora	Minneapolis	Minnesota	55405 United States	1/25/2016
Nick Walton	Minneapolis	Minnesota	55410 United States	1/25/2016
Lory Mullis	Minneapolis	Minnesota	55424 United States	1/25/2016
Holly Johnson	Minneapolis	Minnesota	55427 United States	1/25/2016
Carly Winter	Minneapolis	Minnesota	55405 United States	1/25/2016
Joe Kwiatkowski	Minneapolis	Minnesota	55447 United States	1/25/2016
Basir Tareen	Minneapolis	Minnesota	55408 United States	1/25/2016
Josh Zuehlke	Minneapolis	Minnesota	55410 United States	1/25/2016
Eric Frost	Minneapolis	Minnesota	55405 United States	1/25/2016
Nyle Walch	Minneapolis	Minnesota	55417 United States	1/25/2016
Josh Ortmeier	Minneapolis	Minnesota	55436 United States	1/25/2016
Shane Peterson	Minneapolis	Minnesota	55419 United States	1/25/2016
Mikael Asp	Saint Paul	Minnesota	55116 United States	1/25/2016
Michael Duggan	Minneapolis	Minnesota	55410 United States	1/25/2016
Sarah Hartman	Minneapolis	Minnesota	55405 United States	1/25/2016
Sheena Perry	Minneapolis	Minnesota	55410 United States	1/25/2016
Shawn Jones	Minneapolis	Minnesota	55418 United States	1/25/2016
Brent Kluver	Minneapolis	Minnesota	55408 United States	1/25/2016
Brandon Testa	Sartell	Minnesota	56377 United States	1/25/2016
Tom Kaiser	Minneapolis	Minnesota	55413 United States	1/25/2016
Brian Roers	Long Lake	Minnesota	55356 United States	1/25/2016
Clayton Keim	Minneapolis	Minnesota	55416 United States	1/25/2016
Nicole Daly	Eden Prairie	Minnesota	55346 United States	1/25/2016
Anne Giefer	Minneapolis	Minnesota	55403 United States	1/25/2016
Nick Van Buren	Saint Paul	Minnesota	55122 United States	1/25/2016
Char Huston	Hopkins	Minnesota	55343 United States	1/25/2016
Jenna Rice	Minneapolis	Minnesota	55416 United States	1/25/2016
Matt Przybilla	Rice	Minnesota	56367 United States	1/25/2016
Ethan Fawley	Minneapolis	Minnesota	55407 United States	1/25/2016
Jeff Goldstein	Minneapolis	Minnesota	55408 United States	1/25/2016
David Annis	Minneapolis	Minnesota	55408 United States	1/25/2016
David Niemi	Minneapolis	Minnesota	55408 United States	1/25/2016
Sally Ableitner	Minneapolis	Minnesota	55409 United States	1/25/2016
Brigitt Orfield	Minneapolis	Minnesota	55419 United States	1/25/2016
Laird McLean	Minneapolis	Minnesota	55410 United States	1/25/2016
Troy Wenck	Minneapolis	Minnesota	55408 United States	1/25/2016
Jerry Arguello	Osseo	Minnesota	55369 United States	1/25/2016
Tim Prinsen	Minneapolis	Minnesota	55408 United States	1/25/2016
jim smart	park falls,	Wisconsin	54552 United States	1/25/2016
Deparis Frazier	Minneapolis	Minnesota	55408 United States	1/25/2016
Kelli Remjeske	Minneapolis	Minnesota	55424 United States	1/25/2016
Paola Nunez Obetz	Minneapolis	Minnesota	55419 United States	1/25/2016
George Zeller	Minneapolis	Minnesota	55408 United States	1/25/2016
Stephanie Kluver	Minneapolis	Minnesota	55446 United States	1/25/2016
Ryan Ballbach	Minneapolis	Minnesota	55417 United States	1/25/2016
Remy Pettus	Excelsior	Minnesota	55331 United States	1/25/2016

Uptown Hotel Support Signatures

brad meier	Minneapolis	Minnesota	55403 United States	1/25/2016
Josh Wolke	Minneapolis	Minnesota	55405 United States	1/25/2016
Devin Hogan	Minneapolis	Minnesota	55408 United States	1/25/2016
Matthew Wiersum	Minneapolis	Minnesota	55404 United States	1/25/2016
Andrew Plowman	Willmar	Minnesota	56201 United States	1/25/2016
Lindsay Bednar	Minneapolis	Minnesota	55434 United States	1/25/2016
Alex Puetz	Minneapolis	Minnesota	55417 United States	1/25/2016
Jordan Parshall	Circle Pines	Minnesota	55014 United States	1/25/2016
Brooke Vitense	Saint Paul	Minnesota	55102 United States	1/25/2016
Ethan Osten	Minneapolis	Minnesota	55403 United States	1/25/2016
Mike Denn	Minneapolis	Minnesota	55408 United States	1/25/2016
Thomas Rooney	Minneapolis	Minnesota	55401 United States	1/25/2016
jean nitchals	Minneapolis	Minnesota	55408 United States	1/25/2016
Sabrina Lorbiecki	Minneapolis	Minnesota	55444 United States	1/25/2016
Anne Schultz	Minneapolis	Minnesota	55419 United States	1/25/2016
Matthew Ryan	Minneapolis	Minnesota	55408 United States	1/25/2016
Jeremy Carling	Minneapolis	Minnesota	55403 United States	1/25/2016
Dan Graves	Minneapolis	Minnesota	55423 United States	1/25/2016
Liisa Locker	Minneapolis	Minnesota	55408 United States	1/25/2016
Stephen Lehman	Minneapolis	Minnesota	55401 United States	1/25/2016
Ryan Conn	Minneapolis	Minnesota	55408 United States	1/25/2016
Adriana Arbex	Dublin		Ireland	1/25/2016
Alexis Racciatti	Minneapolis	Minnesota	55403 United States	1/25/2016
Roger Peet	Minneapolis	Minnesota	55419 United States	1/25/2016
Patrick Sarver	Minneapolis	Minnesota	55410 United States	1/25/2016
Aimee Olson	Minneapolis	Minnesota	55410 United States	1/25/2016
Jennifer Winkenwerder	Minneapolis	Minnesota	55422 United States	1/26/2016
Daniel Thomas MacInnes	Minneapolis	Minnesota	55405 United States	1/26/2016
Micah Intermill	Minneapolis	Minnesota	55408 United States	1/26/2016
Nicole Gonzalez	Minneapolis	Minnesota	55406 United States	1/26/2016
Travis Hochsprung	Minneapolis	Minnesota	55406 United States	1/26/2016
Benjamin Bakken	Minneapolis	Minnesota	55410 United States	1/26/2016
Katie Severt	Minneapolis	Minnesota	55405 United States	1/26/2016
Andrew Maleson	Minneapolis	Minnesota	55408 United States	1/26/2016
Laura Paine	Minneapolis	Minnesota	55405 United States	1/26/2016
Erick Schauer	Minneapolis	Minnesota	55414 United States	1/26/2016
Jared Golde	Minneapolis	Minnesota	55402 United States	1/26/2016
Amanda Paulson	Minneapolis	Minnesota	55406 United States	1/26/2016
Robert Davis	Saint Paul	Minnesota	55126 United States	1/26/2016
Stephanie Kitzke	Eden Prairie	Minnesota	55346 United States	1/26/2016
Alia Stadtlanser	Burlingame	California	94010 United States	1/26/2016
Eric Bartz	Washington	District of Columbia	20009 United States	1/26/2016
Daniel Mason	Minneapolis	Minnesota	55401 United States	1/26/2016
Eylon Ben Ari	Minneapolis	Minnesota	55403 United States	1/26/2016
Lynnell Mickelsen	Minneapolis	Minnesota	55410 United States	1/26/2016
Lachie Badenoch	Minneapolis	Minnesota	55416 United States	1/26/2016
SHAINA BRASSARD	Minneapolis	Minnesota	55413 United States	1/26/2016

