

**LAND USE APPLICATION SUMMARY**

*Property Location:* 600 Washington Avenue Southeast, 612 Washington Avenue Southeast and 311 Harvard Street Southeast

*Project Name:* 600 Washington Avenue SW

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

*Applicant:* Core Minneapolis, LLC

*Project Contact:* Carol Lansing with Faegre Baker Daniels

*Request:* To construct a new mixed-use building including 438 dwelling units and 10,500 square feet of commercial space

*Required Applications:*

<b>Rezoning</b>	Petition to rezone the properties from the R6 Multiple-family District, C1 Neighborhood Commercial District and C2 General Commercial District to the C3A Commercial Activity Center District and to add the PO Pedestrian Oriented Overlay District to the entire site.
<b>Conditional Use Permit</b>	To increase the maximum height from 4 stories or 56 feet to 26 stories or 284 feet.
<b>Variance</b>	To increase the maximum floor area ratio (FAR) from 4.32 to 11.1.
<b>Variance</b>	To reduce the minimum gross floor area of the efficiency units within the building from 350 square feet to 340 square feet.
<b>Variance</b>	To reduce the minimum parking requirement from 215 spaces to 144 spaces.
<b>Variance</b>	To reduce the front yard setback along Harvard Street Southeast from the required 15 feet to zero feet for the first 25 feet north of the south property line to allow the building and mechanical equipment.
<b>Variance</b>	To reduce the east and south interior side yard setbacks from the required 55 feet to between two and 10 feet on the east side to allow the building and between zero and 16 feet on the south side to allow the building and mechanical equipment.
<b>Variance</b>	To allow the building to be located more than eight feet from the front property lines along Washington Avenue Southeast and Harvard Street Southeast in the PO Pedestrian Oriented Overlay District.
<b>Variance</b>	To increase the height of a fence from the maximum 3 feet to 20 feet.
<b>Site Plan Review</b>	For a new mixed-use building including 438 dwelling units and 10,500 square feet of commercial space.

<b>Date Application Deemed Complete</b>	June 1, 2016	<b>Date Extension Letter Sent</b>	Not applicable
<b>End of 60-Day Decision Period</b>	July 31, 2016	<b>End of 120-Day Decision Period</b>	Not applicable

**SITE DATA**

<b>Existing Zoning</b>	C1 Neighborhood Commercial District C2 Neighborhood Corridor Commercial District R6 High Density Multiple-family District PO Pedestrian Oriented Overlay District UA University Area Overlay District
<b>Lot Area</b>	29,713 square feet / .68 acres
<b>Ward(s)</b>	2
<b>Neighborhood(s)</b>	University; adjacent to Prospect Park
<b>Designated Future Land Use</b>	Mixed Use and Urban Neighborhood
<b>Land Use Features</b>	Activity Center (Stadium Village) Transit Station Area (East Bank/Stadium Village) Growth Center (University of Minnesota/SEMI)
<b>Small Area Plan(s)</b>	<i>Stadium Village University Avenue Station Area Plan (2012)</i>

**BACKGROUND**

**SITE DESCRIPTION AND PRESENT USE.** The site is located on the southeast corner of Washington Avenue Southeast and Harvard Street Southeast. A portion of the site extends all the way to Walnut Street Southeast. The site is currently occupied by two commercial buildings fronting on Washington Avenue Southeast and a surface parking lot located on a through lot that extends from Harvard Street Southeast to Walnut Street Southeast. Combined, the existing buildings contain approximately 13,700 square feet of commercial space and six dwelling units. Both buildings and the surface parking lot will be demolished.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** The site is surrounded by various commercial businesses, residential developments of varying densities, parking ramps and the University of Minnesota campus. The site is located in the University neighborhood.

**PROJECT DESCRIPTION.** The applicant is proposing to construct a new 26 story, mixed-use building with 438 dwelling units (614 bedrooms), approximately 10,500 square feet of ground floor commercial space and 189 enclosed parking spaces. Of the parking spaces, 144 will be located in five levels of above-ground parking. The above-ground parking spaces will be lined with dwelling units along both Washington Avenue Southeast and Harvard Street Southeast. The remaining 45 parking spaces will be located in one level of underground parking and will be dedicated to Grace Lutheran Evangelical Church, which is located across Harvard Street Southeast from the site. The church is the current owner of the parking lot property that is part of the development parcel. The on-site loading spaces and the underground parking will be accessed from a curb cut on Harvard Street Southeast and the above-ground parking will be accessed from a curb cut on Walnut Street Southeast.

The maximum floor area ratio (FAR) in the C3A zoning district is 2.7. Since the property is located in the Transit Station Area Pedestrian Oriented Overlay District, the site qualifies for a 30 percent density bonus for both enclosed parking and mixed commercial-residential buildings. With both of these bonuses, the maximum FAR is 4.32. The proposed development has a FAR of 11.1. A variance is required to allow an increase in the maximum FAR.

The building will contain units ranging from fully furnished efficiency units to four-bedroom units. The efficiency units will be approximately 340 square feet in size. Since the minimum size for an efficiency unit in the zoning code is 350 square feet, a variance is required.

The minimum residential parking requirement in the UA University Area Overlay District is .5 spaces per bedroom or 307 spaces. However, the requirement in this PO Overlay District is reduced to 70 percent of the UA University Area Overlay requirement. The minimum residential parking requirement is 215 spaces. In the Stadium Village PO Pedestrian Oriented Overlay District, there is no minimum parking requirement for non-residential uses. The applicant will be providing 144 parking spaces for the residential portion of the development. A variance is required to allow a reduction in the minimum residential parking requirement.

The front yard setbacks along Washington Avenue Southeast and Harvard Street Southeast are equal to the lesser of the front yard required by the residentially zoned properties or residential uses for the first 25 feet from such residence or office residence district boundary or residential property. The resulting setback along Washington Avenue Southeast is zero feet and the resulting setback along Harvard Street Southeast is 15 feet for the first 25 feet north of the south property line. The east and south interior side yard setbacks are  $5+2X$  feet, where  $x$  equals the number of stories above the first floor as the building is adjacent to residentially zoned properties and residential uses. The resulting setback from these two property lines is 55 feet. Variances are required to allow reduced setbacks adjacent to the south, east and west property lines to allow the building and mechanical equipment.

The site is located in the PO Pedestrian Oriented Overlay District. One of the regulations in the overlay district requires that all buildings be located within eight feet of the front and corner side property lines. Along both Washington Avenue Southeast and Harvard Street Southeast the first floor of the building is pulled back from the front property line by more than eight feet in some places. A variance is required to allow a greater setback.

In the southwest corner of the site there is a proposed 20-foot tall fence. The purpose of the fence is to screen the mechanical equipment and the loading area. The proposed fence is located in the required front and interior side yards where the maximum fence height is three and six feet respectively. In addition, no fence is allowed to be greater than eight feet regardless of location. A variance is required to allow a fence that is 20 feet in height.

**RELATED APPROVALS.** The City of Minneapolis prepared a Mandatory Environmental Assessment Worksheet (EAW) for the 600 Washington Avenue SE project according to the Environmental Review Rules of the Minnesota Environmental Quality Board (EQB) under Rule 4410.4300 Subp.19, Residential development D. 375 attached units in a city within the seven-county Twin Cities metropolitan area that has adopted a comprehensive plan under Minnesota Statutes, section 473.859; and Subp. 32. Mixed residential and industrial-commercial projects with a sum of quotients exceeding 1.0. On May 27, 2016, the Minneapolis City Council approved the staff recommendation that the EAW was adequate and that the preparation of an Environmental Impact Statement (EIS) was not required.

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

## ANALYSIS

### REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the properties from the R6 Multiple-family District, C1 Neighborhood Commercial District and C2 General Commercial District to the C3A Commercial Activity Center District and to add the PO Pedestrian Oriented Overlay District to the entire site 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 and Urban Neighborhood on the future land use map. The site is located in the designated Stadium Village Activity Center and the designated University of Minnesota/SEMI Growth Center. Both of these land use features are characterized as areas of high intensity employment, commercial, office, and residential uses. The site is also at the center of the Stadium Village Transit Station Area (TSA). Density, human-scale urban design, and public infrastructure are especially critical in these areas.

In designated Activity Centers and Growth Centers, high density (50-120 du/acre) and very-high density (120-200 du/acre), is allowed dependent on context. Densities up to 800 du/acre may be allowed in or near all designated Growth Centers and within Activity Centers adjacent to Growth Centers, as consistent with adopted small area plans.

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

**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.**

- 1.5.1 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 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.**

- 1.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
- 1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.
- 1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.
- 1.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.
- 1.12.6 Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.

**Land Use Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.**

- 1.13.1 Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations.

- I.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.
- I.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

**Land Use Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.**

- I.15.1 Support development of Growth Centers through planning efforts to guide decisions and prioritize investments in these areas.
- I.15.2 Support the intensification of jobs in Growth Centers through employment generating development.
- I.15.3 Encourage the development of high- to very high-density housing within Growth Centers.

The City Council approved the *Stadium Village University Avenue Station Area Plan* in 2012. In the plan, the future land use for this property is mixed use. The guidance in the plan calls for higher density housing close to the University campus, along major corridors and at transit station areas. The proposed zoning is consistent with the *Stadium Village University Avenue Station Area Plan*.

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

The proposed rezoning is not solely for the interest of the property owner. Rezoning the site to the C3A zoning district will allow for redevelopment of the property in a manner consistent with the comprehensive plan and the small area plan which call for a mix of uses, including very-high density residential.

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.*

Properties in the immediate area are zoned R6 Multiple-family district, OR3 Institutional Office Residence District and C3A Commercial Activity Center District. The site is surrounded by various commercial businesses, residential developments of varying densities, parking ramps and the University of Minnesota campus. Given the surrounding zoning classifications, the context and uses in the area, as well as adopted policy, rezoning the subject property to the C3A Commercial Activity Center District and adding the PO Pedestrian Oriented Overlay District to the entire site would be appropriate and compatible in this location.

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.*

There are reasonable uses permitted in the R6 Multiple-family District, the C1 Neighborhood Commercial District and the C2 General Commercial District to the C3A Commercial Activity Center District. However, the future guidance in the comprehensive plan and the small area plan for this site is mixed use. Rezoning the property to the C3A Commercial Activity Center District will allow for redevelopment of the site that is consistent with that guidance.

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.*

Over the course of many years the surrounding area has been transitioning from a lower density commercial and residential area to a higher density commercial and residential area due to the proximity to the METRO Green Line and the University of Minnesota.

## CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum height from 4 stories or 56 feet to 26 stories or 284 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 height limitation in the C3A zoning district is four stories or 56 feet. The applicant is proposing to construct a building that is 26 stories or 284 feet in height. The height of the building measured to the top of the roof is 268 feet but the cooling towers on top of the roof are 16 feet in height so they are included in the overall height of the building. The proposal to increase the height of the building from four stories or 56 feet to 26 stories or 284 feet will not be detrimental to or endanger the public health, safety, comfort or general welfare provided the development complies with all applicable building codes and life safety ordinances as well as Public Works Department standards. The proposed height of the building is compatible with other buildings in the area as well.

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 proposal to increase the height of the building from four stories or 56 feet to 26 stories or 284 feet 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.

While CPED recognizes that the proposed height of the building is a substantial deviation from the height requirement in the C3A Commercial Activity Center District, the proposed height of the building is compatible with other buildings in the area. The proposed building is located across the street from Malcolm Moos Health Sciences Tower which is 268 feet tall. Other buildings on the block and adjacent blocks range in height from 28 feet to 99 feet. In addition, the recently built Wahu Development, located three blocks to the east, is 125 feet tall.

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

Increasing the height of the building will have no impact on utilities, access roads or drainage.

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

Increasing the height of the building will have no impact on traffic congestion in the public streets.

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

The proposed development would be consistent with the following policies of *The Minneapolis Plan for Sustainable Growth*:

**Land Use Policy 1.2: Ensure appropriate transitions between uses with different size, scale, and intensity.**

- I.2.1 Promote quality design in new development, as well as building orientation, scale, massing, buffering, and setbacks that are appropriate with the context of the surrounding area.

**Land Use Policy I.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.**

- I.12.6 Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.

**Land Use Policy I.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.**

- I.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.

**Land Use Policy I.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.**

- I.15.3 Encourage the development of high- to very high-density housing within Growth Centers.

**Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.**

- 10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.
- 10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

**Urban Design Policy 10.23 Promote climate-sensitive design principles to make the winter environment safe, comfortable and enjoyable.**

- 10.23.1 Consider solar access, shelter from wind and snow storage and removal in site design.
- 10.23.3 Consider building context, placement, and height to manage wind speeds.

The comprehensive plan encourages concentrating the tallest buildings in the Downtown Minneapolis Growth Center. The site is not located in the Downtown Minneapolis Growth Center, but it is located in the University of Minnesota/SEMI Growth Center where other tall buildings are located. The massing and scale of the project will be compatible with the area.

The City Council approved the *Stadium Village University Avenue Station Area Plan* in 2012. The plan says that the highest density development should be concentrated around station areas and major corridors, as well as those areas closest to the campus. The plan goes on to say that regardless of placement, appropriate buffering and transitions are important, as well as attention to shadowing of tall buildings.

The site is located in the designated Stadium Village Activity Center, the designated University of Minnesota/SEMI Growth Center and at the center of the Stadium Village Transit Station Area (TSA). The University of Minnesota campus is located to the north, south and west sides of the site. The tallest portion of the proposed building is located along Washington Avenue Southeast and Harvard Street Southeast. The taller portion of the building has been set back from the base of the building along both the east and south sides which are adjacent to a residential structure and residentially

zoned property. The proposed building will cast shadows on adjacent buildings; however, the shadowing impacts do not appear to be significant given the context of the area.

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 the C3A Commercial 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.*

Increasing the height of the proposed building should have a minimal impact on the amount of light and air that surrounding properties receive. The overall height of the proposed building is 26 stories. However, the taller portion of the building has been set back from the six-story base of the building along both the east and south sides which are adjacent to a residential structure and residentially zoned property. The base of the proposed building will be set back two feet from the east property line and the L-shaped tower portion will be set back ten feet or more from the east property line. The adjacent residential building to the east is six stories in height. The first floor of the adjacent building is located up to the interior property line and the upper floors are set back ten feet from the interior property line. The south property line jogs approximately ten feet to the south approximately 45 feet back from Harvard Street Southeast. The base of the proposed building will be set back between zero and ten feet from the south property line and the L-shaped tower portion will be set back 16 feet or more from the south property line. The residential building to the south is two-and-a-half stories in height and is located 52 feet from the interior property line. All other surrounding development is separated from the site by public streets.

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

The applicant submitted a shadow study depicting shadowing impacts at 10 am, noon and 3 pm on the Spring and Fall equinox and on the Summer and Winter solstice. The shadow studies indicate that the proposed building will cast shadows on the residential property to the east; however, the shadowing impacts do not appear to be significant given the context of the area. The shadow study indicates that due to the fact that the neighborhood is densely built-out, that during the periods of peak shadowing, much of the surrounding vicinity is currently shadowed by existing buildings. There is a solar energy system located on the roof of the Minneapolis Fire Station 19 located at 206 Ontario Street Southeast located approximately three blocks away. According to the shadow studies, the proposed building will not shadow the existing solar energy systems.

3. *The scale and character of surrounding uses.*

The scale and character of the project is compatible with the area. The proposed building is located across the street from Malcolm Moos Health Sciences Tower which is 268 feet tall. Other buildings on the block and adjacent blocks range in height from 28 feet to 99 feet. In addition, the recently built Wahu Development, located three blocks to the east, is 125 feet tall.

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

The Phi Chi Fraternity, located just south of the proposed development site, is a part of the University of Minnesota Greek Letter Chapter House Historic District. The height of the proposed building will block views of the landmark from this location. However, a four-story building would also block views of the fraternity since it is only two-and-a-half stories in height. In addition, the Mississippi River is located southwesterly of the site. While the Mississippi River is located close to the proposed building, there are existing buildings that block views of it from this location. It should be noted that the intent of the standard is to preserve public view corridors, not to preserve individual views from private developments.

## VARIANCE: FAR

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the maximum floor area ratio (FAR) from 4.32 to 11.1 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 maximum FAR in the C3A Commercial Activity Center District is 2.7. The development qualifies for two 30 percent density bonuses; enclosed parking and mixed commercial-residential building. The bonuses increase the maximum FAR to 4.32. The development site is 29,713 square feet in size and the overall size of the building is 329,750 square feet. This yields a proposed FAR of 11.1. Given this, the applicant has applied for a variance to increase the maximum FAR from 4.32 to 11.1

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The property is located in the designated Stadium Village Activity Center, the designated University of Minnesota/SEMI Growth Center and at the center of the Stadium Village Transit Station Area (TSA). Adopted City policies say that densities up to 800 du/acre may be allowed in or near all designated Growth Centers and within Activity Centers adjacent to Growth Centers, as consistent with adopted small area plans. The City Council approved the *Stadium Village University Avenue Station Area Plan* in 2012. The plan says that the highest density development should be concentrated around station areas and major corridors, as well as those areas closest to the campus. The proposed development has a density of 644 du/acre. To achieve the desired density at this location the FAR of the building needs to be increased.

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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of lot controls is to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the use of lots and lot area in order to provide adequate light, air, open space and separation of uses. The proposed FAR of the building allows for the desired density in this location.

The building has been designed with a six-story base and 20 floors of housing above. The tallest portion of the proposed building is located along Washington Avenue Southeast and Harvard Street Southeast. The taller portion of the building has been set back from the base of the building along both the east and south sides which are adjacent to a residential structure and residentially zoned property.

- 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 granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

The proposed size of the building is compatible with other buildings in the area. The Malcolm Moos Health Sciences Tower, located across Harvard Street Southeast from the site, is comparable in size to the proposed building. There are also other large buildings in the surrounding area. The tallest portion of the proposed building is located along Washington Avenue Southeast and Harvard Street Southeast. The taller portion of the building has been set back from the base of the building along both the east and south sides which are adjacent to a residential structure and residentially zoned property.

### VARIANCE: MINIMUM GFA OF UNITS

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum gross floor area of the efficiency units within the building from 350 square feet to 340 square feet 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 building will contain units ranging from fully furnished efficiency units to four-bedroom units. The efficiency units will be approximately 340 square feet in size. The minimum size for an efficiency unit in the zoning code is 350 square feet. Given this, the applicant has applied for a variance to reduce the minimum gross floor area of the efficiency units within the building from 350 square feet to 340 square feet.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. To achieve the desired density at this location, the size of some of the dwelling units needs to be reduced. At 340 square feet, the efficiency units are only three percent smaller than what is required. In addition, a range of housing types is encouraged by the comprehensive plan.

- 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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The purpose of having a minimum gross floor area requirement for a dwelling unit is to distinguish between a rooming unit and a dwelling unit. In the zoning code, a dwelling unit is defined as “one or more rooms designed, occupied or intended for occupancy as a separate living quarter, with a single complete kitchen facility, sleeping area and bathroom provided within the unit for the exclusive use of a single household.” The proposed efficiency units have full kitchens and baths, a washer and dryer and built in furniture for efficient use of space.

- 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 granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. The reduction in unit size would not be discernible from the exterior of the building. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The efficiency units will comply with all life safety and building code requirements.

## VARIANCE: PARKING

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum parking requirement from 215 spaces to 144 spaces 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 minimum residential parking requirement in the UA University Area Overlay District is .5 spaces per bedroom or 307 spaces. However, the requirement in this PO Overlay District is reduced to 70 percent of the UA University Area Overlay requirement. The minimum residential parking requirement is 215 spaces. The applicant is proposing to provide 144 parking spaces in the building for the residential portion of the development.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. There will be one level of below ground parking and five levels of structured parking within the building. The applicant has indicated that due to a high water table in this area that it is not possible to have more than one level of below ground parking. If additional parking spaces were to be incorporated into the development, the building would have to get taller to accommodate the spaces.

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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. Parking regulations are established to recognize the parking needs of uses and structures, to enhance the compatibility between parking areas and their surroundings, and to regulate the number, design, maintenance, use and location of off-street parking spaces and the driveways and aisles that provide access and maneuvering space. The regulations promote flexibility and recognize that excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design, and sustainability.

A Travel Demand Management Plan (TDMP) was completed for the proposed development. The study concludes that, overall, the proposed uses would have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing roadway operations are minimal. In addition, the study concludes that there is sufficient parking being provided within the development given the sites proximity to transit, shared vehicles and shared bicycles. The study also notes that there are public parking ramps within walking distance of the site that could be utilized if parking demand exceeds the amount of spaces available in the building.

The site is located within walking distance of several bus routes and the Stadium Village Station stop. This stop is serviced by the METRO Green Line light rail line that runs between Downtown

Minneapolis and Downtown St. Paul. The applicant will be providing 611 bicycle parking spaces and 11 motor scooter parking spaces on the. There are designated on-street bike lanes in the area which tie into the larger bike trail system in the Twin Cities. In addition, there are several Nice Ride Minnesota bike stations located within walking distance of the site.

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 granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The transit-oriented nature of the area is aligned with the proposed amount of parking in the building.

## VARIANCE: FRONT YARD

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the front yard setback along Harvard Street Southeast from the required 15 feet to zero feet for the first 25 feet north of the south property line to allow the building and mechanical equipment 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 front yard setback along Harvard Street Southeast is equal to the lesser of the front yard required by the residentially zoned properties or residential uses for the first 25 feet from such residence or office residence district boundary or residential property. The resulting setback along Harvard Street Southeast is 15 feet for the first 25 feet north of the south property line. The building is proposed to be located up to the front property line for the first 25 feet north of the south property line. The applicant is also proposing to locate mechanical equipment in the required front yard setback.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The parcel immediately to the south of the property is zoned R6 Multiple-family District, but is occupied by a large parking ramp. The parking ramp property has 33 feet of frontage along Harvard Street Southeast. South of that property is the Phi Chi Fraternity. The fraternity is located approximately two feet from the front property line along Harvard Street Southeast and it is located 52 feet from the interior property line.

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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of yard controls is 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. As noted above, the Phi Chi Fraternity is located 52 feet from the interior property line.

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 granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. As noted above, the Phi Chi Fraternity is located approximately two feet from the front property line along Harvard Street Southeast and 52 feet from the interior property line.

## VARIANCE: SIDE YARDS

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the east and south interior side yard setbacks from the required 55 feet to between two and 10 feet on the east side to allow the building and between zero and 16 feet on the south side to allow the building and mechanical equipment 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 east and south interior side yard setbacks are  $5+2X$  feet, where  $x$  equals the number of stories above the first floor as the building is adjacent to residentially zoned properties and residential uses. The resulting setback from these two property lines is 55 feet. A variance is required to allow a reduced setback.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The property is approximately 165 feet wide and 165 feet deep. If the building were to be set back 55 feet from both the east and south property lines approximately one-third of the property in each direction would become unusable. The small area plan says that the highest density development should be concentrated around station areas and major corridors, as well as those areas closest to the campus. Without the variances, achieving the desired density would be impeded.

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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of yard controls is 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 base of the proposed building will be set back two feet from the east property line and the L-shaped tower portion will be set back ten feet or more from the east property line. The adjacent residential building to the east is six stories in height. The first floor of the adjacent building is located up to the interior property line and the upper floors are set back ten feet from the interior property line. There will be a total of 12 feet separating the base of the proposed building and the adjacent building to the east.

The south property line jogs approximately ten feet to the south, approximately 45 feet back from Harvard Street Southeast. The base of the proposed building will be set back between zero and ten

feet from the south property line and the L-shaped tower portion will be set back 16 feet or more from the south property line. The residential building to the south is two-and-a-half stories in height and is located 52 feet from the interior property line.

However, there would be a lack of visual interest on floors two through six on the east side of the building and on that part of the wall not screened by the adjacent parking ramp on the south side of the building. As part of the site plan review, CPED is recommending that the east and south walls of the building be designed so they are not over 25 feet in length and void of any windows, entries, recesses or projections, or other architectural elements.

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.*

With the adoption of the staff recommendation, the granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. As noted above, there will be open space between the proposed building and the adjacent residential structures.

## VARIANCE: PO OVERLAY

The Department of Community Planning and Economic Development has analyzed the application for a variance to allow the building to be located more than eight feet from the front property lines along Washington Avenue Southeast and Harvard Street Southeast in the PO Pedestrian Oriented Overlay District 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 site is located in the PO Pedestrian Oriented Overlay District. One of the regulations in the overlay district requires that all buildings be located within eight feet of the front and corner side property lines. The first floor of the building will be located between three and 18 feet from the front property line along Washington Avenue Southeast and between zero and 32 feet along Harvard Street Southeast.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The property is located in the designated Stadium Village Activity Center, the designated University of Minnesota/SEMI Growth Center and at the center of the Stadium Village Transit Station Area (TSA). Adopted City policies encourage wider sidewalks in Activity Centers and Growth Centers. To achieve a wider sidewalk, the first floor of the building has been set back more than eight feet in some locations. This is an area with high levels of pedestrian traffic. The Washington Avenue sidewalk is only 11 feet wide and the Harvard Street Southeast sidewalk is 18 feet wide. Additional sidewalk width on Harvard Street allows for landscaping and benches that would enhance the public realm.

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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The PO Pedestrian Oriented

Overlay District was established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

The first floor of the building has been set back incrementally from the front property line along both Washington Avenue Southeast and Harvard Street Southeast to achieve a wider sidewalk and allow for landscaping, benches and increased pedestrian space near the intersection of the two streets.

- 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 granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The applicant has indicated that the greater setbacks allow for landscaping, benches and increased pedestrian space.

## VARIANCE: FENCE HEIGHT

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the height of a fence from the maximum 3 feet to 20 feet 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 the southwest corner of the site there is a proposed 20-foot tall fence. The proposed fence is located in the required front and interior side yards where the maximum fence height is three and six feet respectively. In addition, no fence is allowed to be greater than eight feet regardless of location.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The purpose of the fence is to screen the mechanical equipment and the loading area. The proposed fence will project approximately 12 feet further than the building wall along Harvard Street Southeast. The fence has been designed to look like the building as it will be made out of wood textured Glass Fiber Reinforced Concrete which is one of the exterior materials on the building. The height of the fence correlates to the height of the first floor of the building which is 20 feet.

- 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 applicant is proposing to use the property in a reasonable manner that would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. Fence regulations are established to promote the public health, safety and welfare, encourage an aesthetic environment and allow for privacy, while maintaining access to light and air. The fence will be located 52 feet from the closest residential structure and, as noted above, it will be made out wood textured Glass Fiber Reinforced Concrete which is one of the exterior materials on the building. The height of the fence correlates to the height of the first floor of the building which is 20 feet. With the proposed height and material, it would appear as an extension of the first floor wall of the building from the ground level.

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 granting of this variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. As noted above, the fence will look like an extension of the first floor of the building.

## SITE PLAN REVIEW

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

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

#### **BUILDING PLACEMENT AND DESIGN**

##### **Building placement – Requires alternative compliance**

- The first floor of the building will be located between three and 18 feet from the front property line along Washington Avenue Southeast and between zero and 32 feet along Harvard Street Southeast. Alternative compliance is required.
- The placement of the building will reinforce the street walls, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation. The building will be set relatively close to the front property lines. There will be a principal entrance for the housing component facing Harvard Street Southeast and there will be principal entrances for the commercial spaces facing Washington Avenue Southeast. And there will be large windows on all sides of the building that maximize the opportunities for people to observe adjacent spaces.
- The area between the building and the front lot lines will include amenities such as landscaping, benches and increased pedestrian space.
- All of the on-site accessory parking will be located within the building. There will be one level of below ground parking and five levels of structured parking within the building.

##### **Principal entrances – Meets requirements**

- There will be a principal entrance for the housing component facing Harvard Street Southeast and there will be principal entrances for the commercial spaces facing Washington Avenue Southeast.
- All principal entrances are clearly defined and emphasized through the use of floor-to ceiling glass and landscaping.

##### **Visual interest – Meets requirements with Conditions of Approval**

- The building walls provide architectural detail and contain windows in order to create visual interest.
- The proposed building emphasizes architectural elements – including recesses, projections, windows, and building materials – to divide the building into smaller identifiable sections.
- The entire base of the building facing the east and south property lines is over 25 feet in length and blank. The east and south walls of the building are 69 feet tall. The east wall of the building will be located 12 feet from an adjacent residential structure and will be visible from certain vantage points along Washington Avenue Southeast. It should be noted that the first floor of the adjacent

residential structure is located up to the interior property line. Approximately one-third of the south wall of the building will be highly visible from Harvard Street Southeast. The adjacent parking ramp is located five feet from the interior property line. CPED is recommending that the east and south walls of the building be designed so they are not over 25 feet in length and void of any windows, entries, recesses or projections, or other architectural elements. This condition shall apply to only those portions of the east and south building walls where the visibility of them are not blocked by an adjacent building.

**Exterior materials – Requires alternative compliance**

- The applicant is proposing metal, brick, wood textured Glass Fiber Reinforced Concrete, burnished CMU and exposed concrete as the building’s primary exterior materials. Each elevation would comply with the City’s durability standards for exterior materials (see Table I). 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.
- The building design is not consistent with the City’s policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials. On the north and west elevations there are only three different exterior materials. However, on the east elevation there are five different exterior materials proposed and on the south elevation there are four different exterior materials proposed. The east wall of the building will be located 12 feet from an adjacent residential structure and will be visible from certain vantage points along Washington Avenue Southeast. Approximately one-third of the south wall of the building will be highly visible from Harvard Street Southeast. Alternative compliance is required.
- 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 interior side walls on the tower portion of the building are similar to and compatible with the front sides of the building. However, the exterior materials and appearance of the interior side walls on the base of the building are not similar to and compatible with the front sides of the building. In addition to the building materials on the north and west side of the building, the applicant is proposing to use burnished block and exposed concrete on the east elevation and exposed concrete on the south elevation. The east wall of the building will be located 12 feet from an adjacent residential structure and will be visible from certain vantage points along Washington Avenue Southeast. Approximately one-third of the south wall of the building will be highly visible from Harvard Street Southeast. CPED is recommending that the exterior materials and appearance of the interior side walls on the base of the building be similar to and compatible with the front sides of the building.

**Table I. Percentage of Exterior Materials per Elevation**

<b>Material</b>	<b>Allowed Max</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<b>Brick</b>	<b>100%</b>	6.6%	3.1%	3.2%	6.8%
<b>Glass</b>	<b>100%</b>	50.7%	37.5%	28.5%	46.8%
<b>Concrete</b>	<b>100%</b>	0%	20.9%	8.8%	0%
<b>Wood Textured Glass Fiber Reinforced Concrete</b>	<b>100%</b>	.3%	2.1%	.6%	3.0%
<b>Metal Panel</b>	<b>75%</b>	42.4%	36.4%	47.3%	43.4%
<b>Burnished CMU</b>	<b>50%</b>	0%	0%	11.6%	0%

**Windows – Meets requirements**

- For residential uses, the zoning code requires that no less than 20 percent of the walls on the first floor, and 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. The project is in compliance with the minimum window requirement (see Table 2).
- 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 PO Pedestrian Oriented Overlay District. The project is in compliance with the minimum window requirement (see Table2).
- 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	
<b>Residential Uses</b>				
2nd floor and above facing Washington Avenue Southeast	10% minimum	163 sq. ft.	Greater than 10%	
2nd floor and above facing Harvard Street Southeast	10% minimum	152 sq. ft.	Greater than 10%	
<b>Nonresidential Uses</b>				
1st floor facing Washington Avenue Southeast	40% minimum	522 sq. ft.	93%	1,208 sq. ft.
1st floor facing Harvard Street Southeast	40% minimum	486 sq. ft.	52%	672 sq. ft.

**Ground floor active functions – Requires alternative compliance**

- At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway shall contain active functions. The ground floor facing Washington Avenue Southeast contains 100 percent active functions and the ground floor facing Harvard Street Southeast contains 65 percent active functions. Alternative compliance is required.

**Roof line – Meets requirements**

- The principal roof line of the building will be flat, which is similar to that of surrounding buildings.

**Parking garages – Meets requirements**

- All of the proposed parking is enclosed within the building.
- Sloped floors do not dominate the appearance of the walls on the parking garage, and vehicles would be screened from view.

**ACCESS AND CIRCULATION**

**Pedestrian access – Meets requirements**

- There are clear and well-lit walkways at least four feet in width connecting 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.
- There will be one curb cut along Harvard Street Southeast to access the one level of underground parking and the loading spaces and there will be one curb cut along Walnut Street Southeast to access the above ground parking.
- There are no public alleys adjacent to the site.
- There will be two small loading spaces on the site. They will be accessed from the curb cut along Harvard Street Southeast. All maneuvers affiliated with the loading spaces will occur on site.
- There is no maximum impervious surface requirement in the C3A Commercial Activity Center District. According to the materials submitted by the applicant, 99 percent of the site will be impervious, while 97 percent of the existing site is impervious.

**LANDSCAPING AND SCREENING**

**General landscaping and screening – Requires alternative compliance**

- At least 20 percent of the site not occupied by the building is required to be landscaped. The applicant is proposing approximately 315 square feet of landscaping on site, or approximately five percent of the site not occupied by the building (see Table 3). Alternative compliance is required.
- The applicant is not 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 three and the applicant is not proposing any trees. Alternative compliance is required.
- The applicant is not 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 13 and the applicant is not proposing any shrubs. Alternative compliance is required.

**Table 3. Landscaping and Screening Requirements**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Lot Area</b>	--	29,713 sq. ft.
<b>Building Footprint</b>	--	23,298 sq. ft.
<b>Remaining Lot Area</b>	--	6,415 sq. ft.
<b>Landscaping Required</b>	1,283 sq. ft.	315 sq. ft.
<b>Canopy Trees (1:500 sq. ft.)</b>	3 trees	0 trees
<b>Shrubs (1:100 sq. ft.)</b>	13 shrubs	0 shrubs

**Parking and loading landscaping and screening – Not applicable**

- There is no surface parking proposed for the site, so the site is not subject to the screening and landscaping requirements for parking areas per section 530.170.

## **ADDITIONAL STANDARDS**

### **Concrete curbs and wheel stops – Meets requirements**

- The driveway leading from Walnut Street Southeast to the above ground parking will be defined by six-inch by six-inch continuous concrete curb. Drainage from the driveway will be directed to a catch basin in the street.

### **Site context – Meets requirements**

- The Phi Chi Fraternity, located just south of the proposed development site, is a part of the University of Minnesota Greek Letter Chapter House Historic District. The height of the proposed building will block views of the landmark from this location. However, a four-story building would also block views of the fraternity since it is only two-and-a-half stories in height. In addition, the Mississippi River is located southwesterly of the site. While the Mississippi River is located close to the proposed building, there are existing buildings that block views of it from this location. It should be noted that the intent of the standard is to preserve public view corridors, not to preserve individual views from private developments.
- The applicant submitted a shadow study depicting shadowing impacts at 10 am, noon and 3 pm on the Spring and Fall equinox and on the Summer and Winter solstice. The shadow studies indicate that the proposed building will cast shadows on the residential property to the west; however, the shadowing impacts do not appear to be significant given the context of the area. The shadow study indicates that due to the fact that the neighborhood is densely built-out, that during the periods of peak shadowing, much of the surrounding vicinity is currently shadowed by existing buildings. There is a solar energy system located on the roof of the Minneapolis Fire Station 19 located at 206 Ontario Street Southeast located approximately three blocks away. According to the shadow studies, the proposed building will not shadow the existing solar energy systems.
- This building has been designed with recesses and projections which should help minimize the generation of wind currents at ground level.

### **Crime prevention through environmental design – Meets requirements**

- The site plan complies with crime prevention design elements as the principal entrances will be oriented towards the public sidewalks, walkways will direct people to and from the building entrances, there will be large windows on all sides of the building that maximize the opportunities for people to observe adjacent spaces and the public sidewalks and there will be lights located near all of the building entrances.

### **Historic preservation – Not applicable**

- 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 Commercial Activity Center District.

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

- The applicant has applied for a variance to reduce the minimum parking requirement from 215 spaces to 144 spaces (see Table 4).

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

Use	Minimum	Reductions	Total with Reductions	Maximum Allowed	Proposed
General Retail Sales and Services	0	--	0	39	0
Residential Dwellings	307 residential	PO (92)	215 residential	No maximum for enclosed parking	144 residential
	<b>307</b>	<b>(92)</b>	<b>215</b>	<b>197</b>	<b>144</b>

**Table 5. Bicycle Parking Requirements (Chapter 541)**

Use	Minimum	Short-Term	Long-Term	Proposed
General Retail Sales and Services	3	Not less than 50%	--	18
Residential Dwellings	614	--	Not less than 90%	603 Bicycle 11 Motor Scooter
	<b>617</b>	<b>2</b>	<b>553</b>	<b>632</b>

**Table 6. Loading Requirements (Chapter 541)**

Use	Loading Requirement	Minimum Requirement	Proposed
General Retail Sales and Services	Low	None	2 Small
Residential Dwellings	--	2 Small or 1 Large	
		<b>2 Small or 1 Large</b>	<b>2 Small</b>

**Building Bulk and Height – Requires conditional use permit and variance**

- The applicant has applied for a conditional use permit to increase the maximum height from 4 stories or 56 feet to 26 stories or 284 feet (see Table 7).
- The applicant has applied for a variance to increase the maximum floor area ratio (FAR) from 4.32 to 11.1.

**Table 7. Building Bulk and Height Requirements**

	<b>Code Requirement</b>	<b>Bonuses</b>	<b>Total</b>	<b>Proposed</b>
<b>Lot Area</b>	--	--	--	29,713 sq. ft. / .68 acres
<b>Gross Floor Area</b>	--	--	--	329,750 sq. ft.
<b>Floor Area Ratio (Minimum)</b>	1.0	--	1.0	11.1
<b>Floor Area Ratio (Maximum)</b>	2.7	+ .81 for enclosed parking + .81 for mixed commercial-residential building	4.32	
<b>Building Height (Maximum)</b>	4 stories or 56 ft., whichever is less			26 stories or 284 ft.

**Lot Requirements – Meets requirements**

**Table 8. Lot Requirements Summary**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Dwelling Units (DU)</b>	--	438 DUs
<b>Density (DU/acre)</b>	--	644 DU/acre
<b>Lot Area (Minimum)</b>	Not applicable	67.8 sq. ft. per DU
<b>Impervious Surface Area (Maximum)</b>	Not applicable	99%
<b>Lot Coverage (Maximum)</b>	Not applicable	78%
<b>Lot Width (Maximum)</b>	Not applicable	165 ft.

**Yard Requirements – Requires variance(s)**

- The applicant has applied for a variance to reduce the front yard setback along Harvard Street Southeast from the required 15 feet to zero feet for the first 25 feet north of the south property line to allow the building and mechanical equipment (see Table 9).
- The applicant has applied for a variance to reduce the east and south interior side yard setbacks from the required 55 feet to between two and 10 feet on the east side to allow the building and between zero and 16 feet on the south side to allow the building and mechanical equipment (see Table 9).

**Table9. Minimum Yard Requirements**

<b>Setback</b>	<b>Zoning District</b>	<b>Overriding Regulations</b>	<b>Total Requirement</b>	<b>Proposed</b>
<b>Front</b> (Washington Avenue Southeast)	0 ft.	--	0 ft.	Between 3 ft. and 18 ft.
<b>Front</b> (Harvard Street Southeast)	15 ft. for the first 25 ft. north of the south property line	--	15 ft. for the first 25 ft. north of the south property line	Between 0 ft. and 32 ft.
<b>Interior Side</b> (East)	55 ft.	--	55 ft.	Between 2 ft. and 10 ft.
<b>Interior Side</b> (South)	55 ft.	--	55 ft.	Between 0 ft. and 16 ft.

**Signs – Not applicable**

- Signs are subject to the requirements of Chapter 543, On-Premise Signs. In the C3A zoning district there can be one-and-a-half square feet of signage for every one linear foot of primary building wall. Wall signs are limited to 180 square feet in size. Projecting signs are limited to 48 square feet in size. There is no height limitation for either wall signs or projecting signs. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. However, a freestanding monument sign shall not be allowed if the amount of signage exceeds one square foot of signage for every one foot of primary building wall. The zoning code limits the number of freestanding signs on a zoning lot to one.
- In the PO Pedestrian Oriented Overlay District, pole signs, backlit awning and canopy signs and backlit insertable panel projecting signs are prohibited.
- At this time, no signage is proposed.

**Screening of Mechanical Equipment – Meets requirements**

- All mechanical equipment is subject to the screening requirements of Chapter 535 of the zoning code.
- There will be a cooling tower located on the roof of the building. The applicant is not proposing to screen the mechanical equipment. The overall height of the cooling tower is 16 feet. Given the height of the mechanical equipment, it will be visible from the ground and from surrounding buildings. CPED is recommending that the cooling tower be screened per the standards of Chapter 535, Regulations of General Applicability.
- There will also be mechanical equipment located on the ground in the southwest corner of the site. The mechanical equipment will be enclosed with a fence. The fence will be 20 feet in height and made out of wood textured Glass Fiber Reinforced Concrete which is one of the exterior materials on the building.

**Refuse Screening – Meets requirements**

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

**Lighting – Meets requirements with Conditions of Approval**

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code.
- A lighting plan showing footcandles was not submitted as part of the application materials. CPED is recommending that the final lighting plan conform to the standards of Chapter 535, Regulations of General Applicability.

**Fences – Requires variance(s)**

- Fences must comply with the requirements in Chapter 535. In the southwest corner of the site there is a proposed 20-foot tall fence. The purpose of the fence is to screen the mechanical equipment and the loading area. The proposed fence is located in the required front and interior side yards where the maximum fence height is three and six feet respectively. In addition, no fence is allowed to be greater than eight feet regardless of location. A variance is required to allow a fence that is 20 feet in height.

**Specific Development Standards – Not applicable**

**PO Pedestrian Oriented Overlay District Standards – Requires variance(s)**

- The applicant has applied for a variance to allow the building to be located more than eight feet from the front property lines along Washington Avenue Southeast and Harvard Street Southeast in the PO Pedestrian Oriented Overlay District.

**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 and Urban Neighborhood on the future land use map. The proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

**Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.**

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.
- 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.
- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.
- 10.6.6 Integrate transit facilities and bicycle parking amenities into the site design

**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.
- 10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.
- 10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.
- 10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.

**Urban Design Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.**

- 10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.
- 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
- 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.
- 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

**Urban Design Policy 10.23 Promote climate-sensitive design principles to make the winter environment safe, comfortable and enjoyable.**

- 10.23.1 Consider solar access, shelter from wind and snow storage and removal in site design.
- 10.23.3 Consider building context, placement, and height to manage wind speeds.

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

The City Council approved the *Stadium Village University Avenue Station Area Plan* in 2012. The proposed development is consistent with the following principles and policies outlined in the small area plan:

- As the opportunities for infill development emerge, the new development should reinforce the urban pattern by extending the street grid and placing buildings to define the streets and enhance pedestrian walkability.
- Encourage appropriate buffering and transitions between adjacent uses, including evaluation of shadowing by tall buildings of nearby properties.
- Allow for safe, comfortable, and inviting pedestrian activity along the street to and from the light rail stations to the adjacent neighborhoods and campus.
- Incorporate streetscape elements such as more street trees, planters, monuments, public art, kiosks and benches to create a more inviting and comfortable sidewalk environment and promote more sidewalk activity.

### **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:

- **Building placement.** The first floor of the building will be located between three and 18 feet from the front property line along Washington Avenue Southeast and between zero and 32 feet along Harvard Street Southeast. The property is located in the designated Stadium Village Activity Center, the designated University of Minnesota/SEMI Growth Center and at the center of the Stadium Village Transit Station Area (TSA). Adopted City policies encourage wider sidewalks in Activity Centers and Growth Centers. To achieve a wider sidewalk, the first floor of the building has been set back more than eight feet in some locations. CPED is recommending that the City Planning Commission grant alternative compliance.
- **Number of materials.** The building design is not consistent with the City's policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials. On the east elevation there are five different exterior materials proposed and on the south elevation there are four different exterior materials proposed. The east wall of the building will be located 12 feet from an adjacent residential structure and will be visible from certain vantage points along Washington Avenue Southeast. Approximately one-third of the south wall of the building will be highly visible from Harvard Street Southeast. The east and south elevations of the building are secondary facades. They also have to be fire rated walls since they are exterior walls of an enclosed parking ramp. Given these reasons, CPED is recommending that four materials be allowed on the east and south elevations of the building to allow a less decorative material where the walls would have limited exposure due to proximity of the adjacent buildings. Although staff is recommending that a fourth material be allowed on the secondary facades, the fourth material would not be appropriate on the primary facades. This recommendation is contingent on the applicant providing additional architectural elements and incorporating more materials that match the primary facades on the east and south elevations where they will have higher visibility.
- **Active functions.** At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway shall contain active functions. The ground floor facing Harvard Street Southeast contains 65 percent active functions. The access point to the on-site loading spaces and the underground parking will be located along Harvard Street Southeast as well as the loading spaces themselves. One hundred percent of the ground floor facing Washington Avenue Southeast will be active. CPED is recommending that the City Planning Commission grant alternative compliance.
- **General landscaping and screening.** The landscaping requirements for the development are 1,283 square feet of green space, three trees and 13 shrubs. The applicant is proposing 315 square feet of landscaping, zero trees and zero shrubs. However, the applicant is proposing to plant 155 perennials on the property and an additional 64 perennials and six trees in the right-of-way. The only portion of the site that does not have a basement below it or building above it is the two feet of space between the proposed building and the building to the east and the driveway connection to Walnut Street Southeast. It would not be practical to plant trees or shrubs in these locations. CPED is recommending that the City Planning Commission grant alternative compliance.

## **FOR REZONINGS ONLY**

### **ZONING PLATE NUMBER. 22**

**LEGAL DESCRIPTION.** The northerly 22.50 feet of Lot 3, Block 31, St. Anthony City Addition, Hennepin County, Minnesota. AND The South 32 feet of Lot 7 and the North 33 feet of Lot 8, Block

31, St. Anthony City Addition, Hennepin County, Minnesota, except the southerly 10.50 feet of the northerly 33.00 feet of the easterly 120.00 feet of said Lot 8, Block 31, St. Anthony City Addition. AND The West 120 feet of Lot six (6) and the West 120 feet of the North 34 feet of Lot seven (7), Block thirty-one (31), St. Anthony City, Hennepin County, Minnesota. AND The East 45 feet of Lot six (6) and the East 45 feet of the North 34 feet of Lot seven (7), Block thirty-one (31), St. Anthony City, 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 Core Minneapolis, LLC for the properties located at 600 Washington Avenue Southeast, 612 Washington Avenue Southeast and 311 Harvard Street Southeast:

**A. Rezoning the property located at address from the R6 Multiple-family District, C1 Neighborhood Commercial District and C2 General Commercial District zoning district to the C3A Commercial Activity Center District and to add the PO Pedestrian Oriented Overlay District.**

Recommended motion: **Approve** the application for a petition to rezone the properties located at 600 Washington Avenue Southeast, 612 Washington Avenue Southeast and 311 Harvard Street Southeast from the R6 Multiple-family District, C1 Neighborhood Commercial District and C2 General Commercial District to the C3A Commercial Activity Center District and to add the PO Pedestrian Oriented Overlay District to the entire site.

**B. Conditional Use Permit to increase the height of the building.**

Recommended motion: **Approve** the application to increase the maximum height of the building from 4 stories or 56 feet to 26 stories or 284 feet, subject to the following conditions:

- I. 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.

**C. Variance to increase the maximum floor area ratio (FAR).**

Recommended motion: **Approve** the application to increase the maximum floor area ratio (FAR) from 4.32 to 11.1.

**D. Variance to reduce the minimum gross floor area.**

Recommended motion: **Approve** the application to reduce the minimum gross floor area of the efficiency units within the building from 350 square feet to 340 square feet.

**E. Variance to reduce the minimum parking requirement.**

Recommended motion: **Approve** the application to reduce the minimum parking requirement from 215 spaces to 144 spaces.

**F. Variance to reduce the front yard setback along Harvard Street Southeast.**

Recommended motion: **Approve** the application to reduce the front yard setback along Harvard Street Southeast from the required 15 feet to zero feet for the first 25 feet north of the south property line to allow the building and mechanical equipment.

**G. Variance to reduce the east and south interior side yard setbacks.**

Recommended motion: **Approve** the application to reduce the east and south interior side yard setbacks from the required 55 feet to between two and 10 feet on the east side to allow the building and between zero and 16 feet on the south side to allow the building and mechanical equipment.

**H. Variance of the PO Pedestrian Oriented Overlay District.**

Recommended motion: **Approve** the application to allow the building to be located more than eight feet from the front property lines along Washington Avenue Southeast and Harvard Street Southeast in the PO Pedestrian Oriented Overlay District.

**I. Variance to increase fence height.**

Recommended motion: **Approve** the application to increase the height of a fence from the maximum 3 feet to 20 feet, subject to the following conditions:

1. The fence shall be made out of wood textured Glass Fiber Reinforced Concrete to match the exterior material on the building.