Uptown Hotel Support Signatures

Douglas Hultgren	Minneapolis	Minnesota	55404 United States	1/26/2016
Ryan Bender	Minneapolis	Minnesota	55405 United States	1/26/2016
Jordan Burandt	Minneapolis	Minnesota	55408 United States	1/26/2016
Gregory King	Minneapolis	Minnesota	55408 United States	1/26/2016
Megan Carroll	Minneapolis	Minnesota	55405 United States	1/26/2016
Dave Van Hattum	Minneapolis	Minnesota	55408 United States	1/26/2016
Joshua Carlon	Minneapolis	Minnesota	55405 United States	1/26/2016
Fitzie Heimdahl	Minneapolis	Minnesota	55414 United States	1/26/2016
Laura Posterick	Minneapolis	Minnesota	55408 United States	1/26/2016
Stephanie Rich	Minneapolis	Minnesota	55409 United States	1/26/2016
Kyle Olson	Minneapolis	Minnesota	55419 United States	1/26/2016
Kim Couch	Minneapolis	Minnesota	55408 United States	1/26/2016
Jack Christopherson	Minneapolis	Minnesota	55421 United States	1/26/2016
Andrea Hoelzel	Minneapolis	Minnesota	55407 United States	1/26/2016
Jeffrey Krohn	Minneapolis	Minnesota	55414 United States	1/26/2016
Jeffrey Zaayer	Saint Paul	Minnesota	55116 United States	1/26/2016
Erik Lundborg	Minneapolis	Minnesota	55403 United States	1/26/2016
Chris Mickolichuk	Minneapolis	Minnesota	55417 United States	1/26/2016
K Stults	Saint Paul	Minnesota	55119 United States	1/26/2016
Glenn Smith	Minneapolis	Minnesota	55408 United States	1/26/2016
Jim Kumon	Minneapolis	Minnesota	55409 United States	1/26/2016
Salvador Blumenkron	Minneapolis	Minnesota	55405 United States	1/26/2016
Thomas Melchior	Minneapolis	Minnesota	55419 United States	1/26/2016
Karl Adalbert	Minneapolis	Minnesota	55419 United States	1/26/2016
Kevin Karner	Minneapolis	Minnesota	55405 United States	1/26/2016
Emily Ditter	Minneapolis	Minnesota	55407 United States	1/26/2016
Sheila Franzen	Minneapolis	Minnesota	55408 United States	1/26/2016
Jay Pluimer	Minneapolis	Minnesota	55416 United States	1/26/2016
Peter Crandall	Minneapolis	Minnesota	55407 United States	1/27/2016
Connor Cox	Minneapolis	Minnesota	55414 United States	1/27/2016
Mike Zirbes	Minneapolis	Minnesota	55409 United States	1/27/2016
william wells	Minneapolis	Minnesota	55408 United States	1/27/2016
CM Harris	minneapolis	Minnesota	55408 United States	1/27/2016
Jeremy Eckert	Minneapolis	Minnesota	55408 United States	1/27/2016
James Allen	Minneapolis	Minnesota	55408 United States	1/27/2016
Collin Nash	Chanhassen	Minnesota	55317 United States	1/27/2016
Christopher Haroza	Minneapolis	Minnesota	55410 United States	1/27/2016
Amanda Iverson	Minneapolis	Minnesota	55417 United States	1/27/2016
David Johnson	Minneapolis	Minnesota	55422 United States	1/27/2016
Alison Griffin	Minneapolis	Minnesota	55404 United States	1/27/2016
Peter Keely	Saint Paul	Minnesota	55104 United States	1/27/2016
Julie Masterson	Minneapolis	Minnesota	55405 United States	1/27/2016
James Nastoff	Minneapolis	Minnesota	55408 United States	1/27/2016
Cheryl Gordon	Minneapolis	Minnesota	55408 United States	1/27/2016
Paul Provost	Minneapolis	Minnesota	55408 United States	1/27/2016
Stella Kostolna	Burnsville	Minnesota	55306 United States	1/27/2016
Jim Graves	Minneapolis	Minnesota	55408 United States	1/27/2016