**J. Site Plan Review.**

Recommended motion: **Approve** the application for a new mixed-use building including 438 dwelling units and 10,500 square feet of commercial space, subject to the following conditions:

1. All site improvements shall be completed by August 5, 2016, 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 east and south walls of the building shall be designed so they are not over 25 feet in length and void of any windows, entries, recesses or projections, or other architectural elements. This condition shall apply to only those portions of the east and south building walls where the visibility of them are not blocked by an adjacent building.
4. There shall be no more than four exterior materials on the east and south elevations.
5. The exterior materials and appearance of the interior side walls on the base of the building shall be similar to and compatible with the front sides of the building.
6. Roof top mechanical equipment shall be screened per the standards of Chapter 535, Regulations of General Applicability
7. The final lighting plan shall conform to the standards of Chapter 535, Regulations of General Applicability.

**ATTACHMENTS**

1. PDR report
2. Written description and findings submitted by applicant
3. Travel Demand Management Plan
4. Zoning map
5. Survey
6. Site plan
7. Photos
8. Shadow studies
9. Context study
10. Architectural plans
11. Renderings

- 12. Civil plans
- 13. Landscaping plans
- 14. Correspondence



Minneapolis Development Review  
250 South 4<sup>th</sup> Street  
Room 300  
Minneapolis, MN 55415

## Preliminary Development Review Report

**Development Coordinator Assigned:** DONALD ZART  
(612) 673-2726  
don.zart@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

<b>Tracking Number:</b>	PDR 1001420
<b>Applicant:</b>	CORE MINNEAPOLIS 2234 W NORTH AVE CHICAGO, IL 60647
<b>Site Address:</b>	600 WASHINGTON AVE SE 612 WASHINGTON AVE SE 311 HARVARD ST SE
<b>Date Submitted:</b>	29-MAR-2016
<b>Date Reviewed:</b>	07-APR-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](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

Proposed construction of a 26 story, mixed use building with 431 residential units, 10,500 sq ft of retail space with 197 car parking spaces and 618 bicycle parking.

### Review Findings (by Discipline)

#### Zoning - Planning

- Please continue to work with Hilary Dvorak on the Land Use Application process.

#### Street Design

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

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\*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.

## □ 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. Contact Development Coordinator for new address assignment. 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 proposed address for the residential lobby will be 311 Harvard St SE
- The proposed address for Retail Space A will be 604 Washington Ave SE
- The proposed address for Retail Space B will be 610 Washington Ave SE
- The proposed address for Retail Space C will be 614 Washington Ave SE
- The proposed address for Retail Space D Will be 616 Washington Ave SE
- 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.
- 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. Contact Development Coordinator for new address assignment. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- This building is also considered to have a parking ramp per MCO Chapter 108. As such, within 5 years of the date of the certificate of occupancy being issued, the parking ramp will be required to have annual inspections and apply for a Ramp Operating Certificate.

## □ 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 water service connections to the site shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department before any new service lines can be installed, call (612) 673-2451 for more information.
- Meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Domestic service lines larger than three inches require a Bypass Assembly (see attachment). Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

## □ Parks - Forestry

- Contact Craig Pinkalla ([cpinkalla@minneapolisparcs.org](mailto:cpinkalla@minneapolisparcs.org)), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- Replacement trees on Washington should not be same species.
- Maple is overrepresented in neighborhood
- Protect Engineered root space on Washington Ave SE. Believe swedish soil was installed.
- Ginkgo selection on Harvard is appropriate
- Verify middle planter on Harvard has at least 125 sq. ft. opening.
- Overrepresented Genera - avoid planting
- University of Minnesota
- Ash 15%
- Elm 17%
- Hackberry 11%

- Linden 10%
- Maple 25%
- 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 at 311 Harvard, the calculated dedication fee is as follows:

• Residential - 431 x \$1521	=	\$655,551
• Commercial - Proposed retail is less than existing retail		
• Credit for 5 existing residential units	=	\$7605
• Subtotal	=	\$647,946
• Administrative Fee - Capped at \$1,000	=	\$ 1,000
• Total	=	\$648946

- 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 Don Zart at 612-673-2726.

**❑ Sewer Design**

**Groundwater:**

- Please include the low floor elevation on the Grading Plan and identify if discharge of groundwater is proposed in order to keep the below grade portions of the building dry after construction. If not, please clearly indicate this.

**Utility Connections:**

- The proposed storm sewer connection to the catch basin on Harvard St SE, should be revised to connect to the 36" storm sewer along the curb line of Washington. This connection can be made by core drilling into the main and installing a saddle tee fitting.
- Please provide a peak sanitary flow estimate for the proposed development.
- An 18" x 12" wye is identified for the proposed sanitary connection to the main in Harvard St. City records indicate the sanitary sewer in this location is a 12" main.

**Utility:**

- Include the relevant City sewer infrastructure information on the Utility Plan (pipe sizes, types and invert elevations).

**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](mailto:jeremy.strehlo@minneapolismn.gov)

**❑ Construction Code Services**

- Although not required, it is recommended that you schedule a Preliminary Plan Review by calling 612-673-5839
- Contact the Met Council for a SAC determination. For more information see this link.
- [http://www.ci.minneapolis.mn.us/www/groups/public/@regservices/documents/webcontent/convert\\_281675.pdf](http://www.ci.minneapolis.mn.us/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf)

### ❑ Right of Way

- The site plan does not indicate locations of proposed electric utility transformers; it is recommended that the Applicant begin discussions with Xcel Energy as soon as possible in order to identify electric utility and transformer locations on the site plan. It should not be assumed that the City will approve any proposed transformer location in the Public 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.

### ❑ Sidewalk

- 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 contact information for the Minneapolis Park Board included on Sheet C1.0 is incorrect and shall be updated to Craig Pinkalla at (612) 499-9233.
- ADA compliant pedestrian ramps are required at each impacted crosswalk surrounding the site (recently upgraded ADA compliant pedestrian ramps shall be protected during construction). Construct two (2) ADA compliant pedestrian ramps at each of these locations. All pedestrian ramps will need to meet current ADA regulations and be "Accessible Pedestrian Signal" (APS) ready. Please contact Ryan Anderson at 612-673-3986 for more information on current APS designs. Include the appropriate details and standard plans 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>

### ❑ Fire Safety

- Provide required fire suppression system throughout building.
- Fire department connection must be located on the address side of the building & within 150 feet of a fire hydrant.
- The Main entrance should be on the address side, along with the FDC and the fire command room & key box (looks like Harvard).
- Provide required fire alarm system throughout building including all High-Rise requirements.
- Maintain fire apparatus access at all times.

### ❑ Business Licensing

- Contact Don Zart 612-673-2726 concerning a food plan review and SAC determination.
- For questions on specific Health Inspection or review items, contact Ryan Krick (612) 673 - 3597

### ❑ Historical Preservation Committee

- There is no preservation flag on this property. However, there is a requirement for a preservation review as part of the regular wrecking permit issuance process.

## □ 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).
- On Washington Ave S.E. the emergency lane shall be kept open at all times and cannot interfere with the LRT tracks, etc. Emergency lane is used for buses (and other vehicles) when there are issue or incidents on the tracks. Please have the contractor contact Catrina Boucher at 612-341-5687 for any permit or special safety training needs associated with construction activities near the LRT catenary lines.
- All street lighting (existing and proposed) shall be shown clearly on the site plan. Prior to site plan approval, the Applicant shall contact Joseph Laurin at 612-673-5987 to determine street lighting requirements. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. If 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.
- Note to the Applicant: In addition to the various required construction permits, impacts to existing traffic signal and street lighting systems (including installation of new street lights) will require the Applicant and respective Contractors to enter into a separate Right-of-Way Excavation Permit (including Testing and Inspection requirements) with the Public Works Department, for further information regarding this permit please coordinate with Paul Miller at (612) 673-3603. If this project chooses not to use City forces to install the street lighting, the Contractor shall follow the standard supplemental specifications for the DIVISION SL-LIGHTING. For detailed information related to City of Minneapolis standard specifications, details, and standard plates refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>
- Please remove the on street loading zone and parking from the plans as on street needs are brought through a different process. Please contact Aaron Johnson at 612-673-2396
- The access point on Walnut has some issues; the radius between the roadway and the sidewalk looks fine but I would question the need for the curb between the sidewalk and building (the location of the old radius point). It looks like a tripping hazard with no real need to be there, please remove the curbing in this area.
- Provide signage (on your property) that explains the use of the access points such as private/public to prevent turn around/back up issues.
- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.
- Note to the Applicant: Please add the following notes to the site plan:
  - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
  - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to <http://minneapolis.mn.roway.net/> for a permit.
  - Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis lighting or traffic signal system that may be in the way of construction.
  - All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
  - Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

**□ Environmental Health**

- This project is on the site of an old hotel established in 1894. It is unknown what conditions may be identified during site excavation that will need to be addressed such as unidentified tanks, water supply well etc.
- Several projects in this area have had to de-water the site for installation of utilities, elevator pits and footings. A permit will be required to discharge to local storm drains or sanitary sewers. A water sample and analysis will need to be conducted possibly for petroleum products, metals, and PAHsRC
- If the project has underground parking, tests should be done to determine the static water table and the lowest level of the structure should be above this and expected seasonal fluctuations.
- If impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (615) 649-5451.
- If dewatering is required during site construction see below for city permit requirements. The scope of work calls for underground parking. The highest groundwater level expected for this site should be determined and used in establishing the lowest level for underground parking. The underground parking and other 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.

END OF REPORT

**600 WASHINGTON AVENUE SE  
STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT**

**REVISED MAY 31, 2016**

**PROJECT DESCRIPTION**

The 600 Washington Avenue SE mixed-use development is located at one of the City's most important sites, situated at the southeast corner of Washington Avenue SE and Harvard Street SE, adjacent to the East Bank Campus of the University of Minnesota. The site's gateway location is at the nucleus of the campus community and next to the Metro's busiest station in the LRT system. The purpose and vision of 600 Washington Ave SE is the creation of an iconic, transit-oriented development that will foster multi-disciplinary collaboration amongst a broad demographic of people. The proposed 26-story, glass and metal panel tower will include: 438 units of market rate apartments; 5,000 square feet of interior residential amenity space; two vibrant outdoor terraces for residents; approximately 10,500 SF of retail space; and one below-grade and five above-grade parking levels. The above-grade parking levels will be lined with residential units along Washington Avenue and along much of the Harvard Street facade. The prominent corner of Washington and Harvard will be carefully designed in order to optimize the pedestrian experience by combining ample outdoor seating with exquisite landscaping and streetscape amenities. The proposed development will replace two, 1 and 2-story masonry structures and a surface parking lot.

The project will provide a unique housing opportunity for residents who desire to live in a TOD development that is walkable to campus activities (education, arts, research, fitness, athletics, restaurants and retail), and immediately accessible to mass transit. It is anticipated that the project will be attractive to a broad spectrum of residents including: University employees, medical staff, family of extended stay hospital patients, medical residents and fellows, research faculty, students, retired faculty and alumni, downtown employees, and empty nesters from surrounding neighborhoods. In addition to its proximity to the METRO Green Line LRT East Bank Rail Station, other transit amenities in the immediate vicinity of the project include many Metro Transit bus routes, a Nice Ride Minnesota bicycle station (McNamara Center Station), and designated bikeways. Due to the transit-oriented nature of the project, onsite parking for residents has been limited to 135 spaces on levels 2-6, plus the required 9 spaces for guests. Forty-five parking stalls will be provided in the below-grade garage to replace the existing surface parking stalls that are owned and used by Grace Lutheran Evangelical Church, which is located across Harvard Street SE. Several charging station ports will be provided in the parking garage. Access to the parking levels will be from Harvard Street SE and from the driveway off of Walnut Street SE. Bike and motor scooter storage for residents will be provided within the building and bike racks are proposed on the public sidewalk for customers, employees and visitors. This development will foster pedestrian connectivity through and between the University and surrounding community.

**DESIGN INTENT**

This development compliments the surrounding institutional, commercial and residential development, minimizes vehicular traffic, and promotes a sustainable environment. Malcolm Moos Health Sciences Tower is located directly west of the site and is the closest contextual

reference point. The proposed design showcases lightness compared to the massing and materiality of Moos Tower, as well as a balanced composition between the various tower components. The overall height and scale are addressed by continuing the urban wall and matching elevations with the adjacent Moos Tower, while providing a clear expression of program elements, warmth, and a highly-detailed articulation appropriate for a large mixed-use development.

The retail footprint and pedestrian realm tie into the design elements of Washington Avenue by taking cues from its segmented patchwork of hardscape and green spaces. The sidewalk extends that aesthetic into the varied setbacks along the building's frontage. The glass retail façade steps incrementally to align with existing sidewalk scoring and patterns. This creates a framework for green spaces and seating areas, which continue to widen and culminate in a dynamic corner at the intersection of Harvard and Washington, fostering pedestrian flow, interaction and connectivity. The Washington Avenue sidewalk scoring pattern and colored concrete is proposed to continue south along Harvard.

### **BUILDING COMPOSITION & AESTHETIC**

Above the first floor glass retail facade, a row of residential units line the parking garage on levels two through six. This base is a combination of glass and masonry that bring warmth and a sense of residential scale to the project while disguising the parking areas. The panels are broken by open segments of glass that create a rich street-front texture and visual interest. The color palette consists of warm greys and browns, offset with light silver to provide visual contrast. A wood-tone canopy flanks the building corner providing a reduced building scale, in order to further enrich the pedestrian experience.

A recessed ribbon of glass and metal panel separates the tower from the base at the 7<sup>th</sup> floor. A moderate setback marks the amenity level and helps delineate the scale and massing of the building. A gracious, double-height outdoor terrace at the corner expresses visual connectivity, landscape, and active spaces.

The façades are composed with a series of 3-story tall window bays and spandrel panel openings organized within a metal panel grid. These more solid elements are light-colored to soften the height and blend into the background. The grid façade elements permeate the main street elevations, as well as southern and eastern facing sides. This grid creates large scale forms and transitions around corners with generous vertical recesses that result in a transparent corner element. The intent is to provide a visually stunning and iconic edge addressing the urban nature of the site and allowing for neighboring context to reflect onto its façade.

The residential tower continues through the 26<sup>th</sup> floor and terminates with a glass ribbon that frames the regular grid façade and helps create an elegant top to the building. The corner element further extends, allowing for both mechanical screening and a vertical design expression at the focal point of the building.

## **PROJECT METRICS**

- 438 Residential Units / 614 Bedrooms
  - 100 micro (340 SF)
  - 118 studios
  - 105 one bedroom
  - 99 two bedroom
  - 12 three bedroom
  - 4 four bedroom
- 5,000 SF Residential Interior Amenity
- 8,200 SF Residential Exterior Amenity
- 10,500 SF Retail Space
- 189 Car Parking Spaces
  - 135 for residents
  - 9 for guests
  - 45 for Church
- 632 Bicycle and Motor Scooter Parking Spaces
  - 603 bike spaces in the garage for residents
  - 11 motor scooter spaces in the garage for residents
  - 18 bike spaces proposed on the public sidewalk
- 26 Stories
- 11.1 FAR

## **REQUIRED APPLICATIONS**

The applications required for the project are:

1. Rezoning from C1, C2 and R6 to C3A Community Activity Center District with PO Pedestrian Oriented Activity Center District
2. Conditional use permit to increase the allowed height from 4 stories or 56 feet to 26 stories / 278 feet to the top of the roof and 284 feet to the top of the cooling tower
3. Variance to increase the allowed floor area ratio (FAR) from 4.32 to 11.1
4. Variance to reduce the required minimum floor area per dwelling unit from 350 SF to 340 SF for 100 efficiency "micro" units
5. Variance of the PO Overlay District standards to allow building placement greater than 8 feet from the street
6. Variance to reduce the required vehicular parking for residents from 215 to 135 stalls (the required 9 guest stalls will be provided)
7. Variances to reduce required yards:
  - a. front yard along Harvard reduced from 15 feet to 0 feet for the first 25 feet from the south property line
  - b. east interior side yard adjacent to a residential use in the C3A District reduced from 55 feet to 2 feet for floors 1 – 6 and to 10 feet, 4.5 inches for portions of the tower
  - c. south interior side yard adjacent to an R6 District reduced from 55 feet to between 0 feet and 16 feet for portions of the garage levels and tower
8. Variance to increase fence height for ground-level mechanical screening to 20 feet
9. Site plan review

## REZONING REQUIRED FINDINGS

The proposed rezoning from a mix of C1, C2, and R6 to C3A with the PO Overlay extended across the entire project site is consistent with the required findings under § 525.280 of the Zoning Code.

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

The *Minneapolis Plan for Sustainable Growth* (the City's Comprehensive Plan, 2009) designates the 600 and 612 Washington parcels on the future land use map as Mixed-Use, and the 311 Harvard parcel as Urban Neighborhood. The Mixed-Use land use category allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district. The Urban Neighborhood category is intended for predominantly residential areas with a range of densities. Although not generally intended to accommodate significant new growth, the highest densities are intended to be concentrated around identified nodes and corridors. More intensive nonresidential uses may be located in neighborhoods closer to Downtown and around Growth Centers.

The site is also located within the Stadium Village Activity Center, the East Bank Transit Station Area (TSA), and the University of Minnesota Growth Center. A recent amendment to the Comprehensive Plan provides the following clarifying guidance regarding housing density in and near these land use features: "Densities up to 800 du/acre may be allowed in or near all designated Growth Centers and within Activity Centers adjacent to Growth Centers, as consistent with adopted small area plans."

The following policies and implementation steps from the Comprehensive Plan also apply to this site and project proposal:

Land Use Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

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.

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.

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.

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

1.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.

1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.

1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.

1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.

1.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.

1.12.6 Encourage the development of high- to very high-density housing within the boundaries of Activity Centers.

1.12.9 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.

Land Use Policy 1.13: Support high-density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.1 Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations.

1.13.3 Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.

1.13.4 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.

1.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Land Use Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.

1.15.3 Encourage the development of high- to very high-density housing within Growth Centers.

1.15.4 Promote the integration of major public and private institutional campuses located in Growth Centers, including health care and educational services, with the function and character of surrounding areas.

Transportation Policy 2.4: Make transit a more attractive option for both new and existing riders.

2.4.3 Encourage higher intensity and transit-oriented development to locate in areas well served by transit.

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

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

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

Housing Policy 3.1: Grow by increasing the supply of housing.

3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.

Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.

3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

Urban Design Policy 10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development.

10.4.1 Maintain and strengthen the architectural character of the city's various residential neighborhoods.

10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock.

Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.

10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.

10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.

10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.

10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.

10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

10.6.6 Integrate transit facilities and bicycle parking amenities into the site design.

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.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Urban Design Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

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

10.18.6 The ground floor of parking structures should be designed with active uses along the street walls except where frontage is needed to provide for vehicular and pedestrian access.

The project site is also located within the area studied for the *Stadium Village University Avenue Station Area Plan* (the Stadium Village Plan, 2012), which guides the entire site for Mixed Use development. A top priority for implementation of the land use goals outlined in this plan includes "Direction of high density transit oriented mixed use development to designated areas in centers and corridors and at transit stations, with special attention to key intersections and gateways."

Additional recommendations from the Stadium Village Plan that are applicable to the proposed project include:

#### Stadium Village Commercial Core

- Encourage the development of multi-story mixed use development in the Stadium Village activity center, with active uses on the ground floor such as retail and services.
- Encourage high density residential both within the commercial core areas on upper floors, and in surrounding areas, as designated on the future land use map.
- Ensure that new development supports the pedestrian and transit oriented character of this area.

#### Housing

- Encourage the development of a variety of residential types to serve the diversity of people who live and/or work in the area, with a mix of affordability levels, unit types, ownership and rental, amenities, and other characteristics.
- Encourage the development of higher density housing close to the University campus, along major corridors, and at transit station areas.
- Very high density uses (120+ units per acre) may be suitable in some areas identified as high density, to be considered on a case-by-case basis.
- Encourage high quality construction in new housing projects, with durable structure, materials, and finishes.

Rezoning to C3A is consistent with the Activity Center designation for the site and surrounding area. C3A zoning supports the proposed mixed use project with residential density of 642 dwelling units per acre, which is classified as very high density in the City's land use plans. This density is consistent with the guidance and policies of the Comprehensive Plan and the Stadium Village Plan that encourage very high density, transit-oriented development in Activity Centers, Transit Station Areas and in and near Growth Centers.

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

The proposed rezoning is not solely for the interest of the property owner. Rezoning of the site to C3A will allow for redevelopment of a key property adjacent to the East Bank LRT station in a manner consistent with Comprehensive Plan and Stadium Village Plan policies that call for transit-oriented development with very high residential density and active, retail ground floor uses.

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 a particular property.*

Adjacent land uses on the block include: a 6-story, mixed-use (retail and multiple-family) building to the east; a 6-story, approximately 200,000 square-foot parking ramp that covers most of the south half of the block and that is owned by the University of Minnesota; and a 2.5 story fraternity house on the southwest corner. Across Washington Avenue SE to the north is an 8-story hotel owned by the University. Commercial and mixed-use buildings extend east along Washington Avenue SE and within the Stadium Village commercial district. The University East Bank campus is located north, west and south of the site, with the 17 story, Malcom Moos Health Sciences Tower on the block immediately to the west across Harvard Street SE. The Green Line light rail transit corridor runs along Washington Avenue SE and the East Bank LRT transit station is located within a block of the site.

Other than the project site, all properties on both sides of this block along Washington Avenue are zoned C3A. Properties further east along Washington are zoned C1, C2, C3A, OR2 and OR3. The University campus to the west is zoned OR3. The properties south of the project site on the block are zoned R6. The proposed C3A zoning is compatible with the existing uses and zoning of surrounding property.

The residential and retail uses proposed for the project are permitted uses in the C3A District and are compatible with the mix of commercial, hospitality and residential uses on Washington, with the parking ramp and fraternity on the south side of the block, and with the University campus.

*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 three parcels that comprise the project site could continue to be used with the existing, low-density mix of retail and residential uses and for surface parking; however, the existing uses are not consistent with the TOD goals and other land use policies applicable to the site. Due to the small and irregular size of the three parcels and the mix of C1, C2 and R6 zoning, redevelopment is not feasible without land assembly and uniform zoning classification. The proposed C3A zoning will allow reasonable use of the property that is more in keeping with City policies.

*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.*

In the last decade, several parcels to the east along Washington Avenue have been rezoned to C3A and redeveloped with high-density housing. The development of the METRO Green Line

and the East Bank transit station are critical to the TOD-orientation of the proposed project, including very high residential density and reduced parking ratio. The recently-adopted Stadium Village Plan recognizes these trends and TOD character by encouraging very high density residential and mixed use development in Stadium Village near the University campus.

**CONDITIONAL USE PERMIT FOR INCREASED HEIGHT**  
**REQUIRED FINDINGS**

The proposed conditional use permit to increase the allowed height of the building from 4 stories or 56 feet to 26 stories and 284 feet to the top of the rooftop cooling tower (268 feet to the top of the roof) is consistent with the required findings under § 525.340 of the Zoning Code.

*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 proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a development that will benefit the surrounding area and reinforce goals of the Comprehensive and Stadium Village Plans. In particular, infill development on this site adjacent to a light rail station will promote City goals for increased density and mixed use, transit-oriented development. The new construction will replace low-density, nondescript buildings and an unlandscaped surface parking with a building of high architectural quality that will be an anchor and focal point for the Activity Center. The building and site design will improve and activate the pedestrian realm. The new construction will comply with all building and site development codes.

*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 of uses permitted in the district.*

This development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The height and associated density of the project will provide additional housing types and opportunities to serve a broad spectrum of residents, many of whom will be affiliated with the surrounding cultural, educational and medical uses, facilities and activities. The proposed uses are compatible with the existing mixed use character of the area. High-density, mixed use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the neighborhood, the transit station area and Washington Avenue SE.

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

Adequate utilities, access, drainage and other facilities will be provided. The development team will continue to work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements. Access to the underground level of the parking garage

will be provided from Harvard Street SE and access to the upper garage levels will be via a driveway that connects to Walnut Street SE.

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

A traffic impact study and Travel Demand Management Plan have been prepared for the proposed development. There are many transit and alternative transportation modes available to tenants, residents, employees and customers coming to and from this site. The Metro Transit Green Line runs along Washington Avenue SE directly north of the proposed development and the East Bank Station is just 200 feet to the west. There are nineteen separate bus routes (including Metro Transit, U of M Connector, Southwest Transit and other services) that run along Washington Avenue SE and/or have bus stops within walking distance of the proposed development. Shared bike and car stations are located within a few blocks of the site. Because of the proximity to the U of M, shopping, dining and entertainment, the traffic study concluded that reliance on auto travel is less likely by residents of the project. Further, the availability of alternative modes of travel translates to fewer auto trips during weekday peak traffic periods, thus lessening the overall impact to the regional highway transportation system.

The development will minimize or mitigate project related transportation effects via the adoption of the Travel Demand Management Plan. The project will provide only 0.22 parking spaces per bedroom for residents, which will minimize vehicular traffic associated with the project and encourage use alternate modes of transportation. Loading and delivery areas will be provided off-street, within the building. The number of proposed curb cuts has been minimized to just one on Harvard and one on Walnut.

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

Many applicable policies of the Comprehensive Plan and Stadium Village Plan are listed in the findings for rezoning. The proposed height and design of the project is consistent with these policies, most particularly the following from the Comprehensive Plan:

Land Use Policies:

1.12.6 Encourage the development of high- to very high-density housing within the boundaries of Activity Centers.

1.13: Support high-density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.15.3 Encourage the development of high- to very high-density housing within Growth Centers.

Transportation Policies:

2.4.3 Encourage higher intensity and transit-oriented development to locate in areas well served by transit.

Urban Design Policies:

10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development.

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.

The height, design and density of the project is also highly consistent with the goals and policies of the Stadium Village Plan that encourage the development of multi-story, very high-density housing with a variety of housing types and affordability levels and of high quality construction in the Activity Center, near the University campus and the transit station.

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

Upon approval of the submitted applications, the project will conform with the applicable regulations of the C3A zoning district.

Additional factors to be considered when determining the maximum height per §548.110:

*(1) Access to light and air of surrounding properties.*

Public right-of-way separates the proposed development on the west and north. The orientation of the two wings of the tower places their narrowest facades facing the adjacent properties to the east and south. The residential floors of the apartment building to the east are set back 10 feet from the shared property line. The east facade of the tower adjacent to that property will also be set back 10 feet, 4.5 inches. There will be substantial open space between the new building and the fraternity building to the south. Thus, the orientation and setbacks of the tower wings ensure that the proposed height of the building will not impede access to light and air for the surrounding properties.

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

It will not shadow existing residential properties. Like other residential towers, the project will cast long shadows at certain times of the day and year, but the effects are mitigated by the placement of the tower on the south side of the site and separation by public streets. The project does not shadow any significant public spaces. No existing solar energy systems are known to be shadowed by the project.

A shadow study has been submitted that shows the degree of shadowing by the project. The study evaluated shadows from the project, and other buildings in the project area, during seasonal milestones including spring equinox, summer solstice, fall equinox, and winter solstice, and at various times of day (10AM, 12PM, and 3PM). The building results in a relatively negligible increase in shadows within the project area, with the most significant shadowing during the late afternoon of the winter solstice.

*(3) The scale and character of surrounding uses.*

A context study of the heights of surrounding buildings has been submitted. The proposed project would be taller than most development in the vicinity, but is very similar in actual height

to the Malcom Moos Tower (approximately 17 stories/268 feet in height) located on the block immediately west of the project site. The nearby University medical campus contains other tall buildings, including the Mayo Building (approximately 179 feet) and the U of M Fairview Medical Center (approximately 137 feet). Increased height has been approved for other transit-oriented developments along the recently-constructed Green Line, including WaHu (11 stories) at the intersection of Washington and Huron Avenues and RISE (15 stories) to be constructed adjacent to the Prospect Park transit station. Very tall residential buildings up to 39 stories/337 feet are similarly located near the University's West Bank Campus in the Riverside Plaza development (<http://www.emporis.com>).

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

Views from the Stadium Village area to the Mississippi River are obstructed by existing development. Although the project will be much taller than the existing one and two-story buildings on the site, views of the 2.5-story Phi Chi Fraternity at 325 Harvard Street SE, which is a contributing property to the Minnesota Greek Letter Chapter House Historic District, will not be substantially changed from the pedestrian level.

**VARIANCE TO INCREASE FLOOR AREA RATIO**  
**REQUIRED FINDINGS**

The maximum FAR before density bonuses in the C3A District is 2.7. With density bonuses, the allowed FAR is 4.32. A variance is being requested to increase the FAR to 11.1. The increase in gross floor area and FAR will allow redevelopment of the site with the mix of uses and very high-density housing (642 du/acre) in a beautifully-articulated, glass and metal tower. The variance request is consistent with the required findings under § 525.500 of the 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.*

Practical difficulties exist for building within the FAR limits without a variance and complying with the City's land use guidance for the site, which encourages very high-density, transit-oriented development of up to 800 du/acre. The site is located in an Activity Center, immediately next to the University of Minnesota campus, which is a Growth Center, and in the center of a Transit Station Area along the Metro Green line. The Stadium Village Plan also encourages multi-story, very high-density housing development near the University and transit station. These are unique circumstances not created by the developer.

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 FAR is reasonable and consistent with the City's land use guidance for very high-density development in this area. In order for such density to be achieved under the City's

existing zoning regulations, a large FAR variance is necessary and is in keeping with the spirit and intent of 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 granting of the variance will not alter the essential character of the area, be injurious to the use or enjoyment of other properties, or be detrimental to the public health or welfare. As previously noted, the height is similar to the nearby Moos Tower and in context with other tall buildings on or near both the East Bank and West Bank campuses. The orientation and setbacks of the tower elements preserve access to light and air for surrounding properties. Careful attention has been paid to the design of the podium, the street level storefronts and the sidewalk areas to ensure that the pedestrian experience is welcoming and lively.

**VARIANCE TO DECREASE MINIMUM FLOOR AREA OF DWELLING UNITS**  
**REQUIRED FINDINGS**

A variance is requested to reduce the minimum floor area per dwelling unit from 350 SF to 340 SF for 100 efficiency "micro" units. The micro units have full kitchens and baths, washer and dryer, and built in furniture for efficient use of space. The variance request is consistent with the required findings under § 525.500 of the 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.*

Practical difficulties exist in achieving the density and range of housing options called for by the previously stated policies of the Comprehensive Plan and Stadium Village Plan without some relaxation of the City's minimum floor area standard. Micro units provide an affordable apartment option for people who want single-occupancy living in high-demand neighborhoods, and are expected to be particularly attractive to graduate and medical students and visiting faculty. The land use policies applicable to the site and the resident demographic that will benefit from an option to rent a micro unit are unique circumstances not created by the developer.

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.*

Inclusion of 100 micro units in a 438-unit development with a range of unit sizes is reasonable. Inclusion of some small units allows for increased residential density, consistent with land use policies, without even greater building mass. The micro units increase the variety of apartment types available and make the project attractive for a wider range of potential residents. The units will be only about 3% smaller than the 350 SF standard and will have full kitchens and baths, in keeping with the spirit and intent of the ordinance.

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 granting of the variance will not alter the essential character of the area, be injurious to the use or enjoyment of other properties, or be detrimental to the public health or welfare. The additional density allowed for by the micro units is consistent with City plans for redevelopment in this area. The units will comply with building code standards.

#### **VARIANCE OF PEDESTRIAN ORIENTED OVERLAY BUILDING PLACEMENT STANDARD** **REQUIRED FINDINGS**

A variance is requested from the requirement of the PO Overlay District that first floor building walls abutting a street not be further than 8 feet from the property line. The variance request is consistent with the required findings under § 525.500 of the 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.*

The glass retail façades along Washington Avenue step back incrementally from 3'-2" from the property line on the east side of the building to 5'-2", 8'-9" and ultimately 17'-11" at the corner with Harvard Street. This corner experiences an unusually heavy volume of pedestrian traffic due to its proximity to the University and transit station. The Washington Avenue sidewalk is approximately 11 feet wide and the additional setback is necessary to provide adequate room for pedestrian circulation and amenities. These are unique circumstances not created by the developer.

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 setbacks greater than 8 feet are reasonable. The purpose of the PO District standards is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity. Greater building setbacks are consistent with the spirit and intent of the ordinance and comprehensive plan policies related to the pedestrian realm in particularly busy pedestrian areas. The majority of the first floor of the building along both streets complies with the ordinance standard.

*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 variances from the PO Overlay standards will not alter the essential character of the area; rather, the project will enhance the architectural and pedestrian character along both street fronts. The step backs create a framework for green spaces and outdoor seating areas, which continue to widen and culminate in a dynamic corner at the intersection of Harvard and Washington, fostering pedestrian flow, interaction and connectivity. The variances will not be detrimental or injurious to the use of other property or to the public welfare.

**VARIANCE OF MINIMUM PARKING REQUIREMENT**  
**REQUIRED FINDINGS**

A variance is requested to reduce the minimum parking requirement for the 614 bedroom project from 215 parking spaces for residents to 135 spaces. The variance request is consistent with the required findings under § 525.500 of the 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.*

The project site is one of, if not the most intrinsically transit-oriented locations in the City. The transportation policies of the Comprehensive Plan noted above encourage higher density development balanced with reduced parking requirements that promote alternative modes of travel. Due to the height of the water table in this area, it is only possible to construct one level of underground parking, therefore, in order to increase the amount of parking in the development, more above grade parking levels would be required, which would further increase the height and mass of the building. Further, in order to include and redevelop the surface parking lot as part of the project, the 45 stalls in the basement garage must be provided as replacement parking the Grace Lutheran Church. These are unique circumstances that were not created by the developer, which result in practical difficulties in complying with the ordinance.

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.*

As previously noted, there is an unusual multiplicity of transit and alternative transportation modes available to residents of the project, including light rail, bus, shared car and bike stations, and pedestrian and bicycle routes. The TOD nature of the proposed development is expected to attract many residents who do not own cars and result in a much-reduced parking demand compared to ordinance requirements. However, if parking demand exceeds parking capacity at the development, residents will have other options for contract parking in the vicinity. Vehicular parking in the project will be supplemented by 603 bike spaces and 11 spaces for motor scooters in the garage. The proposed 135 on-site resident stalls for car parking is reasonable in these circumstances and in keeping with the spirit and intent of City ordinances and policies intended to encourage transit use and reduce parking requirements where feasible.

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 reduction of the parking requirement for the project is consistent with the TOD character of the area and will not be injurious to the use or enjoyment of other property in the vicinity or detrimental to the public.

**VARIANCES TO REDUCE YARD SETBACKS**  
**REQUIRED FINDINGS**

The following variances are requested to reduce minimum yards and building setbacks:

- front yard along Harvard reduced from 15 feet to 0 feet for the first 25 feet from the south property line;
- east interior side yard adjacent to a residential use in the C3A District reduced from 55 feet to 2 feet for floors 1 – 6 and to 10 feet, 4.5 inches for portions of the tower; and
- south interior side yard adjacent to an R6 District reduced from 55 feet to between 0 feet and 16 feet for portions of the garage levels and tower.

The variance requests are consistent with the required findings under § 525.500 of the 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.*

Although yards are not generally required in commercial districts, yard requirements apply to the project due to the adjacent residential use and R6 District. There is a front yard requirement of 15 feet for the first 25 feet from the south property line because it abuts an R6 District. Because the east interior side lot line is adjacent to a residential use and the south interior side lot line abuts an R6 District, the setback requirement is  $5 + 2X$ , which results in a 55-foot setback requirement for the 26-story building. Full compliance with this combination of setback requirements would create practical difficulties for achieving the desired density supported by City policies for this TOD location. These are unique circumstances that were not created by the developer.

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 setbacks are reasonable and in keeping with the spirit and intent of the ordinances 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. Reduction of the required front yard along Harvard to 0 feet will not conflict with the use of the R6 lots to the south, which contain a 6-story parking ramp and a fraternity. The Harvard frontage of the parking ramp lot is a 33 foot-wide open space and pedestrian connection to the ramp, which is set back substantially from the street. The fraternity building on the southwest corner of the block is set back less than 3 feet from the front property line. The proposed 0-foot front yard setback is in keeping with the spirit and intent of the ordinance and comprehensive plan policies related to reinforcing the street wall in commercial areas.

The  $5 + 2X$  setback requirement for the interior side yards (where X is the number of stories above the first story) results in an extremely large 55-foot setback requirement for the project. The intent of a setback requirement that increases without limit based on the height of the building is to ensure appropriate transitions next to residential districts and uses. However, the use of the adjacent R6 lot in this case is a large parking facility for the University – an institutional and parking use that is non-conforming with the R6 District. The proposed setbacks for the project from the south property line range from 0 feet at the closest point of the podium levels to the parking ramp lot, to 16 feet for the south facade of the tower wing along Harvard, to over 86 feet for the south facade of the tower wing along Washington. The proposed setbacks do not conflict with the use of the adjacent R6 lot.

The residential floors of the 6-story building to the east are set back 10 feet from the shared property line. Floors 1 – 6 of the proposed building will be set back 2 feet, providing 12 feet of separation that will provide access for light and air to the adjacent apartment building. The east facade of the tower wing along Washington will be set back over 10 feet and the tower wing along Harvard will be over 100 feet from the east property line. The proposed setbacks promote the orderly redevelopment of the project site in a manner that is consistent with the City's urban design policies by providing appropriate physical transition and separation in context of the existing, surrounding development.

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 setbacks are consistent with setbacks of other buildings in the area, will not impinge on access to light and air for the project residents or surrounding uses, and will provide appropriate separation of uses. Therefore, the variances will not be injurious to the use of other property or detrimental to the public health, safety, or welfare.

#### **VARIANCE TO INCREASE FENCE HEIGHT** **REQUIRED FINDINGS**

A variance is requested to allow the height of the screening fence surrounding the ground level mechanical area to be 20 feet tall. The variance request is consistent with the required findings under § 525.500 of the 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.*

The size of the development requires three transformers to provide electrical service. They are proposed to be located in an approximately 12-foot x 43-foot section of the property that extends south of the majority of the site, creating an irregular lot line and area that is not practical to incorporate in the building footprint or to use as open space. Although the transformers will be installed below grade, they will need to be accessible from above. Generally there would be no height limit on a screening fence in a commercial district, but there are fence height limits in this case because of the yards that are required due to the adjacent R6 zoning. Compliance with the 3- to 6-foot height limits for fences in required front and side yards would not effectively or aesthetically screen the access area for the transformers. Practical difficulties exist in complying with the ordinance and providing appropriate screening due to unique circumstances not created by the developer.

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 20-foot screen will be constructed with the same wood textured composite material that will clad portions of the ground floor, creating a visual and aesthetic extension of the building facade. Although technically a fence, the screen will appear structural in nature. It will also provide architectural detail and interest along the exposed portion of the south side of the garage. Fence height limits are intended to maintain access to light and air for adjacent uses, which is not a concern for the adjacent parking ramp parcel. The proposed screen height is reasonable and consistent with the intent and spirit of the ordinance.

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, be injurious to the use of other property, or be detrimental to the public health, safety or welfare.

APPENDIX -- K

Travel Demand Management Plan for

## 600 Washington Avenue SE

Minneapolis, MN

**Prepared for:**

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Project Number: R0008298.00

Date: 3/21/2016

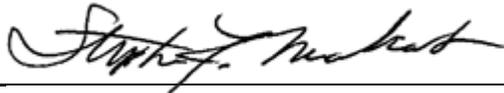
Travel Demand Management Plan for  
**600 Washington Avenue SE**

**Minneapolis, MN**

**March 21, 2016**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: \_\_\_\_\_ Stephen J. Manhart \_\_\_\_\_

Signature: \_\_\_\_\_  


Date: 3/21/2016 License # 22428

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## APPENDICES

Appendix A: Technical Appendix

## 1.0 -- INTRODUCTION

The goal of this redevelopment is to create an iconic Transit-Oriented Development (TOD) mixed-use project that will become a nucleus of activity at the University of Minnesota. The project will provide a unique housing opportunity to a currently unserved population who desire to live in a TOD development that is walkable to campus activities including: education, arts, research, athletics, restaurants and retail.

600 Washington Avenue SE is a “one of a kind” mixed-use development that will be highly attractive to a broad spectrum of potential residents including:

- University of Minnesota employees
- Medical staff
- Family of extended stay hospital patients
- Medical residents, fellows, etc.
- Research faculty conducting short and long term research
- Retired faculty
- Empty-nesters from surrounding neighborhoods (e.g., Prospect Park, Longfellow, River Road, Highland)
- Alumni who desire to live near the activities and culture of the university (sports, classes, music, arts, etc.)
- Students
- Downtown employees
- General population of Minneapolis-St Paul

The project site comprises three parcels:

- 600 Washington Avenue SE (the 600 Parcel) contains a one- and two-story brick building with an approximately 9,200 square-foot footprint. Commercial uses comprise the ground floor while six apartment units occupy the second floor.
- 612 Washington Avenue SE (the 612 Parcel) contains a one-story commercial building that is approximately 4,500 square feet in area.
- 311 Harvard Street SE (the 311 Parcel) is a bituminous surface parking lot, including driveway access from both Harvard Street SE and Walnut Street SE. The 311 Parcel is currently owned by Grace University Lutheran Church (the Church), which is located at 324 Harvard Street SE. The Church uses the 311 Parcel for parking during

their services and events, and leases parking spaces on monthly contracts for use during other times of the week.

### 1.1 -- MIXED USE PROGRAM SUMMARY

The program for this redevelopment includes two distinct and active uses:

- A high-rise apartment building with 450 units (644 beds) and off-street structured parking.
- Approximately 12,500 square feet of commercial/retail space on the ground floor.

Table 1-1 describes the changes in the land uses with the proposed development.

*Table 1-1: Land Use Changes with Proposed Development*

<b>Existing Land Uses</b>	<b>Proposed Land Uses</b>
<u>Residential</u> – 6 apartment units	<u>Residential</u> – 450 dwelling units (644 beds)
<u>Commercial Retail Buildings</u> (13.7 ksf.)	<u>Commercial/Retail</u> – 12,500 square feet
<u>Off-Street Parking</u> (34 surface stalls in Lot AA; 3 delivery stalls behind retail)	<u>Off-Street Parking</u> – 196 stalls (151 resident stalls structured above ground level; 45 min. church stalls structured below ground)

*(Source: Westwood, February 2016)*

The development site lies within the C1 Neighborhood Commercial, C2 Neighborhood Corridor Commercial and R6 Multiple-family Districts and within the University Area (UA), Pedestrian Oriented (PO) and the Mississippi River Critical Area (MR) Overlay Districts. A change to C3A Community Activity Center Zoning District is proposed.

The site is surrounded by two-way streets and the following intersections:

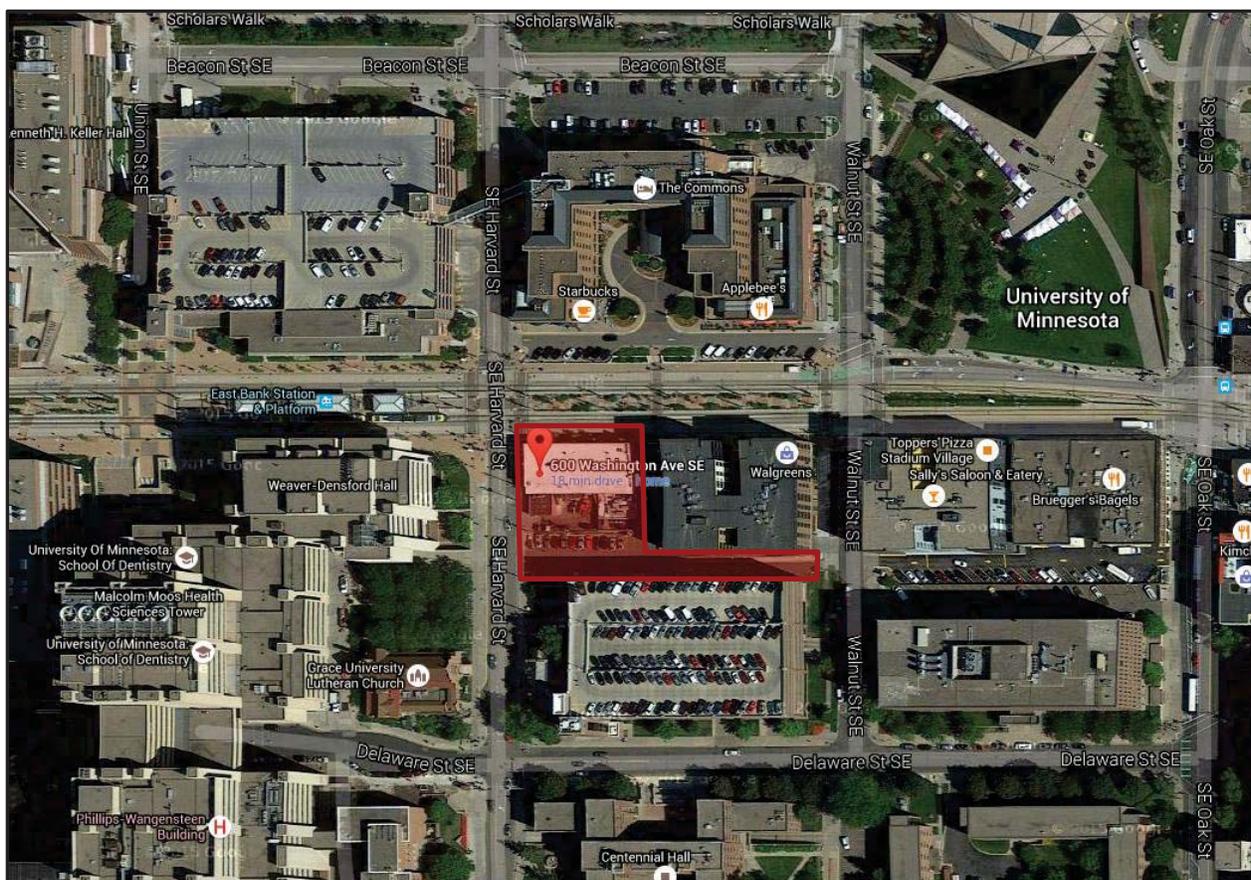
- Harvard Street SE & Washington Avenue SE
- Walnut Street SE & Washington Avenue SE
- Harvard Street SE & Delaware Avenue SE
- Walnut Street SE & Delaware Avenue SE

The site lies along several Metro Transit lines, including the METRO Green Line LRT between downtown Minneapolis and downtown Saint Paul. Nineteen different routes providing full, limited, or express bus transit opportunities are located at or nearby this site. Two routes of the campus circulator transit service also serve this location.

The Developer will propose TDM strategies similar to those identified in other recent plans in the University of Minnesota area. The added dimensions of the mix of uses and the university location combined with the numerous adjacent transit, bicycle and pedestrian facilities will serve to reduce traffic demand to and from this development.

This TDMP will identify the alternative transportation options in the vicinity of the site, will discuss the change in parking and site generated traffic, and will include strategies to encourage the use of these alternative modes.

Figure 1-1: Site Location



(Source: Google Maps, 2015)



## **2.0 -- PEDESTRIAN, BICYCLE, TRANSIT AND CAR-SHARING CONSIDERATIONS**

The proposed development's location adjacent to the University of Minnesota affords the future apartment residents, retail employees and customers with many opportunities for the use of alternative transportation modes. These include sidewalks and walking paths, designated bike routes and many bus routes that traverse the streets north and west of the site. The METRO Green Line LRT runs down the centerline of Washington Avenue in front of the building site with a station only a half block away.