Uptown Hotel Support Signatures

George Lowhigh	Minneapolis	Minnesota	55408 United States	1/27/2016
Joshua Jansen	Minneapolis	Minnesota	55414 United States	1/27/2016
Nick Steffel	Minneapolis	Minnesota	55413 United States	1/27/2016
Ethan Mobley	Minneapolis	Minnesota	55408 United States	1/27/2016
joe hobson	Minneapolis	Minnesota	55408 United States	1/27/2016
Christie Jansen	Minneapolis	Minnesota	55414 United States	1/27/2016
David Eldred	Minneapolis	Minnesota	55408 United States	1/27/2016
Jason Van Thiel	Minneapolis	Minnesota	55409 United States	1/27/2016
Celina Nelson	Eden Prairie	Minnesota	55344 United States	1/27/2016
ivadel spoerner	Minneapolis	Minnesota	55407 United States	1/27/2016
Nathaniel Jonet	Minneapolis	Minnesota	55409 United States	1/27/2016
Eric Anderson	Minneapolis	Minnesota	55408 United States	1/27/2016
Sarah Liuzzi	Minneapolis	Minnesota	55404 United States	1/27/2016
Jennifer Linde	Minneapolis	Minnesota	55405 United States	1/27/2016
Steph Latham	Minneapolis	Minnesota	55408 United States	1/27/2016
Justin Woody	Minneapolis	Minnesota	55408-350 United States	1/27/2016
Camden Graves	Minneapolis	Minnesota	55405 United States	1/27/2016
Ben Kerl	Minneapolis	Minnesota	55408 United States	1/27/2016
Julie Graves	Minneapolis	Minnesota	55410 United States	1/27/2016
Nikki Broderick	Minneapolis	Minnesota	55408 United States	1/27/2016
Kurt Nelson	Minneapolis	Minnesota	55404 United States	1/27/2016
Jonathan Scharmer	Minneapolis	Minnesota	55407 United States	1/27/2016
Sabrina Finlay	Minneapolis	Minnesota	55408 United States	1/27/2016
Elizabeth Kirkwood	Minneapolis	Minnesota	55408 United States	1/27/2016
PEGGY PASKER	La Farge	Wisconsin	54639 United States	1/27/2016
Dan Olson	Andover	Minnesota	55304 United States	1/27/2016
Erik Randall	Minneapolis	Minnesota	55409 United States	1/27/2016
Ryan Shaffer	Minneapolis	Minnesota	55408 United States	1/27/2016
Sakina Shaffer	Minneapolis	Minnesota	55408 United States	1/27/2016
Pam Gerberding	Minneapolis	Minnesota	55408 United States	1/27/2016
John Frey	Minneapolis	Minnesota	55403 United States	1/27/2016
Conley Edwards	Minneapolis	Minnesota	55408 United States	1/27/2016
Raj Gurung	Chicago	Illinois	60659 United States	1/27/2016
Ed Roche	Minneapolis	Minnesota	55409 United States	1/27/2016
Logan Bonham	Saint Paul	Minnesota	55112 United States	1/28/2016
Lawrence E Shaw JR	Minneapolis	Minnesota	55408 United States	1/28/2016
Caitie Beer	Minneapolis	Minnesota	55407 United States	1/28/2016
Chris Finlay	Minneapolis	Minnesota	55408 United States	1/28/2016
Charles Noble	Minneapolis	Minnesota	55408 United States	1/28/2016
Kyle Gudmunson	Minneapolis	Minnesota	55407 United States	1/28/2016
Brandon Vasquez	Minneapolis	Minnesota	55409 United States	1/28/2016
Rob Hill	Saint Paul	Minnesota	55102 United States	1/28/2016
Barry Walhof	Minneapolis	Minnesota	55408 United States	1/28/2016
John hall	Minneapolis	Minnesota	55416 United States	1/28/2016
Daniel Fernelius	Minneapolis	Minnesota	55408 United States	1/28/2016
TJ Williams	Minneapolis	Minnesota	55408 United States	1/28/2016
Denelle Hygrell	Minneapolis	Minnesota	55409 United States	1/29/2016

Uptown Hotel Support Signatures

Jesse Johnson	Minneapolis	Minnesota	55405 United States	1/29/2016
Andrea Hopmann	Brooklyn	New York	11249 United States	1/29/2016
Ian Maple Madison	Hopkins	Minnesota	55343 United States	1/29/2016
Lusa Vollmer	Minneapolis	Minnesota	55408 United States	1/29/2016
Evan Carpenter	Minneapolis	Minnesota	55401 United States	1/29/2016
Simon Radowski	Minneapolis	Minnesota	55408 United States	1/29/2016
Richard W. Rueter	Minneapolis	Minnesota	55409 United States	1/30/2016
tom schuster	Minneapolis	Minnesota	55408 United States	1/30/2016
James Krotzman	Sun Prairie	Wisconsin	53590 United States	1/30/2016
Rhett Carlson	Minneapolis	Minnesota	55414 United States	1/30/2016
Michael Blanch	Minneapolis	Minnesota	55407 United States	1/30/2016
Marie Wolf	Minneapolis	Minnesota	55409 United States	1/30/2016
Kendal Killian	Minneapolis	Minnesota	55409 United States	1/31/2016
A C	Minneapolis	Minnesota	55427 United States	2/1/2016
Trey Brotzler	Minneapolis	Minnesota	55406 United States	2/1/2016
Matt Herzog	Minneapolis	Minnesota	55417 United States	2/1/2016
Keith Ford	Minneapolis	Minnesota	55409 United States	2/1/2016
Emily Ziring	Minneapolis	Minnesota	55410 United States	2/1/2016
Anne Carlson	Minneapolis	Minnesota	55408 United States	2/1/2016
Tim Herbstrith	Minneapolis	Minnesota	55408 United States	2/1/2016
R Olinger	mpls	Minnesota	55407 United States	2/1/2016

From: [Philip Schwartz](#)
To: [Holien, Kimberly](#); [Bender, Lisa](#)
Subject: Uptown Hotel
Date: Monday, February 01, 2016 3:58:52 PM

Hello,

I'm writing today in support of the proposed Graves hotel development at Emerson Ave S and W Lake St. I live in walking distance from this site near LynLake. With LynLake currently facing a plague of commercial vacancies, I look forward to this hotel drawing the energy from Uptown eastward towards my neck of the woods.

Thank you,

Philip Schwartz
3418 Garfield Ave

From: [Ginny Simich](#)
To: [Holién, Kimberly](#)
Subject: Petition opposing the Grave's hotel proposal on the corner of Lake and Emerson
Date: Monday, February 01, 2016 5:01:13 PM
Attachments: [CombinedFile_20160201163522.pdf](#)

Dear Ms. Holién,

Attached you will find a petition that was created by two CARAG residents in opposition of the proposed hotel at Lake and Emerson. This petition was created prior to the January 19, 2016 CARAG neighborhood meeting in an effort to make evident to the CARAG board and the neighborhood that there is strong opposition to the Grave's proposed hotel by many neighbors, not just "a few" (as has been the words used by Ben Graves and other supporters of the hotel).

Three neighbors spent approximately six hours total on January 16th and 17th knocking on doors to see if residents wanted to sign. It was a holiday weekend and, unfortunately many people were not home. I will note, however, that if someone did answer their door every single person - 100%- were eager to sign and needed no convincing.

In addition to our on-line petition, which has over 300 signatures, please include this with information to be reviewed for the February 8, 2016 meeting regarding this proposal.

There is **STRONG** opposition to this proposal from neighbors and residents throughout the CARAG neighborhood, at the core of which is the spot re-zoning of the parcel in question. In addition, the size and scale of the hotel is not compatible with the South side of Lake Street and the neighborhood that is adjacent to it.

Thank you for including this petition as part of the information that will be reviewed and considered by the City Planning Commission.

Sincerely,

Ginny Buran
503-329-1910

PETITION TO THE CARAG BOARD & NEIGHBORHOOD

Neighbor Response to Graves Proposal for a Hotel dated 12/30/2015
PROPERTY: 1121 West Lake Street and 3005 Emerson Avenue South

January 11, 2016

To the CARAG Board and Neighborhood,

We, the undersigned CARAG neighborhood residents, adamantly oppose the hotel proposal, and associated land use applications, submitted to the city by Graves Hospitality on December 30, 2015. The project is not consistent with the Uptown Small Area Plan (USAP) in literal terms as well as in the spirit in which it was written. The USAP, which was approved by the Minneapolis City Council, is a comprehensive document that was created to direct and shape growth and to enhance and protect Uptown neighborhoods from both the business and residential perspectives, as both communities can support each other.

In order to build the proposed hotel, Graves Hospitality has requested rezoning of the property as well as a conditional use permit (CUP) for increased height and four variances, all of which would greatly modify the current and intended use of the property. The requested CUP and variances would allow for a use intensity, building square footage, and building height that is out of scale for the parcel and area. In addition, the project would not be compatible with the scale of neighboring properties on the south side of Lake Street, all of which are zoned R2B (Residential Two-Family District - Low Density) and C2 (Neighborhood Corridor Commercial District). We have multiple concerns with the proposed development: it is contrary to the intent, spirit, and policies of USAP and would negatively, and needlessly, impact the quality of life, house value, and livability of many CARAG residents who live nearby. These factors compromise the stability of the bordering CARAG neighborhood. There are also multiple environmental concerns that Graves Hospitality has not been able to answer thus far.

Although not an exhaustive list, these are among the most concerning issues that are contrary to USAP and will be a detriment to our neighborhood and its residents:

- 1. Rezoning from C2 (Neighborhood Corridor Commercial District) to C3A (Community Activity Center Commercial District):* The C2 and C3A zoning districts have the same height regulation (4 stories, 56 feet). However, rezoning from C2 to C3A increases the allowable Floor Area Ratio (FAR), which allows for more floor area and greater intensity of use; it would also allow a nightclub on the premises and a much larger hotel than C2 zoning allows. There are NO OTHER properties with C3A zoning on the south side of Lake Street between Aldrich and Fremont avenues. C3A Community Activity Center Commercial District zoning is found in, and appropriate for, the core of Uptown - in the Activity Center node and in that part of the Urban Village north of Lake Street - between Lake and the Greenway. It is not appropriate for the subject site or for the south side of Lake Street between the Hennepin-Lake and Lyn-Lake activity centers, as is clearly indicated and illustrated in USAP.
- 2. Conditional Use Permit (CUP) to increase height:* As stated above, properties zoned C2 and C3A have the same height permitted as of right (4 stories, 56 feet). Graves Hospitality requests, in addition to a variance for additional floor area, a CUP to allow a building of 6 stories/69.5 feet along Lake Street and 5 stories/58 feet to the south. The site adjoins only one property, with a house zoned OR1, in an area that is otherwise zoned R2B (duplex residential). While Graves Hospitality may assert that the project does not directly block access to light and air to surrounding properties, it does not take into account the physical imposition on neighboring residences and properties, which will be significant.
- 3. Floor Area Ratio (FAR) Variance:* Graves Hospitality requests a FAR variance to increase the building's square footage -- **44 percent above what is permitted in the C3A district and 128 percent - more than double - what is permitted in the C2 district.** These figures alone clearly show that Graves Hospitality is proposing too much volume, too much building, for too small a lot that is not an appropriate location for a building of this size nor given our adjacent residential area. (Graves is requesting a FAR of 3.88; the maximum FAR otherwise permitted is 2.7 in C3A and 1.7 in C2.)

The USAP, page 46, paragraph 3 reads: *“An important premise of the Plan is to recognize that in order to maintain the high quality of life in the neighborhoods....growth must be orderly, predictable and sustainable....build upon strengths....and be incremental.”* Paragraph 4: *Growth cannot occur “in a sustainable manner without simultaneously stabilizing the edges of existing neighborhoods.”* Not only does the Graves proposal not meet this premise, it directly contradicts it.

In its application, Graves Hospitality states “the proposed building is flanked by new development in The Core of Uptown, with new development ranging from five stories - 60’ to ten stories”. **This statement is false and inaccurate.** Buildings of this scale exist ONLY in the core of Uptown and north of Lake Street. The proposed site is not flanked by or adjoining these areas. There are NO properties within CARAG that fit this description and one of the most important tenets of USAP is to STABILIZE THE BORDERING NEIGHBORHOODS. This is not possible with the proposed hotel.

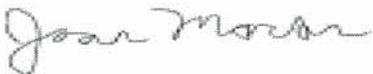
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According to Sec. 525.280 of the Minneapolis Code of Ordinances, the Planning Commission and City Council must make five findings with regard to rezoning amendments:

1. Whether the amendment is consistent with the applicable policies of the comprehensive plan.
2. Whether the amendment is in the public interest and is not solely for the interest of a single property owner.
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.
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.
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Clearly, the proposed hotel is inconsistent with USAP, does not conform to the five required findings above, and would have a significant, negative impact on the many people living nearby to the south who have made significant investments in this neighborhood.

For these reasons, we, CARAG residents living adjacent to and nearby the proposed hotel site, respectfully request that the CARAG neighborhood vote to oppose the proposed hotel and recommend denial of the associated land use applications.

Printed Name	Address	Signature
Virginia Buran	3024 Emerson Ave. S.	
Joan Marks	3020 Emerson Ave. So.	

PETITION TO THE CARAG BOARD & NEIGHBORHOOD

Neighbor Response to Graves Proposal for a Hotel dated 12/30/2015
PROPERTY: 1121 West Lake Street and 3005 Emerson Avenue South

January 11, 2016

To the CARAG Board and Neighborhood,

We, the undersigned CARAG neighborhood residents, adamantly oppose the hotel proposal, and associated land use applications, submitted to the city by Graves Hospitality on December 30, 2015. The project is not consistent with the Uptown Small Area Plan (USAP) in literal terms as well as in the spirit in which it was written. The USAP, which was approved by the Minneapolis City Council, is a comprehensive document that was created to direct and shape growth and to enhance and protect Uptown neighborhoods from both the business and residential perspectives, as both communities can support each other.