### **2.1 -- TRANSIT**

There are numerous transit opportunities adjacent to this site (see Figure 3). The following is a list of the Metro Transit and U of M Circulator Bus routes that run along Washington Avenue SE adjacent to the development site. Due to the narrow lanes of Washington Avenue SE, the bus stops for these routes are located on Oak Street SE, Harvard Street SE and/or Delaware Street SE:

#### **BUS ROUTES**

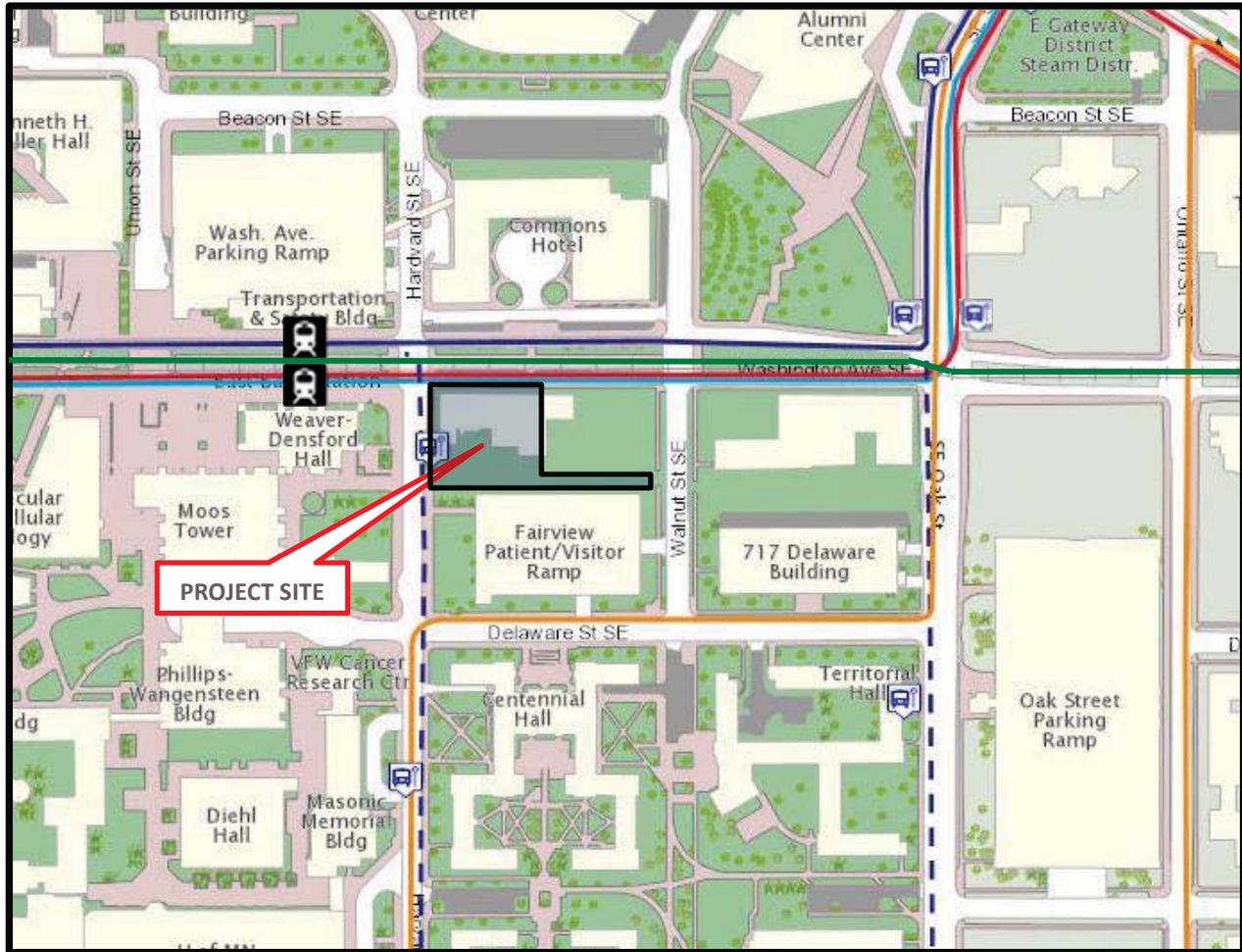
- **#2 - Franklin Av - Riverside Av - U of M - 8th St SE** – Local Bus Service between 5:00 a.m. and 1:10 a.m. eastbound and westbound
- **#111 - Ltd Stop - 66th St - Chicago - Cedar - U of M** – Limited stops on Weekdays for northbound only in a.m. and southbound only in p.m.
- **#113 - Ltd Stop - Grand Av S - Lyndale Av S - U of M** – Limited stops on Weekdays for northbound primarily in a.m. and southbound only in p.m.
- **#114 - Ltd Stop - Excelsior Blvd - Uptown - U of M** – Limited stops on Weekdays for northbound only in a.m. and southbound only in p.m.
- **#115 - Ltd Stop - Grand Av S - Uptown - U of M** – Limited stops on Weekdays for northbound primarily in a.m. and southbound only in p.m.
- **#118 - Ltd Stop - Central Av - Lowry Av - U of M** – Limited stops on Weekdays for southbound in a.m. and northbound only in p.m.
- **#120 - U of M Stadium Super Shuttle** – McNamara Alumni Center via Clinic & Surgery Center – Weekdays only every fifteen minutes from 7:00 a.m. to 5:45 p.m.
- **#121 - U of M - Campus Connector** – Blegen Hall to St. Paul Campus -- Weekdays every 5 to 20 minutes between 7:00 a.m. and 2:00 a.m.; and Weekends every 20 minutes between 9:30 a.m. and 2:30 a.m.

- #122 - U of M - University Ave Circulator – West Bank Circulator – Weekdays every 10 to 15 minutes between 7:00 a.m., and 2:00 a.m.; and Weekends every 15 minutes between 9:30 a.m. and 2:30 a.m.; Eastbound only
- #123 - U of M - 4th Street Circulator – East Bank Circulator – Weekdays only – 7:00 a.m. to 6:30 p.m., Eastbound only every 10 minutes
- #129 - U of M - Huron Shuttle – Huron Station to the U of M – Weekdays 6:46 a.m. to 8:55 a.m. Westbound only every 20 minutes
- #252 - 95<sup>th</sup> Avenue Park & Ride - U of M – Limited service Southbound in the a.m. and Northbound in p.m. only
- #272 - Express - Maplewood - Roseville - U of M – Limited stops at U of M for Westbound in a.m., and Eastbound in p.m. only
- #355 - Express - Woodbury – Mpls – Limited stops at U of M in p.m. only
- #465 - Burnsville-Minneapolis-U of M – Express Bus Route (Weekday only, every 15 minutes to 1 hour between 8:07 a.m. and 10:07 p.m. Southbound; and between 6:40 a.m. and 9:40 p.m. Northbound)
- #475 - Apple Valley-Cedar Grove-Mpls/U of M – Express Bus Route (Weekday only, primarily Northbound only in a.m., Southbound only in p.m.)
- #490 - Prior Lake-Shakopee-Minneapolis – Express Bus Route (Weekday, Northbound only in a.m., Southbound only in p.m.)
- #579 - Express - U of M – Southdale – Express Bus Route (Weekdays only, Limited stops Northbound only in the a.m.; Southbound only in the p.m.)
- #652 - Express - Plymouth Rd - Co Rd 73 Park & Ride - U of M -- Express Bus Route (Weekdays only, Limited stops Eastbound only in the a.m.; Westbound in the p.m.)
- #684 - SW Transit - Express - Eden Prairie – Southdale – Express Bus Route (Weekdays only, Limited stops Westbound only in the a.m.; Eastbound in the p.m.)
- #695 - SW Transit - Express - Chaska - Chanhassen – Mpls – Express Bus Route (Weekdays only, Limited stops Eastbound only in the a.m.; Westbound in the p.m.)
- #698 - SW Transit - Express - Chaska - Chanhassen – Mpls – Express Bus Route (Weekdays only, Limited stops Eastbound only in the a.m.; Westbound in the p.m.)
- #789 - Maple Grove - U of M – Express Bus Route (Weekdays only, Limited stops Southbound only in the a.m.; Northbound in the p.m.)

#### NEARBY BUS STOPS

- Bus Stop #41248 – Corner of Oak Street SE and Washington Ave SE (approximately 255 feet from northeast corner of 600 Washington Ave SE site); served by Routes 2, 111, 113, 114, 115, 118, 252, 465, 475, 490, 579, 652 and 789.

Figure 2-1: U of M Transit Routes



Legend	
<b>Bus Stops</b>	
<b>Bus Routes</b>	
	4th Street Circulator - 123
	Campus Connector - 121
	Campus Connector Summer Route Service
	St. Paul Circulator - 124
	Stadium Superblock Circulator - 120
	University Ave Circulator - 122
	University Ave. Circulator extended route
<b>Light Rail Transit Stops</b>	
<b>Light Rail Transit Route</b>	
	GREEN LINE
<b>NOTE:</b> Several other bus routes follow the Washington Avenue route in front of the development as noted in the text.	
SOURCE: U of M Twin cities Interactive Map, .2016	

- Bus Stop #49885 – Harvard St SE & Masonic Memorial (approximately 450 feet from southwest corner of 600 Washington Ave SE site); served by Route 120.
- Bus Stop #53766 – Oak Street SE & Delaware Street SE (approximately 800 feet from southeast corner of 600 Washington Ave SE site); served by Routes 129, 684, 695 and 698.
- Bus Stop #52141 – Oak Street SE & McNamara Alumni (approximately 1250 feet from northeast corner of 600 Washington Ave SE site); served by Route 120.

#### LIGHT RAIL TRANSIT

- METRO Green Line – LRT proceeds eastward to Saint Paul Union Station and westward to Target Field Station (Weekdays and weekends around the clock every 10 to 60 minutes). Connections can be made to METRO Blue Line at Downtown East Station that can take riders to the airport and Mall of America.

#### NEARBY LRT STATION

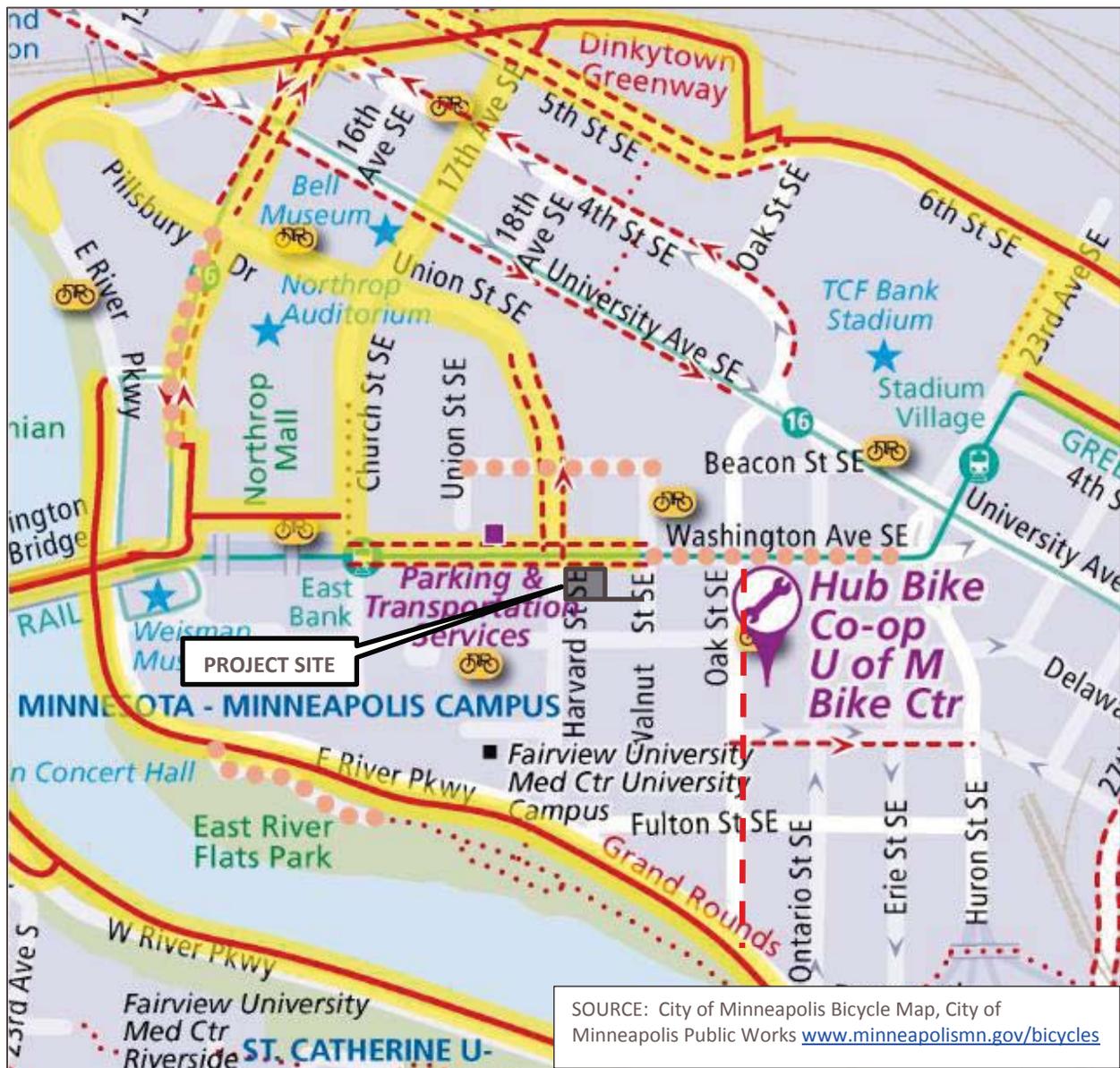
- Stop #56002 – East Bank Station & Platform – Eastbound trips (approximately 200 feet from northeast corner of 600 Washington Ave SE site); served by METRO Green Line.
- Stop #56042 – East Bank Station & Platform – Westbound trips (approximately 200 feet from northeast corner of 600 Washington Ave SE site); served by METRO Green Line.

#### 2.2 -- BICYCLE

Minneapolis, and especially the U of M area, is heavily traveled by bicyclists. The following two figures illustrate the significant bicycle opportunities and usage present in the U of M area

- As shown on Figure 2-2, there are designated on-street bike routes along Washington Avenue SE that tie into the elaborate bike trail system of Minneapolis. This system would enable potential residents to easily travel to other U of M locations such as the TCF Stadium, Dinkytown, as well as venture to the west across the Mississippi River into the West Bank Campus, or to the northeast toward the Saint Paul Campus area.
- As shown on Figure 2-2, there are six NiceRide Minnesota stations within four blocks of the site. NiceRide Minnesota is a non-profit bike sharing program being deployed throughout the Twin Cities, and is an available strategy to reduce auto trips.

Figure 2-2: Existing Bike Routes

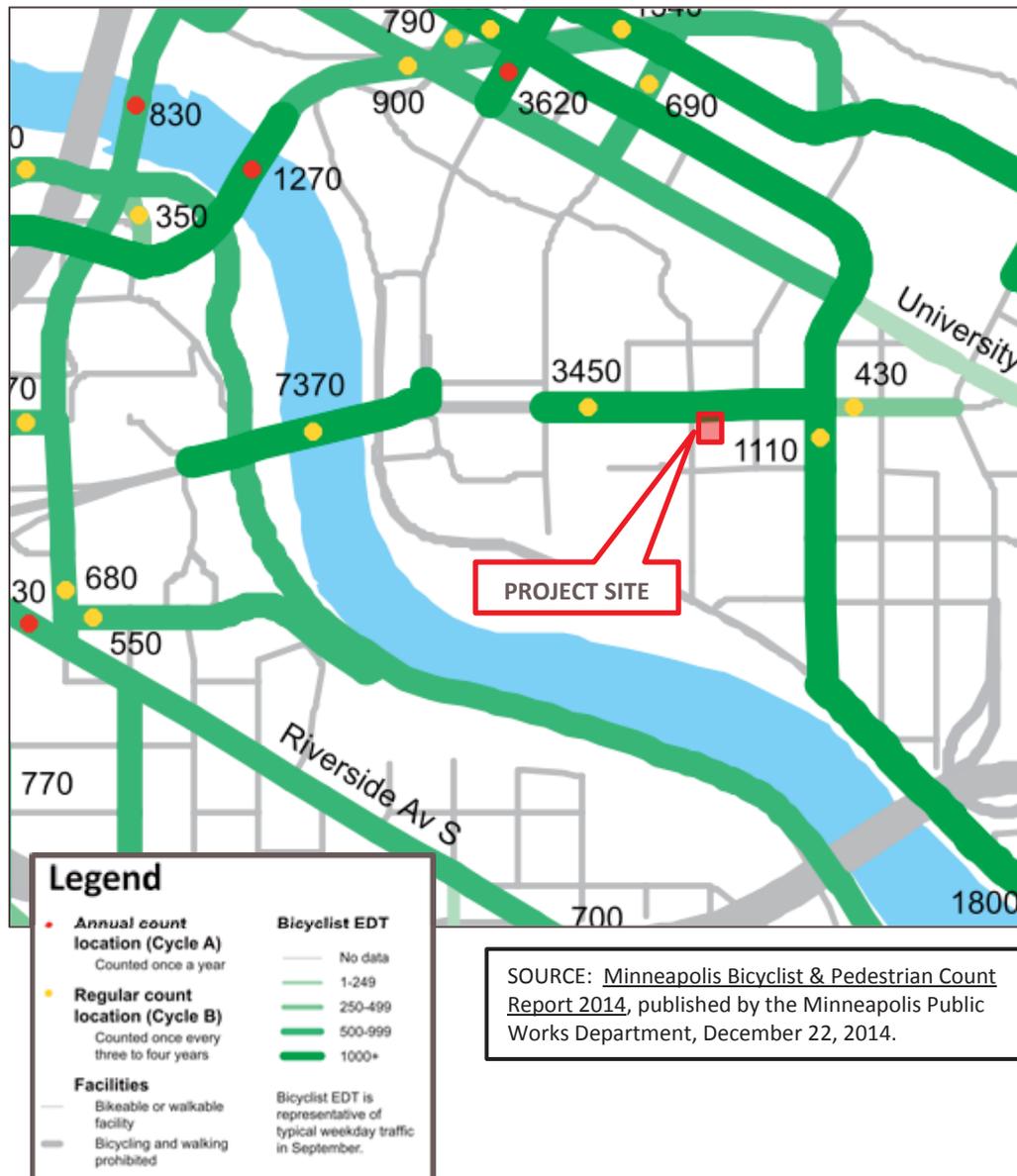


SOURCE: City of Minneapolis Bicycle Map, City of Minneapolis Public Works [www.minneapolismn.gov/bicycles](http://www.minneapolismn.gov/bicycles)

Streets	Bicycle Routes	Points of Interest
<ul style="list-style-type: none"> <li>Busier streets</li> <li>Local streets</li> <li>One-way traffic</li> <li>Bicycles prohibited or strongly discouraged</li> <li>Railroad tracks</li> <li>Selected bridges</li> </ul>	<ul style="list-style-type: none"> <li>Off-street bicycle trails</li> <li>On-street bicycle lanes and shoulders</li> <li>Shared lanes and bicycle boulevards</li> <li>Pedestrian paths and bridges (bicycles allowed)</li> <li><b>Low-Stress Bicycle Network</b> Trails, bike boulevards, &amp; quieter streets in Minneapolis</li> </ul>	<ul style="list-style-type: none"> <li>UNIV Colleges</li> <li>Schools</li> <li>Arts &amp; Entertainment</li> <li>Bike shops with repairs</li> <li>Other bike-related businesses</li> <li>Nice Ride station</li> <li>Light rail</li> <li>Hi-frequency buses</li> <li>Transit hubs</li> </ul>

- Figure 2-3 illustrates the estimated daily bicycle traffic along the streets in the U of M area, as reported by the Minneapolis Public Works Department.<sup>1</sup> Daily bicycle traffic along the designated bike routes of Washington Avenue is several thousand bicyclists per day, while Oak Street SE had a daily count of approximately 1,110 bicyclists per day in 2014. This number has likely increased with completion of the Oak Street two-way protected bike-lane in 2015..

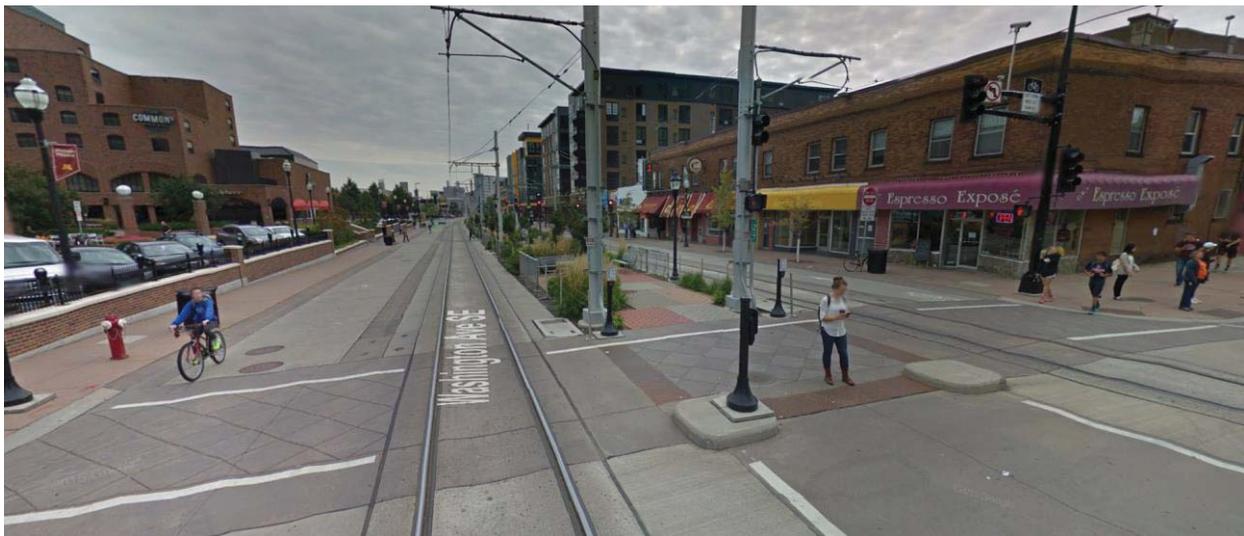
Figure 2-3: Bicyclist Estimated Daily Traffic (EDT)



<sup>1</sup> [Minneapolis Bicyclist & Pedestrian Count Report 2014](#), published by the Minneapolis Public Works Department, December 22, 2014.

Washington Avenue SE on the north side of the project site is referred to as the “Washington Avenue Transit/Bike/Pedestrian Mall”. As such, both directions of the street are closed to general traffic between Pleasant and Walnut Streets. Only pedestrians, transit buses, light-rail trains, emergency vehicles and bicycles are permitted on the Washington Avenue Transit/Bike/Pedestrian Mall between Walnut and Church streets. In this area, buses and trains will operate jointly on light-rail tracks at restricted speeds. Bicycles and emergency vehicles will share outside lanes. See Figure 2-4 below.

Figure 2-4: Washington Avenue Transit/Bike/Pedestrian Mall – looking southeast toward corner of Washington & Harvard



(Source: Google Maps Streetview, February 2016)

## 2-3 – CAR-SHARING

In recent years, several car-sharing options have become available throughout the Twin Cities, and especially in the University area. Car-sharing companies, such as HOURCAR, Car2Go, ZipCar and Enterprise CarShare make fleets of vehicles available to customers for short-term rentals. These rentals are geared to registered customers who do not own personal vehicles, but require a vehicle for short-term personal use. Gasoline, insurance and maintenance are included in the rental cost.

HOURCAR, Enterprise CarShare and ZipCar offer vehicles in designated parking spaces, while Car2Go offers cars that can be collected and parked on city streets. Figure 2-5 shows the proximity to these stations near the redevelopment site.

There are hubs for HOURCAR located less than one block to the northwest of the site, and two blocks to the southeast of the site. These would be within walking distance and would be a positive amenity when a personal vehicle is needed on a temporary basis.

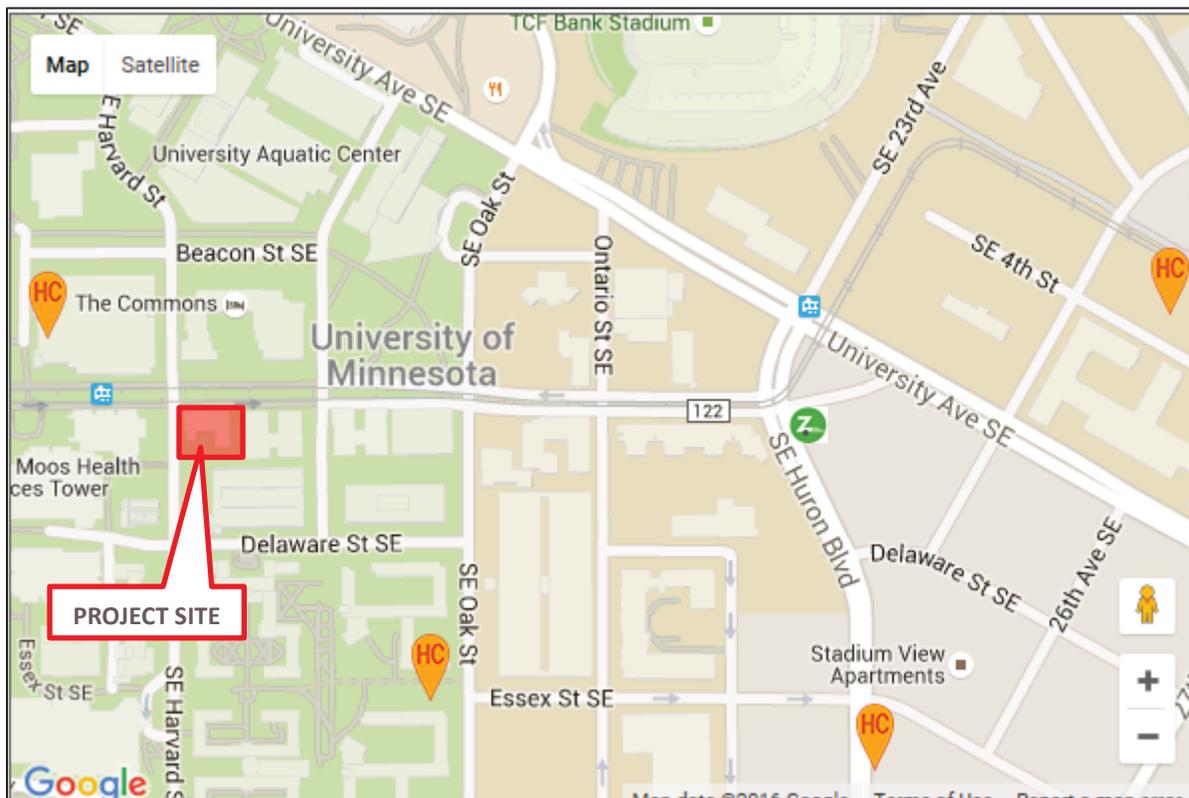
Other shared vehicle providers offer vehicles at sites throughout Minneapolis, such as:

- Car2Go (<https://www.car2go.com/en/minneapolis/>),
- Enterprise CarShare (<https://www.enterprise-carshare.com/us/en/home.html>), and
- Zipcar (<http://www.zipcar.com/minneapolis/find-cars>)

ZipCar has a parking station at the east end of Washington Avenue SE at Huron Boulevard. There are no Enterprise CarShare stations currently within walking distance of the project site.