In order to build the proposed hotel, Graves Hospitality has requested rezoning of the property as well as a conditional use permit (CUP) for increased height and four variances, all of which would greatly modify the current and intended use of the property. The requested CUP and variances would allow for a use intensity, building square footage, and building height that is out of scale for the parcel and area. In addition, the project would not be compatible with the scale of neighboring properties on the south side of Lake Street, all of which are zoned R2B (Residential Two-Family District - Low Density) and C2 (Neighborhood Corridor Commercial District). We have multiple concerns with the proposed development: it is contrary to the intent, spirit, and policies of USAP and would negatively, and needlessly, impact the quality of life, house value, and livability of many CARAG residents who live nearby. These factors compromise the stability of the bordering CARAG neighborhood. There are also multiple environmental concerns that Graves Hospitality has not been able to answer thus far.

Although not an exhaustive list, these are among the most concerning issues that are contrary to USAP and will be a detriment to our neighborhood and its residents:

1. Rezoning from C2 (Neighborhood Corridor Commercial District) to C3A (Community Activity Center Commercial District): The C2 and C3A zoning districts have the same height regulation (4 stories, 56 feet). However, rezoning from C2 to C3A increases the allowable Floor Area Ratio (FAR), which allows for more floor area and greater intensity of use; it would also allow a nightclub on the premises and a much larger hotel than C2 zoning allows. There are NO OTHER properties with C3A zoning on the south side of Lake Street between Aldrich and Fremont avenues. C3A Community Activity Center Commercial District zoning is found in, and appropriate for, the core of Uptown - in the Activity Center node and in that part of the Urban Village north of Lake Street - between Lake and the Greenway. It is not appropriate for the subject site or for the south side of Lake Street between the Hennepin-Lake and Lyn-Lake activity centers, as is clearly indicated and illustrated in USAP.

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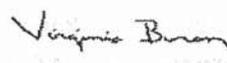
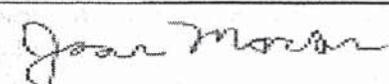
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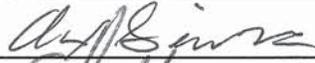
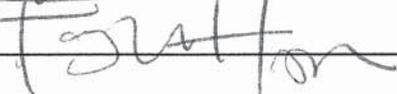
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Printed Name	Address	Signature
Alex Sievers	3022 Emerson Ave S	
Dwayne Cody	3024 Emerson Ave S.	
Taylor Higgins	3012 Adrich Ave.	

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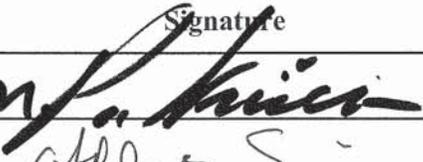
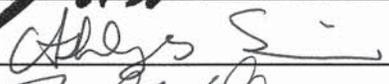
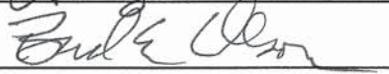
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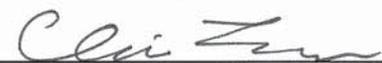
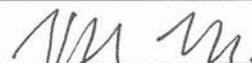
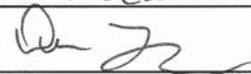
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Printed Name	Address	Signature
Patricia Infelise	3009 Emerson	
Ashley Sandlyn	3012 Dupont Ave S	
Isabel E. Brown	3029 " "	

Printed Name	Address	Signature
Greg Olson	3041 Emerson Ave S	
Nick Mozena	3022 Emerson Ave S	
Dalay Olson	3041 Emerson Ave S	
Elena Beltrick	3018 Emerson Ave S	
ELISABETH UNDERWOOD	3032 EMERSON AVE. S.	
VINCE UNDERWOOD	3032 Emerson Ave S	
JOANNE BIE-VEIT	3032 Emerson Ave S	
Kevin McArthur	3015 Emerson Ave S	
JOE CASANOVA	3015 EMERSON AVE S.	
Catherine Graham	3037 Emerson Ave S	
AKES DILLON	3037 FREMONT AVE S.	
Timothy Syson	3021 Fremont Ave S	
Kaleb Lindsey	3021 Fremont Ave S	
Kevin Sullivan	3022 Emerson Ave. S.	
Jean Ronnei	910 W. 31st St #1	Jean Ronnei
JAMES RONNEI	910 W. 31ST ST. MAPS MN #2	
Kelly Newcomer	910 W 31st St. # 2	KELLY NEWCOMER
Prudy Quay	3041 EMERSON AVE S	
Stephen Holst	3078 Fremont Ave.	
Ted Schreck	3045 Emerson	
Ted Schreck	3012 Aldrich Ave S	
Nazeera Mohammed	3033 Emerson Ave S	

Printed Name	Address	Signature
	21021 EMERSON AV S	PAULA JOHNSON
Chris Thompson	3024 Dupont Ave. S.	
Hayden Lemke	3024 Dupont Ave S	
STEPHAN NOWICKI	3032 DUPONT AVES	
Marek Nowicki	3032 Dupont Av S	Marek Nowicki
Donna Lawson	3017 Dupont Ave. S.	
Elizabeth Rogers	3033 Colfax Ave S.	

From: [Ashok Dhariwal](#)
To: [Hollen, Kimberly](#); [Bender, Lisa](#)
Subject: Support for Grave"s hotel in Uptown
Date: Monday, February 01, 2016 9:07:50 PM

Hello, Kim and Lisa,

I am a resident and business owner in Linden Hills. I also am planning to open a business in Uptown.

I'm writing today in support of the proposed Graves hotel development at Emerson Ave S and W Lake St. This hotel:

- *Provides a low-cost place for guests of neighbors to stay, an amenity that is sorely lacking in the Uptown area*
- *Helps connect the Uptown core at Hennepin and Lake with the LynLake commercial district along with other recent mixed-use developments along Lake Street.*
- *Enhances the sidewalk on the south side of Lake Street with more sidewalk space, seating, and bike racks.*
- *Adds pedestrian traffic to Lake Street, providing more customers and diners for local businesses, while helping calm Lake Street.*
- *Brings new jobs in an established transit corridor, serving many moderate- and low-income residents across Minneapolis and St Paul. This area is also well-served to the region by bicycle via the Midtown Greenway with exits at Girard and Bryant Avenues.*
- *Adds a small-scale restaurant serving primarily hotel guests and neighbors within walking or biking distance.*
- *Supports the growing Uptown office market's business travel needs*

In addition to these benefits to the neighborhood and city, the design meets the spirit and intent of both the Minneapolis Comprehensive Plan and local neighborhood plans, while incorporating feedback from residents gathered at multiple neighborhood meetings over the past few months.