Car2Go allows customers to find a vehicle using their smartphone, check in, drive the vehicle, park it and keep it to drive it further, or simply leave it where you parked it. While there are a few designated “parksots” around the Twin Cities, most vehicles are scattered where people have left them. (NOTE: The Car2Go website shows no vehicles parked on campus, but are sometimes found adjacent to campus on city streets.)

Figure 2-5: 2015 Shared Car and NiceRide MN Station Locations



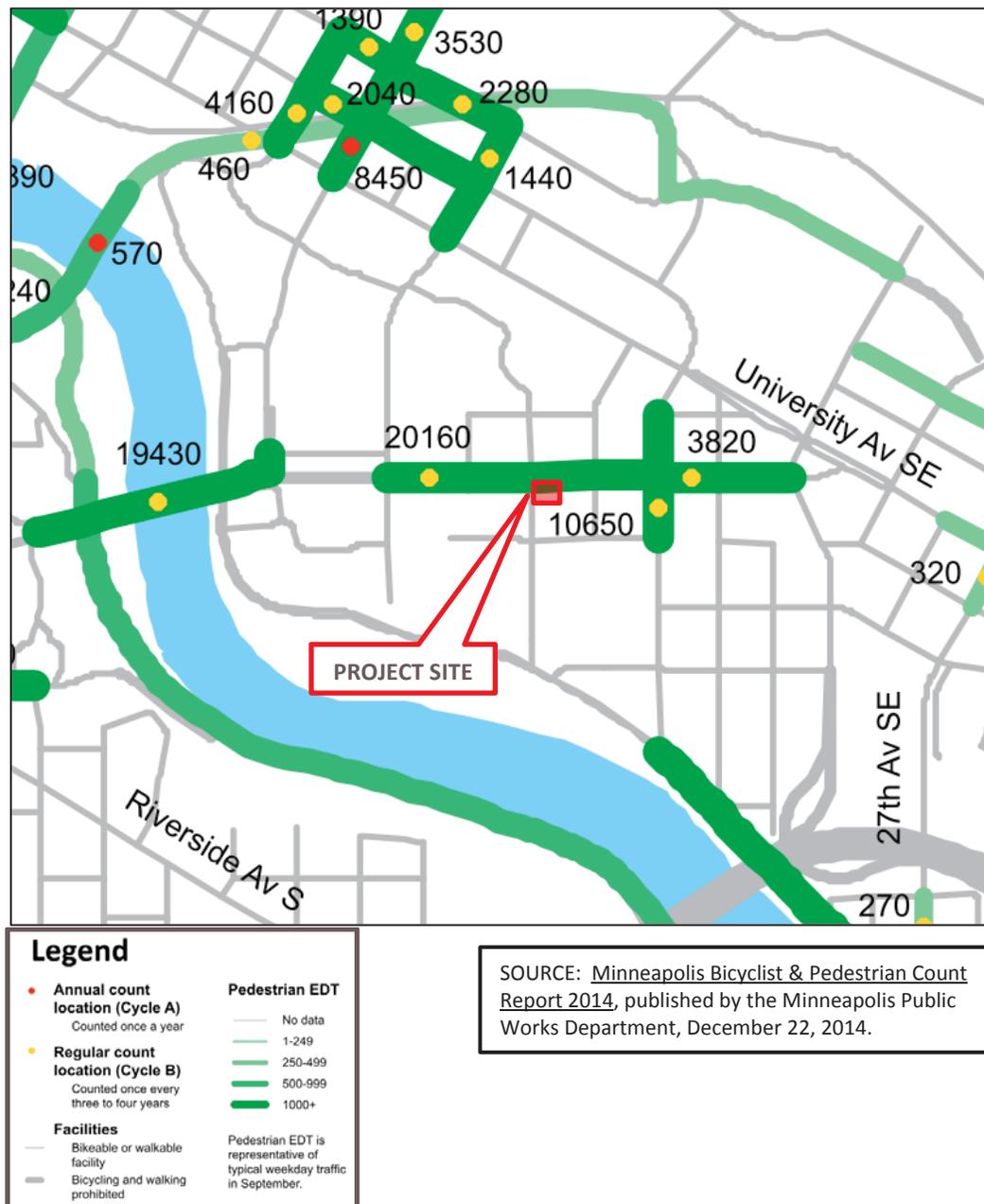
 Zipcar Station	 HOURCAR Hub
--	---

SOURCE: Google Maps, 2016;  
[www.zipcar.com](http://www.zipcar.com) ;  
[www.hourcar.com](http://www.hourcar.com)

## 2-4 -- PEDESTRIANS

Pedestrian activity is quite heavy in the University of Minnesota area. Figure 2-6 shows the estimated trips per day by pedestrians in this area, as reported by the Minneapolis Public Works Department.<sup>2</sup>

Figure 2-6: Pedestrian Estimated Daily Traffic (EDT)

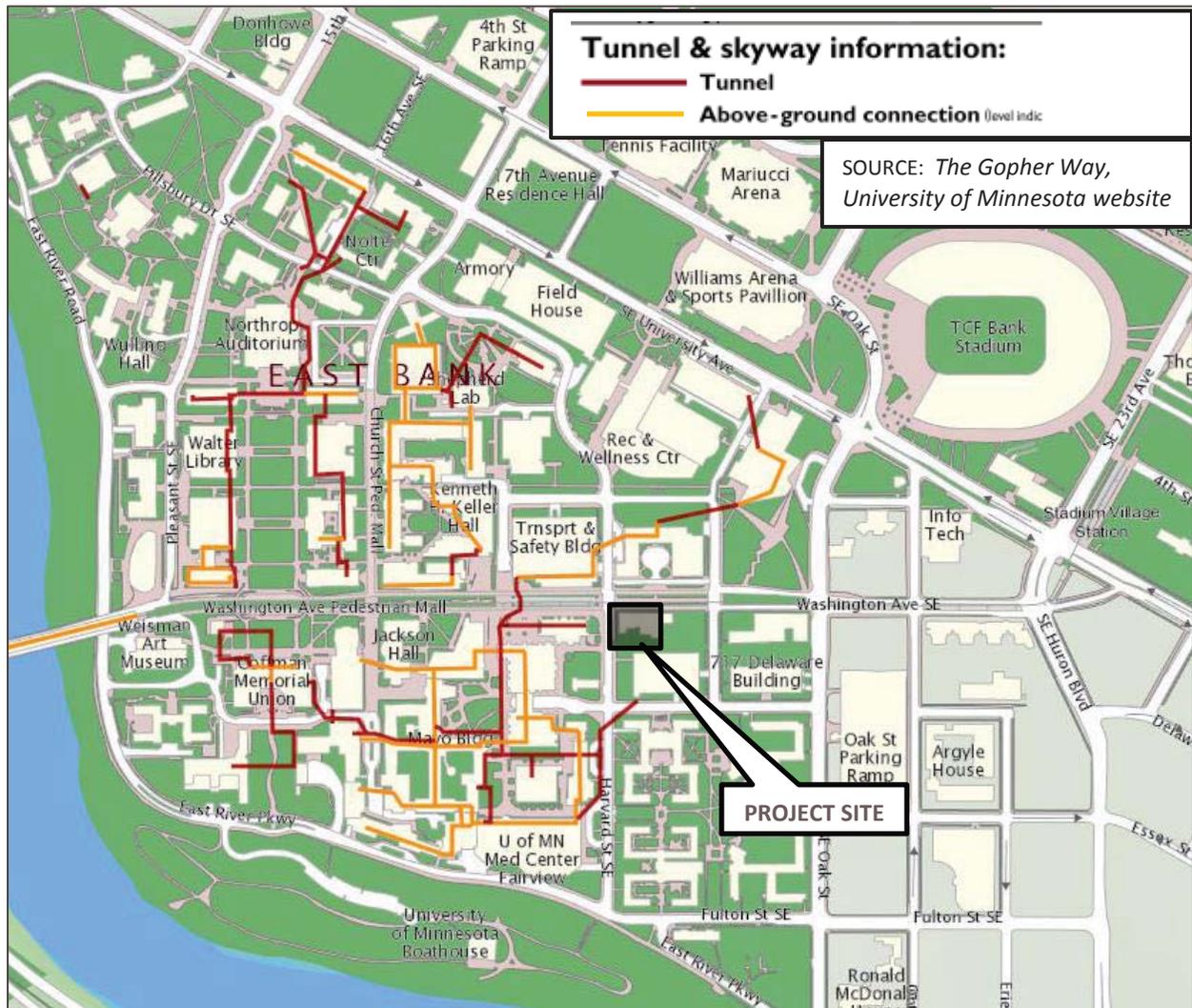


<sup>2</sup> Minneapolis Bicyclist & Pedestrian Count Report 2014, published by the Minneapolis Public Works Department, December 22, 2014.

Washington Avenue SE is the main east-west pedestrian arterial in the university area. In this area, pedestrian counts show thousands of pedestrian trips a day occur along Washington Avenue SE. As a result, the “Washington Avenue Transit/Bike/Pedestrian Mall” has been constructed to serve pedestrians as well as bikes and transit through this area. Sidewalks exist along all public streets that are adjacent to the project site. These sidewalks provide pedestrian access to the robust sidewalk and pedestrian trail network in the U of M area, and connections to trails throughout the Twin Cities.

The University of Minnesota has a network of skyways and tunnels that provides pedestrian access without having to walk outside in inclement weather. This network is known as “The Gopher Way” and is depicted on Figure 2-7.

Figure 2-7: University of Minnesota Gopher Way – Skyways/Tunnels



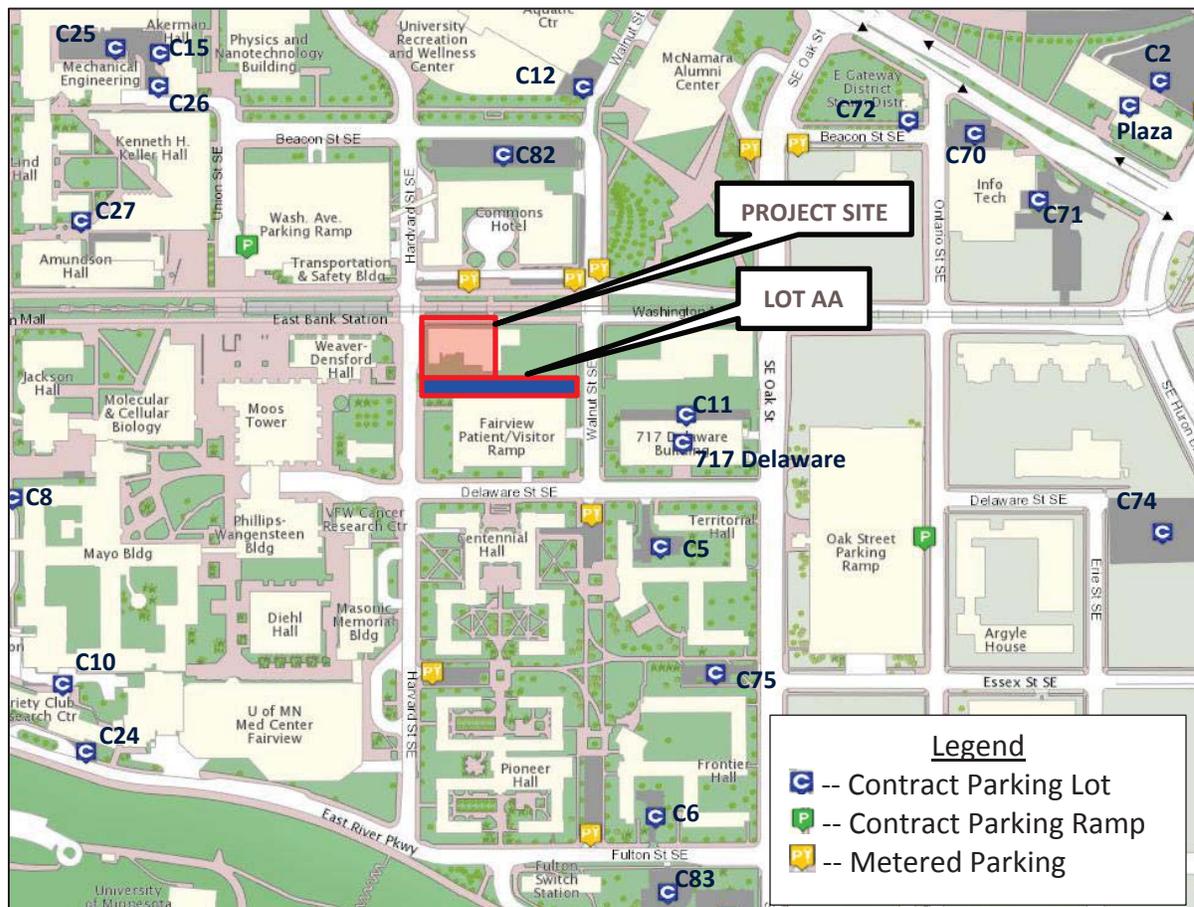
### 3.0 -- PARKING CONSIDERATIONS

#### 3.1 – EXISTING PARKING

The redevelopment at 600 Washington Avenue SE will displace 37 surface parking spaces. Thirty-four of these stalls are located in Lot AA on the 311 Parcel, which is currently owned and used by Grace University Lutheran Church. The Church uses the lot for their services and events and then rents the space on monthly contracts when not in use for Church events. Three private parking stalls that are used by an existing commercial tenant for delivery parking are located immediately behind the 600 Parcel site.

Several contract surface lots and parking ramps exist around the development site (see Figure 3-1). In addition, there are several stalls of metered parking both on- and off-street.

Figure 3-1: Parking Lots and Ramps in Study Area



(Source: University of Minnesota Twin Cities Campus Interactive Map, February 2016)

An inventory was taken to review parking capacities at these lots and ramps (See Table 3-1). This inventory shows there are nearly 3,000 parking stalls available in the immediate study area. Of these 3,000 stalls, 644 stalls are contracted either through the University, the Lutheran Church, or others.

Table 3-1: Parking Lot and Ramp Capacities in Study Area

Parking Lot or Ramp	Location	Restricted or Public	Parking Capacity
Lot AA	South of 600 Washington SE	Contract	34 stalls
Lot C24	391 East River Road	Contract	1 stall
Lot C10	Variety Club Research Center	Restricted	unk
Lot C8	405 Church St. SE	Contract	4 stalls
Lot C27	Amundson Hall	Restricted	unk
Lot C15	126 Union St SE	Contract	4 stalls
Lot C25	126 Union St SE	Contract	37 stalls
Lot C26	130 Union St SE	Contract	1 stall
Lot C82	Commons Hotel	Hotel	82 stalls
Lot C12	Ctr for Outdoor Adventure	Restricted	2 stalls
Lot C14	230 Walnut St SE	Contract	7 stalls
Lot C72	875 Beacon St. SE	Contract	1 stalls
Lot C74	955 Delaware St. SE	Contract	95 stalls
Lot C70	200 Ontario St	Contract	23 stalls
Lot C71	2220 University Ave SE	Contract	3 stalls
Lot C2	304 23 <sup>rd</sup> Ave SE	Contract	29 stalls
Plaza Garage	2221 University Ave SE	Contract	55 stalls
Lot C11	3334 Oak St SE	Contract	27 stalls
Lot C5	710 Delaware St SE	Contract	6 stalls
Lot C75	500 Oak St. SE	Contract	11 stalls
Lot C6	707 Fulton St SE	Contract	6 stalls
Lot C83	324 South 9 <sup>th</sup> Street	Closed	0 stalls
717 Delaware St SE Garage	700 5 <sup>th</sup> Avenue S.	Faculty/Staff	unk
Washington Avenue Parking Ramp	614 S. 7 <sup>th</sup> Street	Public	400 stalls
Oak Street Parking Ramp	401 Oak St SE	Public	2165 stalls
<b>TOTAL (approximate)</b>			2,993 stalls (incl. 430 contract)

(Source: Parking Information from U of M Parking & Transportation Services.)

In addition, Figure 3-1 shows there are numerous on-street metered parking stalls in the immediate area, as well as throughout the surrounding area.

Not included in this analysis are approximately 660 stalls that are in the Fairview Patient/Visitor Ramp immediately to the south of the 600 Washington Avenue SE development. This parking ramp is solely for patients and visitors to the Fairview University Medical Center.

In 2012, the Stadium Village/University Avenue Parking and Transportation Study was completed.<sup>3</sup> In it several segments of the University of Minnesota/Stadium Village area were inventoried for parking supply and utilization. This study was conducted to "...address parking in the future, under a long term scenario where LRT infrastructure and operations will have helped catalyze Transit-Oriented Development projects and a reshaping of the Stadium Village area."<sup>4</sup> The findings showed that within the study segment encompassing 600 Washington Avenue SE, between 41 and 75 percent of the off-street parking was utilized, and there existed between 25 and 59 percent excess capacity during both non-event and event days at the University. It is noted that this study was conducted prior to the completion of the LRT route along Washington Avenue SE, but showed that parking was available near the stadium area and around campus for event and non-event parking. This was despite the removal of on-street parking along Washington Avenue SE.

### 3.2 – ON-SITE PARKING

The 600 University Avenue SE development will provide structured off-street residential parking, as well as private/contract stalls that will replace stalls lost from Lot AA. Four-and-one-half levels of above-ground parking are proposed for residential contracts, with a total residential parking supply of 151 residential stalls. One level of parking is proposed below-ground for use and subleasing by the Church, with a total underground parking supply of 45 to 50 stalls. The first nine stalls on the second floor parking area will be labeled for guest parking. In addition, four stalls will be designated for handicapped parking. No stalls are proposed for use by the commercial uses in the development. It should be noted that the underground stalls are intended for use by the Church during services and other events, but will be contracted for use by others on non-event days.

Minimum and maximum parking requirements for the proposed mix of uses in the development are determined by the City's Zoning Code, Chapter 541, Article III – Specific Off-Street Parking Requirements, and by parking provisions in the PO and UA Overlay Districts. The Base Zoning pertains to the rate at which the parking requirement is calculated. The Applied Zoning calculates the numbers of stalls required for each use.

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<sup>3</sup> Stadium Village/University Avenue Parking and Transportation Study, prepared for the City of Minneapolis, Hennepin County and the University of Minnesota, by Biko Associates and Michael Sachi, Minneapolis, MN, 02/18/2012.

<sup>4</sup> Ibid, page 3.

Table 3-2 illustrates the results of a parking analysis of the projected uses for the site. The development proposes 644 bedrooms. The minimum residential parking requirement in the UA Overlay District is .5 spaces per bedroom or 349 spaces. However, this requirement is reduced to 70% of the UA Overlay requirement or .35 spaces per bedroom in the Stadium Village Transit Station Area (PO – TSA Overlay District). Seventy percent of 349 stalls is 225 stalls. In addition, Chapter 541 requires that 1 guest stall be provided for every 50 dwelling units. In the Stadium Village PO District, there is no minimum parking requirement for non-residential uses.

There is no maximum residential parking requirement for enclosed parking. There is no maximum number of apartment guest stalls allowed. The maximum parking requirement for retail commercial uses is 1 space per 200 sq. ft. of gross floor area; however, this maximum is reduced in the PO District to 75% of the general requirement.

Table 3-2: Minneapolis Zoning Code Parking Requirement

Land Use	Proposed DUs, Rooms, ksf or Occupants	Base Zoning		Applied Zoning	
		Minimum	Maximum	Minimum	Maximum
High Rise Apartment	450 units (644 beds)	0.35 per bedroom	1:1 du	225 stalls	No max if enclosed
Apartment Guest	450 Units	1 guest stall per 50 dwellings	No max	9 stalls	No max
Commercial	12.5 ksf	0	0.75 of 1 per 200 sq. ft. of GFA	0 stalls	47 stalls
<b>TOTAL</b>				<b>234 stalls</b>	<b>No max</b>

The 151 residential parking stalls proposed for the development is less than the minimum residential requirement of 234 stalls; thus a variance will be required

### 3.3 – CONTRACT PARKING

The University offers contract parking to students, faculty and staff. Parking is available at ramps, lots and garages for a monthly fee to University faculty and staff who work a minimum of 75% time.

Full-time student parking contracts are available each semester (spring and fall only) through an online lottery. Students may enter the lottery each semester, but entering does not guarantee a parking contract. Contracts are good for one semester only. Locations vary but always include spaces on each campus.

### 3.4 – COMPARISON WITH ITE PARKING GENERATION RATES

The Institute of Transportation Engineers (ITE) publication Parking Generation, 4th Edition, provides parking rates and equations for peak parking demand based on land use. Table 3-3 below lists the parking generation that was calculated based on the types and densities of land uses proposed for the 600 Washington Avenue SE site development.

Table 3-3: Estimated Parking Requirements per ITE

Land Use	ITE Code	Size	ITE Parking Rate or Equation	Weekday Peak Period Parking Demand
High Rise Apartment	222	450 units	equation	598 stalls
Shopping Center	820	12.5 ksf	ratio	10 stalls
<b>TOTAL</b>				<b>608 stalls</b>

(Source: ITE Parking Generation, 4<sup>th</sup> Edition 2010)

The TOD nature of the proposed development is expected to attract many residents who do not own cars and result in a much-reduced parking demand compared to the ITE parking generation rates. Because the development is located in the University area, trips can be accommodated by transit, pedestrian and bicycle use. If there is an occasion when a vehicle is needed, car sharing opportunities exist close-by. However, if parking demand exceeds parking capacity at the development, the residents of the development have several options. They may be able to contract for a parking space with the University if they are a student, faculty or staff member. Students will be required to enter a lottery each semester for an available parking spot. Otherwise, as indicated in Table 3-1, there are several pay parking lots and on-street stalls in the immediate area that will be able to accommodate the additional demand.

### 3.5 – BICYCLE PARKING

Table 3-4 outlines the minimum bicycle parking required for this development by the City of Minneapolis and the amount of bicycle parking being provided by the development. This development will meet the City requirements.

It is noted that the eighteen (18) sidewalk bike spaces are proposed to be located on the public sidewalk, which will require approval by Public Works.

*Table 3-4: Bicycle Parking Requirements per City Zoning Code*

Land Use	Units	Requirement	Required Spaces from Table 541-3 - Bicycle Parking Requirements	Number of Bicycle Stalls Being Provided by this Development
Apartment	450 units	1 space/bedroom	644 (at least 580 long-term)	644 (at least 580 long-term)
General retail sales	12.5 ksf	3 spaces or 1 space per 5,000 sq. ft. of GFA, whichever is greater (not less than 50% shall be short-term)	3 (at least 2 short-term)	18 (all short-term)
<b>TOTAL</b>			<b>647 (at least 580 long term, and at least 2 short-term)</b>	<b>647 (at least 580 long term, and 18 short-term)</b>

### 3.6 – LOADING SPACE

City Code specifies loading spaces based on all land uses within a development. Table 3-5 lists the loading space requirements by land use per code and the loading spaces proposed to be provided on site.