Its location and design are broadly consistent with the city's policies on locating growth on transit corridors, and supports both the Uptown and Lyn-Lake Small Area Plans' visions of density in the core stepping down to the neighborhood.

Thank you,

Sincerely,
Ashok Dhariwal
Multi-Unit Owner
YogaFit Studios
[Making Yoga More Accessible](#)

612 802 0243
www.yogafitstudios.com

<https://www.facebook.com/YogaFitLindenHills>
<https://www.facebook.com/YogaFitNortheast>

From: [Travis Hochsprung](#)
To: [Holien, Kimberly](#); [Bender, Lisa](#)
Subject: Support Graves Uptown Hotel Proposal
Date: Monday, February 01, 2016 10:24:33 PM

Hello,

I'm writing today in support of the proposed Graves hotel development at Emerson Ave S and W Lake St. This hotel:

Provides a low-cost place for guests of neighbors to stay, an amenity that is sorely lacking in the Uptown area

Helps connect the Uptown core at Hennepin and Lake with the LynLake commercial district along with other recent mixed-use developments along Lake Street.

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Adds pedestrian traffic to Lake Street, providing more customers and diners for local businesses, while helping calm Lake Street.

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Thank you,
Travis Hochsprung

From: [Clark Olsen](#)
To: [Holien, Kimberly](#)
Cc: [Bender, Lisa](#)
Subject: Re: Notice of Public Hearing
Date: Monday, February 01, 2016 11:10:14 PM

Dear Ms. Holien,

I am writing in response to the Land Use Application filed for the proposed "Moxy Uptown" hotel at the corner of Emerson Avenue S and Lake Street. I strongly oppose the zoning changes and variance exceptions that are being requested by the applicant.

I am a resident of the 3000 Block of Emerson Avenue S. My wife and I purchased our house on this block in 2011, in large part because we love everything that the neighborhood has to offer. We were also excited about the potential for future development in the neighborhood, especially since the Minneapolis City Council had outlined a compelling vision for the future of the community within the Uptown Small Area Plan, which the City Council approved in 2008.

While we always imagined that the end of the block would be a prime location for future development, we never expected that development to come in the form of a 123-room hotel. In fact, the Uptown Small Area Plan is very clear when it comes to the location of hotels -- specifically stating on both Pages 39 and 51 that they should be located within the area defined as the Activity Center. Not only is this proposed location not in the Activity Center (and therefore in conflict with the Uptown Small Area Plan), but the proposed re-zoning, together with the multiple variances being requested are a clear indicator that the developers are trying to fit something where it doesn't belong. Moreover, I believe that this type of spot re-zoning would establish a bad precedent for both the Uptown area and the City of Minneapolis.

As a parent who lives on this block with two small children, I am especially concerned about the request to decrease the east rear yard setback from 15 feet to ZERO feet. This will cause significant obstructions to the visibility of cars exiting the alley, and I believe that it would likely become a major safety issue to pedestrians and bicyclists along Lake Street.

The residents of this neighborhood have also spoken -- at the January CARAG meeting, a vote was held where 41 people opposed the proposed land use application, while 10 people supported it.

Please respect the residents of this neighborhood and stay true to the vision of the Uptown Small Area Plan.

Respectfully,

Clark Olsen
3029 Emerson Ave S
Minneapolis, MN 55408

From: [Matt Steele](#)
To: [Hollen, Kimberly](#); [Bender, Lisa](#)
Subject: Uptown Hotel
Date: Monday, February 01, 2016 4:04:27 PM

Hello,

I'm writing today in support of the proposed Graves hotel development at Emerson Ave S and W Lake St. This hotel:

- Provides a low-cost place for guests of neighbors to stay, an amenity that is sorely lacking in the Uptown area
- Helps connect the Uptown core at Hennepin and Lake with the LynLake commercial district along with other recent mixed-use developments along Lake Street.
- Enhances the sidewalk on the south side of Lake Street with more sidewalk space, seating, and bike racks.
- Adds pedestrian traffic to Lake Street, providing more customers and diners for local businesses, while helping calm Lake Street.
- Brings new jobs in an established transit corridor, serving many moderate- and low-income residents across Minneapolis and St Paul. This area is also well-served to the region by bicycle via the Midtown Greenway with exits at Girard and Bryant Avenues.
- Adds a small-scale restaurant serving primarily hotel guests and neighbors within walking or biking distance.
- Supports the growing Uptown office market's business travel needs

In addition to these benefits to the neighborhood and city, the design meets the spirit and intent of both the Minneapolis Comprehensive Plan and local neighborhood plans, while incorporating feedback from residents gathered at multiple neighborhood meetings over the past few months.

Its location and design are broadly consistent with the city's policies on locating growth on transit corridors, and supports both the Uptown and Lyn-Lake Small Area Plans' visions of density in the core stepping down to the neighborhood.

Thank you,

Matt Steele
612-293-9091

Phillip Qualy
3021 Emerson Avenue So
Minneapolis, MN 55408.

February 1, 2016

Ms. Kimberly Holien
CPED Senior Planner,
City of Minneapolis Office
250 South Fourth Street Room 300
Minneapolis, MN 55415

Via: Scanned pdf file and Office Delivery.

RE: Planning Commission Agenda: Proposed Graves Hotel Group Land Use Application.

Dear Ms. Holien,

Thank you for taking my call last week and sending documents from the City of Minneapolis regarding the proposed Graves Group, Moxy Hotel project, 1121 West Lake Street, in Minneapolis. As we have discussed, the aforementioned application is currently scheduled for presentation and consideration before the Minneapolis Planning Commission on February 8th, 2016.

With this letter, I respectfully request the City of Minneapolis Planning Commission to vote in opposition to all land-use applications relating to the proposed Graves Group, Moxy Hotel project. At a minimum, I request the Planning Commission to lay this matter over to a later cycle before consideration due to incomplete and ambiguous information from the applicant.

Please be reminded the Calhoun Area Residents Action Group (CARAG) Neighborhood Board voted against supporting the current project by a margin of 44-10. Further, a significant number of neighbors who live near the proposed project site and oppose the applications were not able to attend that meeting. I ask the Planning Commission to give weight and deference to the position of the neighborhood association and concerns of residential neighbors with homes immediately near the proposed project.

I oppose the proposed project due to the applicant's request for a rezoning that is not consistent with the Uptown Small Area Plan, (USAP) 2008. Further, the proposed project is not consistent with tenets set for in the City of Minneapolis Comprehensive Plan. Please review our concerns regarding the applicant's current traffic study, building design descriptions, and potential urban environmental impacts on my home and several homes immediately next to the project.

The Applicant misinterprets the Uptown Small Area Plan (USAP) as approved in 2008:

Rather than recite specific technical information submitted within the CARAG Board's resolution and submitted by other neighbors, please consider several pertinent points:

- The USAP sets forth heights limits of 56 feet on the south side of Lake Street.
- The USAP sets forth any hotels should be located in the designated activity center.

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- The applicant misinterprets the area designated as an activity center and arbitrarily transfers land-use and height limits from the north side to the south side of Lake Street.
- There has been no new development on the south side of Lake Street other than new one and one half story business developments. The applicant's declaration regarding a changing trend and character in development of the area, thereby justifying rezoning with height variances, is not based in fact.
- During the Uptown Small Area Plan study meetings and Planning Charrette, commercial developers set forth they wanted predictability for land-use and planning investments. (USAP, page five),
- Current residential neighbors on Emerson, Fremont, and Dupont Avenues at Lake Street have purchased and invested in their homes based on the planning guidelines and reasonable expectations set forth in the USAP, 2008.
- The purpose of the USAP, 2008, and Minneapolis Comprehensive Plan is to set forth planning policy principles to assure balanced and sustainable growth in our city. If the Planning Commission and City of Minneapolis abandons these documents for "spot" rezoning at will, what is the value of city planning and what confidence should any resident have in the City of Minneapolis?
- If the Planning Commission and City of Minneapolis abandons the USAP, 2008, a precedent will be set affecting all residential neighborhoods across Lake Street.

The Applicant's Travel Demand Management Parking study is ambiguous and incomplete:

The applicant's Travel Demand Management Plan (TDMP) traffic and parking study holds assumptions that are not well based. The applicant's TDMP holds information that foretells the creation of traffic patterns that may be dangerous to the general public and guests of the proposed project.

- 1) The TDMP study sets forth the auto trip generation expectation with 74 autos during peak arrivals and departures during *weekdays*.
- 2) The proposed hotel guest drop-off area on the south side of building may cause entering automobile traffic to be stop and wait while guests arrive and depart. When the five on-site parking stalls are occupied and arriving or departing cars at are delayed, waiting cars will line up and block Emerson Avenue. This will create a dangerous traffic condition for public cars traveling south on Emerson Avenue. Cars traveling east on Lake Street at posted speed and turning right, or southward, onto Emerson Avenue will face a blind obstruction with standing hotel cars within 50 feet of the corner. The applicant's traffic plan creates a hazardous condition with the potential for posted speed rear-end collisions with the public and hotel motorists.
- 3) Other than five drop-off parking spaces, there is no area in the proposed project traffic and parking plan to allow cars to turn or reverse direction.
- 4) The TDMP reveals the proposed project auto traffic exits into the public alley. While the plan shows exiting cars turning left, there is no angled cement curb to assure hotel traffic does not exit south into the residential alley.

- 5) The proposed project sets forth the design to build the east wall of the hotel on the alley line with a minor set-back at the Lake Street public sidewalk. From the TDMP, departing traffic will turn left, northward, into the alley to eastbound Lake Street. The proposed project traffic plan sets forth a one way commercial traffic routing within a single lane two-way public alley.
- 6) From the commercial traffic plan set forth prior, there is no area to reverse directions of cars in the event of autos meeting head-on. Residential and other vehicles entering the Emerson-Dupont alley will not be able to back up onto Lake Street in a safe and reliable manner.
- 7) The proposed project TDMP reveals delivery trucks will stop and use the same location as hotel guest entrances and exits. The applicant states deliveries and other service vehicles will use off peak times to access the hotel. However, this may lead to excessive commercial district noise on residential homes in the early morning and late night hours. At this time, the location of garbage and refuse receptacles are not provided in the TDMP or developers schematic drawings.
- 8) The project TDMP arbitrarily declares impacts on residential streets are "not expected" However, the valet parking scheme from 1121 West Lake Street will have four valet transit routes available through the residential neighborhood streets. The TDMP neglects to list the routes and residential streets the commercial contract valet parking employees would travel. The options are:
 - a) Depart curb side or alley and merge three lanes across Lake Street in one half of one block, to turn left and westward onto Lagoon. This merge is unsafe and illegal by traffic code.
 - b) Once on westbound Lagoon, valets can turn left, or south, onto residential Emerson Avenue, continue to west to 31st Street and turn right, west, to the Calhoun Square parking ramp.
 - c) Once on westbound Lagoon, the valet can continue westward to Girard Avenue and turn left to the Calhoun Square parking ramp. However this route intersects with significant vehicle and pedestrian traffic.
 - d) Depart curb side or alley and continue eastward on Lake Street, turning Right or south on residential Colfax Avenue to 31st Street, turn right and proceed westward to the Calhoun Square parking ramp.

While under valet service, the proposed project guest vehicles are essentially under commercial contract. The TDMP has neglected to list the routes and potential impacts the proposed project's valet service may have on our residential streets. Valet service is time sensitive and may lead to excessive speed.

- 9) The city's parking requirement for the hotel and restaurant is 35 spaces. Graves is proposing five spaces onsite and 35 leased spaces in the Calhoun Square ramp, for a total of 40 spaces. The TDMP statement that the parking requirement is 41 spaces is incorrect (and may not have taken into account a 25 percent reduction given location in Pedestrian Overlay zoning district).

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- 9) Cont. When the ramp was expanded, Calhoun Square gained a variance because they were providing slightly less than the required amount of parking. The Ackerberg Group, new owners of Calhoun Square, have an "excess" of parking spaces. The current parking requirement for Calhoun Square is 536 spaces and the ramp has 731 spaces, leaving 195 spaces for "other uses". A reasonable question becomes, what other new development in Uptown, including the Ackerberg Group's development of their own vacant lot immediately next to their Calhoun Square parking ramp, may cause the Graves Moxy parking contract to be terminated? Further, where and how will the proposed project parking requirements be located?
- 10) The proposed project valet parking contract with "C & C Valet Parking" and Calhoun Square is an "at-will" contract and subject to termination at any time.
- 11) The proposed project TDMP provides no hotel employee parking whatsoever.
- 12) For our area neighbors, I believe the applicant's TDMP reliance on transit and bicycle modes of transportation are not realistic. There is not light rail transit in Uptown whatsoever. Asserting hotel patrons are going to ride bicycles with luggage is not realistic. Further, the TDMP has not analyzed the location of taxi stands, route time for arrival of taxi's, and potential impacts, if any, on the residential neighborhood streets.