*Table 3-5: Loading Space Requirements per City Zoning Code*

Land Use	Code Requirement	Provided On Site
Residential	1 large (12'x50') or 2 small (2 x 10'x25')	2 small (2 x 10'x25')
General Retail Sales & Service	none	none

Figure 3-2 illustrates the proposed location and size of the loading spaces on the site plan. Two small spaces are being provided near the Harvard Street SE access.

The property will be leased as conventional multi-family housing. As such, the lease dates will vary depending on the number of leases signed for a given start date.

This will mitigate the congestion that results from a concentrated move-in associated with one move-in date as are typical with residential developments near universities.

Standard move-in procedures will include parking moving trucks in the loading dock and transporting items through the main lobby and upstairs using the large elevator bank. Protective coverings on elevator surfaces will be used during move-in periods and elevators will be used on independent service to ensure a quick move-in for tenants.

Approximately one-fifth of the unit mix proposed will be micro-efficiency units that will be furnished. These individuals will be able to utilize the parking garage on move-in days as long as they move-in with vehicles that are able to fit within the overhead clearance for the garage.

The property manager will take additional measures to manage loading activity when several move-ins are expected on the same day, including staging tenant move-in times and the use of the loading and garage areas. Management will coordinate efforts with the City when these situations arise. One option would be for management to obtain permission for temporary loading zones on Harvard Street.

Management would also reserve the right to hire moving staff for the day to ensure move-ins are completed quickly and easily for tenants and for the surrounding community. This measure has worked well for the property manager in the past and they feel that the equipment, manpower and expertise that a local moving company is very effective.

### **3.8 – PARKING SECURITY**

The operators of 600 Washington Ave SE will be using a parking access control and security system that will require proper credentials to be presented to gain entry into the parking garage. Credentials will be in the form of a proximity card or key fob for apartment residents. Guests will be provided access to the guest spots in the garage by either guest cards or by intercom. In the event someone mistakenly enters the driveway from Walnut Avenue SE and cannot turnaround in the driveway, they will be able to use the intercom system to enter and turnaround in the garage.

The below-grade church parking will be secure and managed in coordination with the staff of the church. Vehicular ingress and egress operational details will be coordinated prior to opening. A dedicated vestibule with stair and elevator will provide pedestrian entrance/exit from Harvard to the below-grade parking level.



## 4.0 – TRAFFIC CONSIDERATIONS

### 4.1 – EXISTING TRAFFIC

Westwood looked at the existing traffic conditions at the six study intersections:

- SE Harvard Street & Washington Avenue SE
- SE Walnut Street & Washington Avenue SE
- SE Harvard Street & Delaware Avenue SE
- SE Walnut Street & Delaware Avenue SE
- SE Harvard Street & Lot AA Access Driveway/Loading Area
- SE Walnut Street & Lot AA Access Driveway/Loading Area

Existing peak hour turning movement volumes are shown in the Technical Appendix. Signal operations of the side-street intersections with University Avenue SE are impacted by pedestrian, bicycle and transit service in the area. Signals are preempted several times an hour in the peak hours to allow preferential movement for transit service. Many pedestrians also cross University Avenue SE at these intersections.

Westwood used video cameras to conduct traffic counts and monitor traffic operations along University Avenue SE at Harvard and Walnut Streets. From the video logs, Westwood determined total cycle lengths for the signal systems. These cycle lengths varied based on time of day, on side-street actuations and on transit preemptions. During the a.m. peak hour, these cycle lengths varied between 85 seconds and 224 seconds (nearly four minutes). In the p.m. peak hour, total cycle lengths dropped to between 40 seconds and 110 seconds.

There were eleven trains that passed the intersections during each of the peak hours observed. When the trains approached these intersections simultaneously in opposite directions, the preemption was extended. This resulted in the long cycle lengths as the signals dwelled on green for the east/west traffic on Washington Avenue SE.

Westwood utilized *PTV Vistro 3* software to perform traffic analysis at the site. The software utilizes the calculations of levels of service from the latest version of the Highway Capacity Manual (HCM 2010) to determine control delay and worst movements. For two-way stops, these values are taken from the movement with the highest delay value. For all other control types (e.g., four-way stops, signalized intersections), level of service is for the entire intersection. Existing traffic operation is summarized in Table 4-1. Full Vistro output is presented in the Technical Appendix.

Table 4.1: Existing Levels of Service

Intersection	Intersection				
	Control Type	Worst Movement	Control Delay (sec/veh)	Level of Service*	95th Percentile Queue Length (ft.)
<b>A.M. Peak Hour</b>					
Harvard & University	Signalized	NB Thru	18.7	LOS-B	98
Walnut & University	Signalized	WB Right	21.5	LOS-C	88
Harvard & Delaware	Signalized	NB Thru	24.1	LOS-C	223
Walnut & Delaware	All-Way Stop	WB Thru	8.4	LOS-A	20
Walnut & Lot AA Access	Two-Way Stop	EB Left	8.8	LOS-A	n.a.
Harvard & Lot AA Access	Two-Way Stop	WB Left	10.0	LOS-B	n.a.
<b>P.M. Peak Hour</b>					
Harvard & University	Signalized	SB Thru	19.0	LOS-B	133
Walnut & University	Signalized	WB Right	19.5	LOS-B	80
Harvard & Delaware	Signalized	SB Thru	22.5	LOS-C	155
Walnut & Delaware	All-Way Stop	EB Thru	8.8	LOS-A	35
Walnut & Lot AA Access	Two-Way Stop	EB Left	9.0	LOS-A	n.a.
Harvard & Lot AA Access	Two-Way Stop	WB Left	10.2	LOS-B	n.a.

(Source: PTV Vistro software output, February 2016)

## 4.2 – PROPOSED TRIP GENERATION

Previous studies have highlighted reductions in vehicle-related trips that can be anticipated with private student housing apartments and with transit-oriented developments.

- In 2012, Spack Consulting found average trip generation rates for student housing apartments near the U of M were at 2.82 trips per unit for weekday, 0.13 trips per unit for a.m. and 0.24 trips per unit for p.m. peaks.<sup>5</sup>
- TRB’s Transit Cooperative Research Program (TCRP) Report 128 “Effects of TOD on Housing, Parking and Travel” found trip generation rates for TOD housing were 3.55

<sup>5</sup> “Trip Generation Study – Private Student Housing Apartments, Spack Consulting, St. Louis Park, MN, April 12, 2012.

trips per unit for weekday, 0.28 trips per unit for a.m. and 0.39 trips per unit for p.m. peak hours.<sup>6</sup>

- These are compared to 6.65 trips per unit for weekday, 0.51 trips per unit for a.m. and 0.62 trips per unit for p.m. peaks, as listed in ITE Trip Generation Manual, 9th Edition.<sup>7</sup>
- When traffic was counted for this study at the Lot AA access onto Walnut Street, traffic was also counted at the nearby parking ramp access from The Station on Washington Apartments. Similarly to 600 Washington Avenue SE, The Station houses 97 apartment units built above a ground level of retail. In the p.m. peak hour, a mere six (6) vehicles were counted at The Station’s parking ramp access -- four (4) vehicles entering and two (2) exiting their parking ramp. This compares with 71 trips projected by using standard ITE rates for Apartments only – 46 trips entering and 25 trips exiting.

The Developer is marketing this development as providing, “...a unique housing opportunity to a currently unserved population who desire to live in a TOD development that is walkable to campus activities including: education, arts, research, athletics, restaurants and retail.” Because so many residents will be walking, biking or using transit, reducing the modal split goals to 20% auto, 40% walk/bike and 40% transit (as listed in Table 4-2) is more realistic for this development than strict use of either the Spack ratios or the TCRP report’s ratios.

Table 4-2: Modal Split Goals

Mode Split	Goal
Auto	20%
Transit	40%
Bike/Walk	40%

The Developer has established modal shift goals that reflect the reduction in single occupancy vehicle trips and the reliance on other modes (e.g., transit, biking and walking) to provide transportation in the University area. There are a high number of students, faculty and staff who live close-by and choose to walk or bike to class or to work. Also, there is a large ridership on bus and LRT routes that embarks or disembarks at the University.

In light of these goals, the City agreed that the resulting trip generation volumes for vehicular traffic may be reduced by 80%. Table 4-3 illustrates the resulting trip generation for the site. Nevertheless, the City stressed that it will be particularly important that the TDMP includes a commitment to resident surveys and audits. And if the goals are not met, the TDMP should show commitment to ongoing mitigations or alternatives strategies that

<sup>6</sup> “Effects of TOD on Housing, Parking and Travel”, TCRP Report 128, Transportation Research Board, sponsored by FHWA, Washington DC, 2008.

<sup>7</sup> Trip Generation Manual, Ninth Edition, Institute of Transportation Engineers, Washington DC, 2012.

will be employed in the future to address the situation. This commitment has been included in the TDM strategies found in Section 5.0 of this report.

To determine traffic impacts of a land use, traffic engineers estimate trip generation using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, Ninth Edition.

Table 4.3: Vehicular Trip Generation Estimates Assuming Modal Split

Land Use (According to Site Plan)	Size	Unit	ITE Land Use	ITE Land Use Code	Net New Trip Generation Estimates				
					Daily	AM Peak Hour		PM Peak Hour	
						In	Out	In	Out
Apartments	450	Units	Apartment	220	570	9	36	34	19
Retail	12.5	KSF	Shopping Center	820	352	5	3	14	15
TOTAL					922	54		83	

(Source: Westwood, March 21, 2016)

Westwood analyzed the Build Condition for the 600 Washington Avenue SE development. The anticipated completion of the development is 2018. Two time frames were analyzed – Short-term (2019 Build) representing the year after full build-out, and Long-term (2035 Build) representing twenty years hence.

Traffic was distributed through the study area using the same traffic pattern evidenced today. It is noted that Washington Avenue SE operates today as a pedestrian/bicycle/transit only facility and that side street traffic can cross Washington, but vehicular traffic cannot turn onto or off of Washington at Harvard. (Note: Traffic on Walnut can turn onto eastbound University, but cannot turn westbound. Similarly, traffic on westbound University must turn either northbound or southbound onto Walnut, but cannot proceed westbound on University past Walnut.) North/south traffic movements on Harvard and Walnut streets are interrupted by METRO Green Line operation, which pre-empts the side streets signal operation and stops vehicular and pedestrian traffic while the trains enter or exit East Bank Station.

Further, Lot AA extends from Harvard Street SE along the south side of The Stations apartment building to Walnut Street. The extension of Lot AA between The Station apartment building and the Minnesota Health Patient and Visitor Parking Ramp is signed as one-way only eastbound. In the future condition, the driveway onto Harvard Street SE will provide two-way access for service and loading, as well to provide access to lower level church parking. The driveway onto Walnut Street SE will be two-way access to and from the upper level residential parking.

As shown in Tables 4-4 and 4-5, the results of the traffic operations analysis indicates that the access and the adjacent intersections will operate at acceptable levels of service for the 2019 and 2035 Build conditions respectively. Briefly, the operational analysis from that study indicates that the street intersections and the proposed access intersections will operate at LOS-C or better.

Table 4.4: 2019 BUILD Levels of Service

Intersection	Intersection				
	Control Type	Worst Movement	Control Delay (sec/veh)	Level of Service*	95th Percentile Queue Length (ft.)
<b>A.M. Peak Hour</b>					
Harvard & University	Signalized	NB Thru	18.7	LOS-B	100
Walnut & University	Signalized	WB Right	21.2	LOS-C	90
Harvard & Delaware	Signalized	NB Thru	24.3	LOS-C	225
Walnut & Delaware	All-Way Stop	WB Thru	8.6	LOS-A	25
Walnut & Lot AA Access	Two-Way Stop	EB Left	9.0	LOS-A	n.a.
Harvard & Lot AA Access	Two-Way Stop	WB Left	9.9	LOS-A	n.a.
<b>P.M. Peak Hour</b>					
Harvard & University	Signalized	SB Thru	19.1	LOS-B	135
Walnut & University	Signalized	WB Right	19.5	LOS-B	90
Harvard & Delaware	Signalized	SB Thru	22.7	LOS-C	160
Walnut & Delaware	All-Way Stop	EB Thru	9.1	LOS-A	40
Walnut & Lot AA Access	Two-Way Stop	EB Left	9.5	LOS-A	n.a.
Harvard & Lot AA Access	Two-Way Stop	WB Left	10.3	LOS-B	n.a.

(Source: PTV Vistro software output, February 2016)

The Washington Avenue Transit/Bike/Pedestrian Mall impacts the normal signal operation at the intersections of Washington Avenue at Harvard Street and at Walnut Street. The transit preemption may hold side-street traffic as long as three minutes while the METRO Green Line and buses pass. Further, heavy pedestrian movements through the intersections can increase side-street vehicular delay, as well.

Lane group delay and 95th percentile queue lengths will be at or better levels than were recorded for existing conditions. There are times when the through street traffic will block

the access driveways to and from the 600 Washington Avenue SE development, but those times are brief and are common among many driveways and parking ramp accesses in the University area.

Table 4.5: 2035 BUILD Levels of Service

Intersection	Intersection				
	Control Type	Worst Movement	Control Delay (sec/veh)	Level of Service*	95th Percentile Queue Length (ft.)
<b>A.M. Peak Hour</b>					
Harvard & University	Signalized	SB Thru	18.9	LOS-B	105
Walnut & University	Signalized	WB Right	21.3	LOS-C	95
Harvard & Delaware	Signalized	SB Thru	24.8	LOS-C	150
Walnut & Delaware	All-Way Stop	EB Thru	8.8	LOS-A	25
Walnut & Lot AA Access	Two-Way Stop	EB Left	9.0	LOS-A	5
Harvard & Lot AA Access	Two-Way Stop	WB Left	10.1	LOS-B	n.a.
<b>P.M. Peak Hour</b>					
Harvard & University	Signalized	SB Thru	19.3	LOS-B	145
Walnut & University	Signalized	WB Right	19.6	LOS-B	90
Harvard & Delaware	Signalized	SB Thru	23.0	LOS-C	180
Walnut & Delaware	All-Way Stop	EB Thru	9.4	LOS-A	30
Walnut & Lot AA Access	Two-Way Stop	EB Left	9.5	LOS-A	5
Harvard & Lot AA Access	Two-Way Stop	WB Left	10.4	LOS-B	n.a.

(Source: PTV Vistro software output, February 2016)

Regarding the modeling of these future conditions, the City of Minneapolis maintains a policy to retune signals on a regular basis. Thus, signal timings were optimized to reflect the best possible traffic operation at the signalized intersections. These timings did not change significantly from the existing timings. Full traffic performance and queuing results appear in the Technical Appendix of this report.

## 5.0 – TRAVEL DEMAND MANAGEMENT STRATEGIES

### 5.1 – CITY OF MINNEAPOLIS TRANSPORTATION GOALS

The City of Minneapolis has developed a Ten-Year Transportation Action Plan that provides a vision of the future that states, “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.” – The Minneapolis Plan for Sustainable Growth, (2009).

From this has emerged the City’s “Transportation Vision for Minneapolis”:

- Transportation is important to the economic viability of the city, the region and the state. *Access Minneapolis* will lay the transportation groundwork for achieving the long-range vision of Minneapolis as a vital and thriving metropolitan urban center that is a great place to live, work, play, visit and conduct business.
- The city must remain livable and walkable to maintain its regional and national competitiveness. In most cases, it is not feasible or desirable to increase the curb-to-curb width of roadways in the city. However, there are many opportunities for improving the operational capacity of the transportation system without street widening. *Access Minneapolis* will result in a city that is livable and walkable while optimizing the operational capacity of the transportation system.
- *Access Minneapolis* will result in a citywide transportation system that is multi-modal (pedestrian, bicycle, transit, automobile, freight), providing good transportation choices to people, including people with disabilities.
- *Access Minneapolis* will result in a citywide transportation system that serves anticipated employment and residential growth and optimizes access to destinations by all modes (pedestrian, bicycle, transit, automobile, freight) throughout the city, between neighborhoods, to/from and within downtown.
- Although all modes of transportation are important, transit is critical for maximizing the people carrying capacity of the transportation system. *Access Minneapolis* will result in a transit system that operates efficiently and effectively in downtown and throughout the city. Transit will become the mode of choice for Minneapolis residents, workers and visitors.

## 5.2 – CITY OF MINNEAPOLIS TRANSPORTATION POLICY POINTS

The following policy points for transportation are included in Chapter 2 of the Minneapolis Plan for Sustainable Growth<sup>8</sup>:

- Policy 1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- Policy 2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- Policy 3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- Policy 4: Make transit a more attractive option for both new and existing riders.
- Policy 5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.
- Policy 6: Manage the role and impact of automobiles in a multi-modal transportation system.
- Policy 7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
- Policy 8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.
- Policy 9: Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- Policy 10: Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.
- Policy 11: Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

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<sup>8</sup> [http://www.ci.minneapolis.mn.us/cped/docs/02\\_Transportation\\_100209.pdf](http://www.ci.minneapolis.mn.us/cped/docs/02_Transportation_100209.pdf)

### 5.3 – GOAL OF THE TRAVEL DEMAND MANAGEMENT PLAN

To succeed, this Travel Demand Management (TDM) plan must assist the City of Minneapolis to achieve their transportation goals. Based on previous TDM Plans in the area and the types of proposed land uses, the modal split goals for the project have been identified by the developer, as shown in Table 4-2.

The owners and/or TDM Liaison will work to achieve a mode share goal percentage of 80% non-single-occupant-vehicles for the residential development, meeting and exceeding the goals of the City of Minneapolis.

### 5.4 – SPECIFIC TRAVEL DEMAND MANAGEMENT STRATEGIES

This section outlines specific Travel Demand Management strategies to be implemented by the owner/end user/property manager/etc. of this site. The strategies detail the responsibilities of the site's responsible party in addressing the issues regarding transportation cited above. The Developer, or its successors, by accepting the responsibility of implementing the items below, desire to help Minneapolis to achieve their goals of enhancing the local transportation system. Implementation of the items noted will help to encourage use of alternate modes of travel, enhance pedestrian friendliness, and achieve a balance in the needs of all users of the transportation system. The Developer, or its successors, specifically commits to the implementation of the following measures:

#### General

1. The owners and/or property managers of the development will appoint a designated TDM Liaison to coordinate the various TDM strategies that require ongoing attention. The responsibilities of the TDM Liaison would include upkeep of transit information and other communications, carpool program coordination, and administration of a shared car parking space.
2. The owners and/or property managers of the development will provide transit information in the apartment lobby for residents and guests of the project. Information would include items such as transit schedules, Metro Transit commuter/carpool program information (Rideshare and the Guaranteed Ride Home), NiceRide MN and/or bicycle/pedestrian commuter information or maps. The developer is considering the installation of Real Time Transit Display Boards in the residential lobby.
3. The owners and/or property managers of the development will assemble and disseminate a move-in package for all new residents. The move-in package will include all the pertinent information available at no cost on travel information such as parking, alternate modes of travel, bus routes, NiceRide MN, car sharing options and bike routes.

4. The owners and/or property managers of the development will provide each resident a link to the University of Minnesota's Parking and Transportation Services webpage , <http://pts.umn.edu/> , that provides a host of links to transit, biking, LRT, rideshare and walking opportunities in the University area.

#### Transit/Carpool

1. The owners/property managers commit to providing information on shared car services that are accessible to the public. The "HOURCAR" program, detailed at [www.hourcar.org](http://www.hourcar.org) , is an example of such a program that is available in the University area. Other shared vehicle providers, such as Car2Go ([www.car2go.com/en/minneapolis/](http://www.car2go.com/en/minneapolis/)) Enterprise CarShare (<https://www.enterprisecarshare.com/us/en/home.html> ) and Zipcar ([www.zipcar.com/minneapolis/find-cars](http://www.zipcar.com/minneapolis/find-cars) ) offer vehicles at sites throughout Minneapolis.
2. The property manager/TDM liaison for the apartment building will manage and disseminate shared-car information to the residents and employees. The Developer understands that such a program is valuable to those residents who may not have a personal vehicle, and who from time to time need to use a personal vehicle.
3. The owners and/or property managers of the development will distribute information on Mn/DOT's real-time traveler information program: 5-1-1 or [www.511mn.org](http://www.511mn.org) .
4. Residents and employees will be informed of Met Transit's "Go-To Card" passes for hassle-free transit. The link [www.metrotransit.org/passes-go-to-cards.aspx](http://www.metrotransit.org/passes-go-to-cards.aspx) will be provided to residents at move-in, or upon orientation for new hires.

#### Bicycles

1. The owners/property managers commit to provide a total of 644 bicycle parking spaces for residents, with at least 580 long-term bicycle stalls to be provided within the building. Subject to approval by Public Works, the owners/property managers commit to providing 18 bicycle parking spaces on the public sidewalk to meet and exceed the 3-space requirement for commercial uses. This bike parking commitment is broken down by land use and is shown on Table 3-4 of this report.
2. The owners/property managers will actively promote biking as a mode of transportation to and from the site by providing outdoor bicycle parking spaces for patrons and indoor bicycle storage spaces for the residents.
3. The owners/property managers will provide maps and information to direct riders through the area and to adjacent bicycle trails, as well as to bike repair services close-by.
4. The owners/property managers will promote Nice Ride MN to employees, residents and visitors in the development site. NiceRide MN Stations exist within four blocks of the development, as shown on Figure 2-2.

### Deliveries

1. The owners/property managers will develop and maintain a policy that encourages truck and service deliveries to occur outside of peak traffic times.

### Parking

1. Signage will be provided to alert drivers that loading and deliveries will access the site off of Harvard Street SE, while resident and guest parking will be accessed off of Walnut Street SE.
2. The owners/property managers will be using a parking access control and security system that will require proper credentials to be presented to gain entry into the parking garage. Credentials will be in the form of a proximity card or key fob for apartment residents. Guests will be provided access to the guest spots in the garage by either guest cards or by intercom. In the event someone mistakenly enters the driveway from Walnut Avenue SE and cannot turn around in the driveway, they will be able to use the intercom system to enter and turnaround in the garage.
3. The owners/property managers will apply a residential parking ratio that is less than one-to-one, as this site is taking advantage of nearby bus lines and the LRT stations that are within walking distance of the 600 Washington Avenue SE development site.
4. Residential Parking will not be free. Residents will not be required to lease parking, but those who chose to do so will have reserved spaces in the ramp. The owners/property managers will apply a parking fee that will be market rate for University area residential parking and will be a lease contract separate from apartment lease. Residential parking stalls will not be leased to any person other than a resident or tenant of the building.
5. The owners/property managers will meet the guest parking code requirement of 1 space per 50 dwelling units. Guests will check in with the front desk in order to park in these spaces and get an access fob for the parking garage.
6. Information regarding on-street parking and nearby public pay lots and ramps will be held by the apartment management office for dissemination to guests, employees and visitors.
7. The 45-50 parking spaces in the below-grade parking level will be leased by Grace Lutheran Evangelical Church for its use. The Church may sublease these parking spaces on a contract basis for use by others when not in use for Church purposes.

8. It is acknowledged that nearby parking meter hours, rates, etc., may change at any time at the discretion of the City of Minneapolis.
9. The developer or building owner or individual parking residents will not be allowed to create or join any existing or future Critical Parking Area.

#### Resident Surveys and TDMP Plan Status Reports

1. With the assistance of Commuter Connection, the owners/property managers shall conduct a baseline resident commuting survey within the first 6 months after 50% occupancy of the site. The owners/property managers will continue to conduct this survey every two years after that, for ten years or until the TDM Plan mode split goals are achieved.
2. If the modal shift goals of 20% vehicular traffic/40% transit/40% bike/pedestrians are not met, the Developer commits to ongoing mitigations or alternatives strategies that will be employed in the future to address the situation. These may include transit passes as part of move-in packets, and/or stationing of a shared vehicle on-site.