With the applicant's current TDMP, my neighbors and I see the proposed project creating a dangerous traffic pattern at Emerson Avenue and on West Lake Street. Several questions become apparent:

- 13) What happens to the applicant's proposed project if the valet parking contract agreement with "C& C Valet" and / or the Ackerberg Group, Calhoun Square ramp is terminated?
- 14) Who will be held liable for an automobile collision on Emerson Avenue or the Emerson-Dupont Alley at Lake Street if the current traffic configuration is approved?
- 15) As the Calhoun Square parking ramp is the valet's parking location for the proposed project, as the Ackerberg Group stands to gain financially from the proposed project, as the Ackerberg Group owns the vacant lot next to Calhoun Square Parking ramp and both locations are in the USAP "Activity Center", would the applicant's proposed project better located next to the Calhoun Square parking ramp?

The Applicant's proposed project diagrams and project description text omits important design and construction factors that may impact residential neighborhood livability:

- 16) The applicant has failed to disclose in the text of the proposed project that roof-top patios are currently designed for the sixth floor penthouse hotel rooms.

Patio roof tops are highly controversial. I believe the proposed roof-top patios are unacceptable. My residential neighbors concur and find the applicant's omission disingenuous. We are concerned that hotel room and patio noise will travel into our back yards and homes. If the proposed project were to be approved, the roof-top patios could be expanded easily with no assurance of public review. From the proposed project, we have a real potential for the loss of the privacy and enjoyment of our own residential back yards.

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- 17) The applicant has failed to disclose to the City of Minneapolis what type of footings, basement foundation, and retaining structure to hold Lake Street in place during construction, will be built with the proposed project.

I remain concerned for several of our neighbor's household foundations that may not withstand the construction of the proposed project. I find it completely unacceptable that the applicant and City of Minneapolis would require our residential homes to be damaged to accommodate a development that is not permitted under the current zoning code nor consistent with the land-use principles set forth and approved in the USAP, 2008.

- 18) The applicant has failed to disclose to the City of Minneapolis where the existing utility poles on the alley line of 3005 Emerson and 3000 Emerson, will be moved.
- 19) The applicant has issued drawings for the proposed project with artistic renderings that are misleading. There is no drawing of how the proposed development will stand next to, and over, our residential two-story homes in scale. The architect's drawing chooses to include trees with foliage over the south side of the proposed project as viewed from Emerson Avenue at mid-block. However, foliage is fallen for at least six months of the year. The architect provides no drawings from the Emerson-Dupont alley which would show the inconsistency between the proposed project and the tenets of the USAP, 2008, and Minneapolis Comprehensive Plan, Policy, 1.1.4, 1.1.5, 1.1.6, 1.2.1, 1.7.3, and Future Land use, Urban Residential.
- 20) The applicant has listed CARAG neighborhood meetings incorrectly. They omit the final two CARAG meetings, wherefrom a resolution was passed to not approve the applicant's land-use rezoning, with the associated variances, by a margin of 41-10, with many neighbors who live in the immediate area and oppose the proposed project absent.

I respectfully request the Planning Commission to review the Emerson, Fremont, Dupont at Lake Street Neighborhood petition with many signatures from Minneapolis residents who live nearby and oppose the project as currently proposed.

Finally, I am aware the proposed project does not require an Environmental Assessment Worksheet (EAW) to be completed. However, my neighbors and I remain very concerned the project will introduce excessive ambient light, with vent fan, hotel room, and vehicle horn noise into our backyards. We believe because an EAW is not required, the Planning Department and City of Minneapolis has an even higher responsibility to assure residential neighbors do not lose the peaceful and quiet enjoyment of our back yards and homes.

The Graves Moxy Hotel Project as currently proposed, has the real potential to *destabilize* the livability of our homes and neighborhood. There are many unanswered questions regarding the proposed project and I believe better alternatives exist for a hotel in Uptown. My recitals herein are not intended to be construed as all-inclusive of the issues at hand and may omit subject areas wherein remedy may be available to a Minneapolis resident.

The USAP, 2008, was adopted after several years of careful consideration, study, and input from business, developers, and the public. The proposed project is inconsistent with several of the major tenets of the plan including keeping high intensity uses, (including hotels) in the Activity Center. As well the USAP, 2008, sets forth that tall commercial buildings are to remain on the north side of Lake Street. If the Planning Commission and

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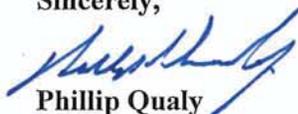
City Minneapolis feels these provisions and principles of the USAP, 2008, and Minneapolis Comprehensive Plan should be revisited, the correct, appropriate and orderly process will be to reopen the USAP, 2008, so that the impact of such planning amendments can be considered in the context of the entire study area. It is not appropriate to ignore and effectively amend the USAP, 2008, by rezoning a single property.

I understand that Minnesota statutes require municipal zoning to be consistent with comprehensive planning. If the Planning Commission and City of Minneapolis should advocate and allow rezoning the proposed project site to expand the Uptown Activity Center to the south side of Lake Street at Emerson Avenue, that action would not be consistent with the USAP, 2008, the Minneapolis Comprehensive Plan, and would stand state law on its head. That would not be acceptable.

The proposed project remains controversial. I respectfully request the City of Minneapolis Planning Commission to vote to deny all of the applicant's land-use applications in their entirety at this time.

Thank you for your review and consideration of this letter of concern.

Sincerely,



Phillip Qualy
3021 Emerson Avenue South
Minneapolis, Minnesota 55408

cc: Mr. Thomas Johnson, Gray Plant Mooty
State Senator Scott Dibble
State Representative and Minority Leader Paul Thissen
The Honorable Mayor Betsy Hodges, City of Minneapolis
The Honorable Barbara Johnson, City Council President
The Honorable Tenth Ward Council Member Lisa Bender
Ms. Dianna Boegemann, CARAG Chairperson
Emerson, Fremont, Dupont at Lake Street Neighbors.