**TRAVEL DEMAND MANAGEMENT PLAN  
600 Washington Avenue SE Development  
MINNEAPOLIS, MN**

**PLAN APPROVAL**

**Core Minneapolis LLC**

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
Marc Lifshin, Manager  
Core Campus Management LLC  
2234 W. North Avenue  
Chicago, IL 60647

**Minneapolis Community and Economic Development Department**

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
Steve Poor, CPED Development Services Director

**Minneapolis Public Works Department**

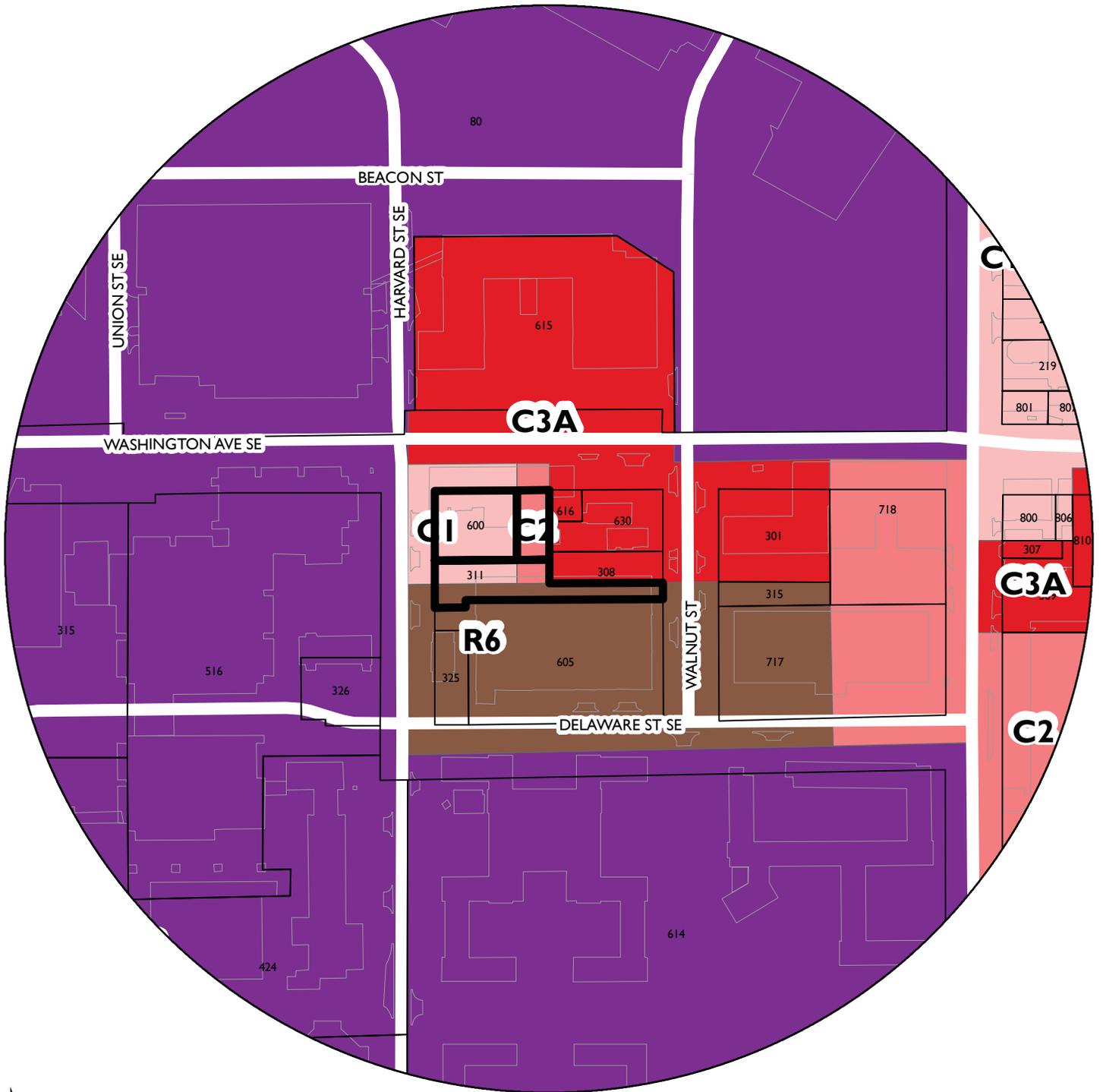
By: \_\_\_\_\_ Dated: \_\_\_\_\_  
Steve Mosing, Traffic Operations Engineer

# 600 Washington Avenue Southeast

2nd

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

**600-612 Washington Ave SE and 311 Harvard St SE**

FILE NUMBER

**BZZ-7712**

# 600 Washington Avenue SE

MINNEAPOLIS, MINNESOTA

**PROJECT TEAM**

**OWNER / DEVELOPER**  
**CORE Minneapolis LLC**  
 224 W. North Avenue  
 Chicago, IL 60610  
 P. 312.226.4881

**DEVELOPER**  
**Harbor Bay**  
 6175 Broadway  
 Richmond, IL 62071  
 P. 608.209.4492

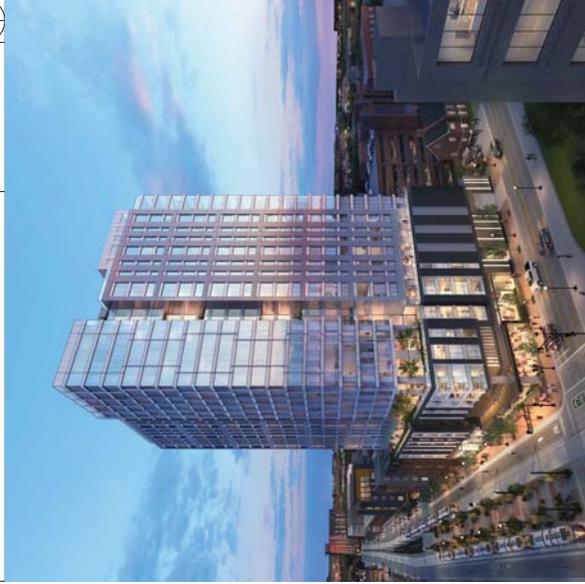
**ARCHITECT**  
**Hartshorne Plunkard  
 Architecture**  
 222 N. Carpenter, Chicago, IL 60607  
 P. 312.226.4881 / 312.226.4499  
 www.hparchitects.com

**CIVIL ENGINEER**  
**Kimley-Horn**  
 2550 University Avenue West, Suite 280N  
 St. Paul, MN 55114  
 P. 651.945.9171

**LANDSCAPE ARCHITECT**  
**Confluence**  
 500 N. Third Street, Suite 120  
 Minneapolis, MN 55401  
 P. 612.333.3702

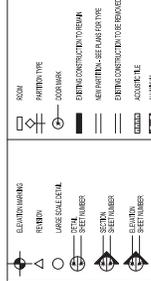


NEIGHBORHOOD LOCATION MAP  
 SCALE: N.T.S.

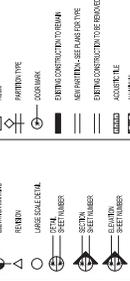


AERIAL PERSPECTIVE LOOKING SE  
 SCALE: N.T.S.

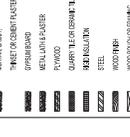
**LEGEND**



**LEGEND**



**LEGEND**



**LEGEND**



**DRAWING LIST**

NO.	DESCRIPTION	NO. DRAWINGS
400	ARCHITECTURAL / CIVIL / LANDSCAPE	NO DRAWINGS
A01	SURVEY SET	
A02	SITE PLAN	
A03	SOAKAWAY	
A04	BASEMENT PLAN	
A05	SECOND FLOOR PLAN	
A06	THIRD FLOOR PLAN	
A07	FOURTH FLOOR PLAN	
A08	FIFTH FLOOR PLAN	
A09	SIXTH FLOOR PLAN	
A10	SEVENTH FLOOR PLAN	
A11	EIGHTH FLOOR PLAN	
A12	NINTH FLOOR PLAN	
A13	TENTH FLOOR PLAN	
A14	MECHANICAL ROOM FLOOR PLAN	
A15	ROOF FLOOR PLAN	
A16	MECHANICAL ROOM FLOOR PLAN	
A17	MECHANICAL ROOM FLOOR PLAN	
A18	MECHANICAL ROOM FLOOR PLAN	
A19	MECHANICAL ROOM FLOOR PLAN	
A20	MECHANICAL ROOM FLOOR PLAN	
A21	MECHANICAL ROOM FLOOR PLAN	
A22	MECHANICAL ROOM FLOOR PLAN	
A23	MECHANICAL ROOM FLOOR PLAN	
C01	EMERGENCY PLAN	
C02	EMERGENCY PLAN	
C03	EMERGENCY PLAN	
C04	EMERGENCY PLAN	
C05	EMERGENCY PLAN	
C06	EMERGENCY PLAN	
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C120	EMERGENCY PLAN	

**SITE INFORMATION**

ADDRESS: 600 WASHINGTON AVE SE  
 311 HARVARD ST SE  
 MINNEAPOLIS, MN 55414  
 LOT SIZE: 29,713 SF  
 100,000 SF  
 PROJECT: 20759 SF

ZONING: C1, C2, R6, PO Overlay, UA Overlay, MR Overlay  
 HEIGHT: 268 FT TO TOP OF ROOF  
 ALL EXISTING BUILDINGS TO BE DEMOLISHED

**EXISTING INFORMATION**

ALL EXISTING BUILDINGS TO BE DEMOLISHED

**METRICS**

- 24 Stairs
- 111 PAR
- 4.38 Residential Units
- 100 Micros
- 105 BRK
- 99 2 BRK
- 12 3 BRK
- 614 Bedrooms
- 5,000 SF Residential Interior Amenity
- 10,500 SF Retail Space
- 189 Car Parking Spaces
- 135 Residents
- 9 Guest
- 614 Bicycle and Motor Scooter Parking Spaces
- 11 motor scooter spaces
- 9 racks (18bikes) in public right-of-way

**ELECTRICAL**

NO DRAWINGS

**PLUMBING**

NO DRAWINGS

**FIRE PROTECTION**

NO DRAWINGS

**SPECIFICATIONS**

NO DRAWINGS

**ABBREVIATIONS**

SYMBOL	DESCRIPTION
AC	AC
AD	AD
AE	AE
AF	AF
AG	AG
AH	AH
AI	AI
AJ	AJ
AK	AK
AL	AL
AM	AM
AN	AN
AO	AO
AP	AP
AQ	AQ
AR	AR
AS	AS
AT	AT
AU	AU
AV	AV
AW	AW
AX	AX
AY	AY
AZ	AZ
BA	BA
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BC	BC
BD	BD
BE	BE
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BX	BX
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BZ	BZ
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CB	CB
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CJ	CJ
CK	CK
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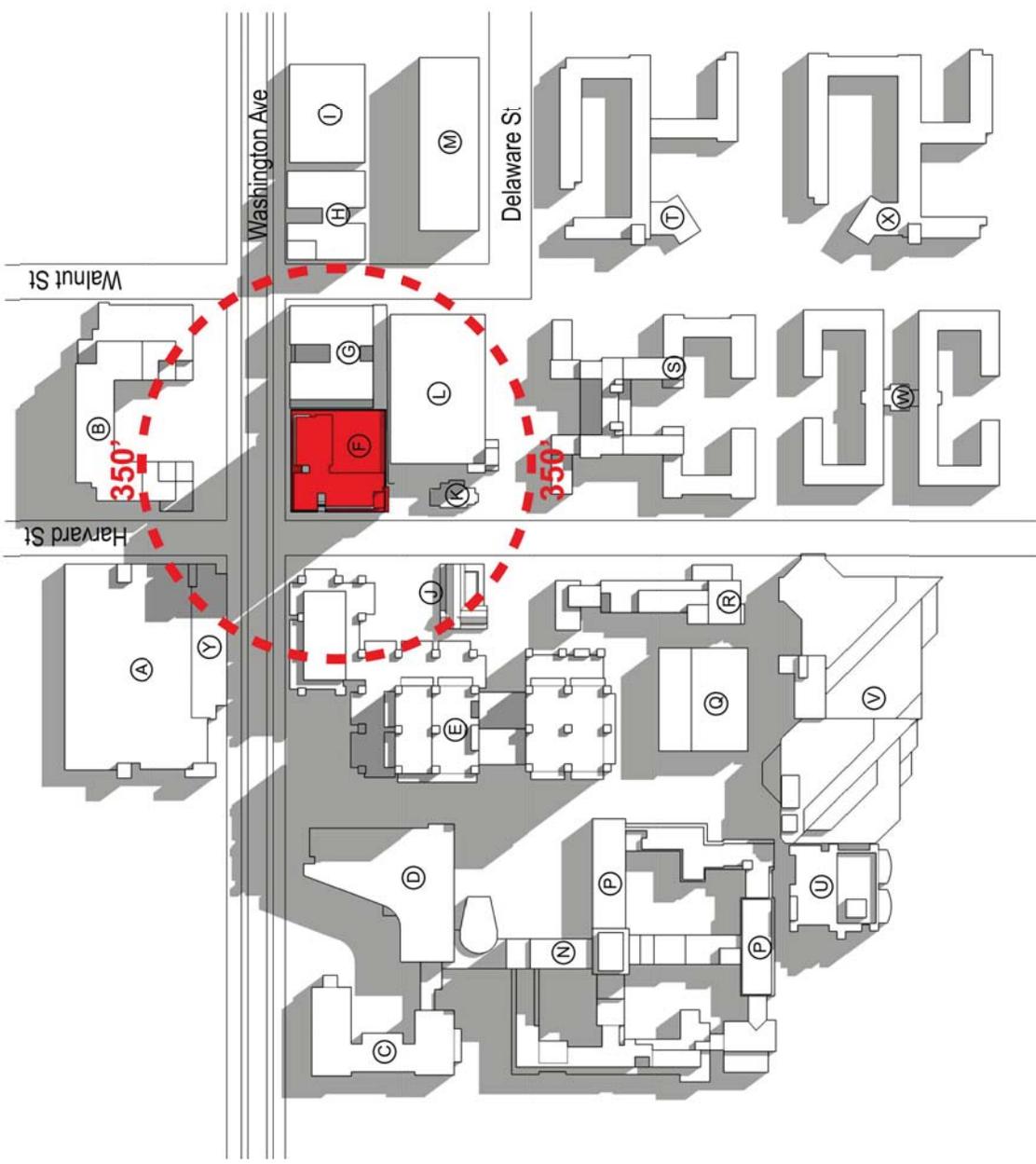






HEIGHT DIAGRAM

LABEL	NAME	HEIGHT
A	Wash. Ave. Parking Ramp	37'-0"
B	Commons Hotel	99'-0"
C	Jackson Hall	60'-0"
D	Molecular & Cellular Biology	90'-0"
E	Moos Tower	268'-0"
F	600 Washington Ave SE	268'-0"
G	The Station on Washington Apartments	61'-0"
H	The 700 on Washington Apartments	68'-0"
I	700 Washington Ave SE	38'-0"
J	Grace University Lutheran Church	31'-0"
K	Phi Chi Medical Fraternity	28'-0"
L	Fairview Patient/Vision Ramp	60'-0"
M	717 Delaware Building	74'-0"
N/P	Mayo Hall	54'-0" / 179'-0"
Q	Diehl Hall	50'-0"
R	Masonic Memorial Bldg	55'-0"
S	Centennial Hall	74'-0"
T	Territorial Hall	43'-0"
U	Divan Variety Research Ctr	87'-0"
V	University of Minnesota Medical Center, Fairview	137'-0"
W	Pioneer Hall	46'-0"
X	Frontier Hall Transportation and Safety Bldg	44'-0"
Y		37'-0"



HEIGHT BASED ON T/ ROOF STRUCTURE (NOT INCLUDING MECH/ PENTHOUSE)

AREA FOR CITY APPROVAL STAMP

600 Washington Avenue SE  
 Avenue SE

600 Washington Avenue SE  
 Minneapolis, MN

DATE	ISSUED FOR
03/18/16	PRE SUBMITTAL
05/13/16	LANDUSE APPLICATION

CONTACT AND BE RESPONSIBLE FOR VERIFYING ALL INFORMATION AND PROVIDING ALL NECESSARY INFORMATION TO THE CITY OF MINNEAPOLIS FOR THE REVIEW AND APPROVAL OF THIS APPLICATION. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MINNEAPOLIS AND ANY OTHER AGENCIES OR AGENCIES INVOLVED IN THE REVIEW AND APPROVAL OF THIS APPLICATION. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MINNEAPOLIS AND ANY OTHER AGENCIES OR AGENCIES INVOLVED IN THE REVIEW AND APPROVAL OF THIS APPLICATION.

HPA  
 HANSEN PARTNERS ARCHITECTURE

PROJECT: 1601 SCALE: AS SHOWN  
 DATE: 10/16 DRAWN BY: JACOB

CONTEXT STUDY

A0.4





Contractor shall be responsible for obtaining all permits for this project. The contractor shall coordinate with the City of Minneapolis for all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals.

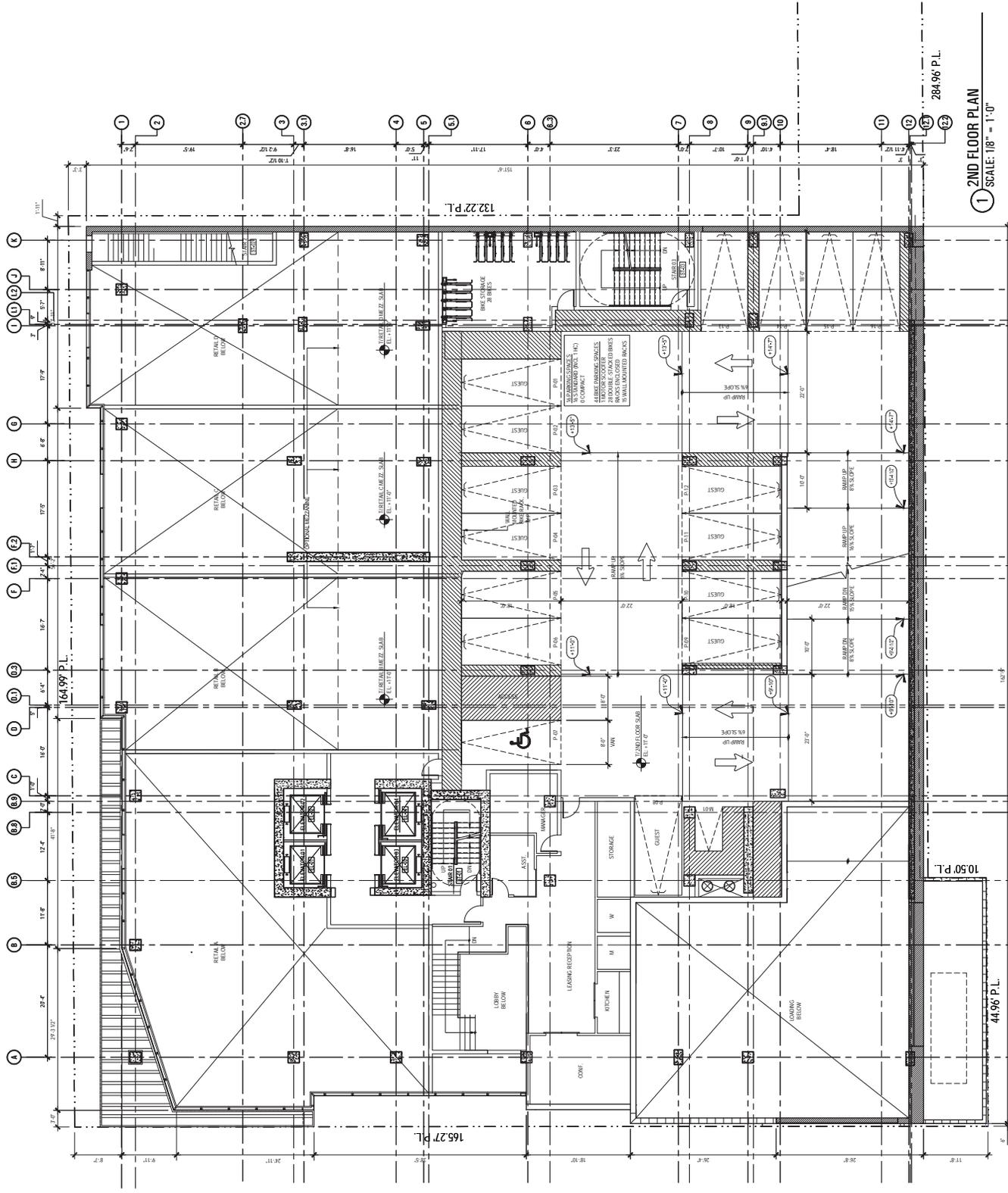
600 Washington Avenue SE  
 Minneapolis, MN

DATE	ISSUED FOR
03/18/16	FOR SUBMITTAL
05/13/16	LAND USE APPLICATION

NO.	DATE	SCALE	STATUS
1	03/18/16	1/8" = 1'-0"	ISSUED



SECOND FLOOR PLAN  
 A1.2



1 SECOND FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

Contractor shall be responsible for obtaining all permits for this project. The contractor shall coordinate with the City of Minneapolis for all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals.

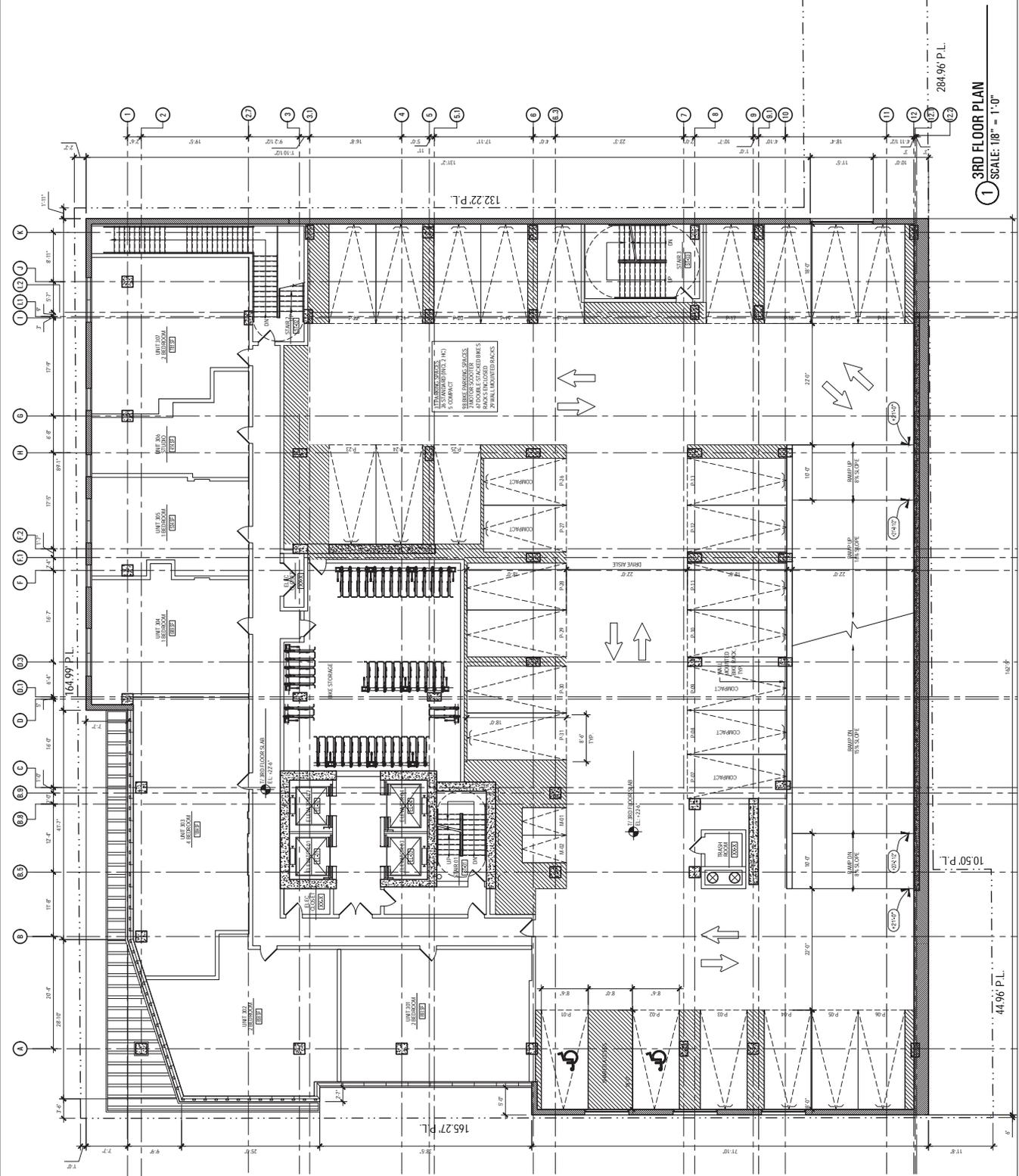
600 Washington Avenue SE  
 Minneapolis, MN

DATE	ISSUED FOR
03/18/16	PRE SUBMITTAL
05/13/16	LAND USE APPLICATION

NO.	DATE	SCALE	STATUS
1	03/18/16	1/8" = 1'-0"	ISSUED



3RD FLOOR PLAN  
 A1.3



1 3RD FLOOR PLAN  
 SCALE: 1/8" = 1'-0"



Contractor shall be responsible for obtaining all permits for this project. The contractor shall coordinate with the City of Minneapolis for all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for obtaining all necessary permits and approvals.

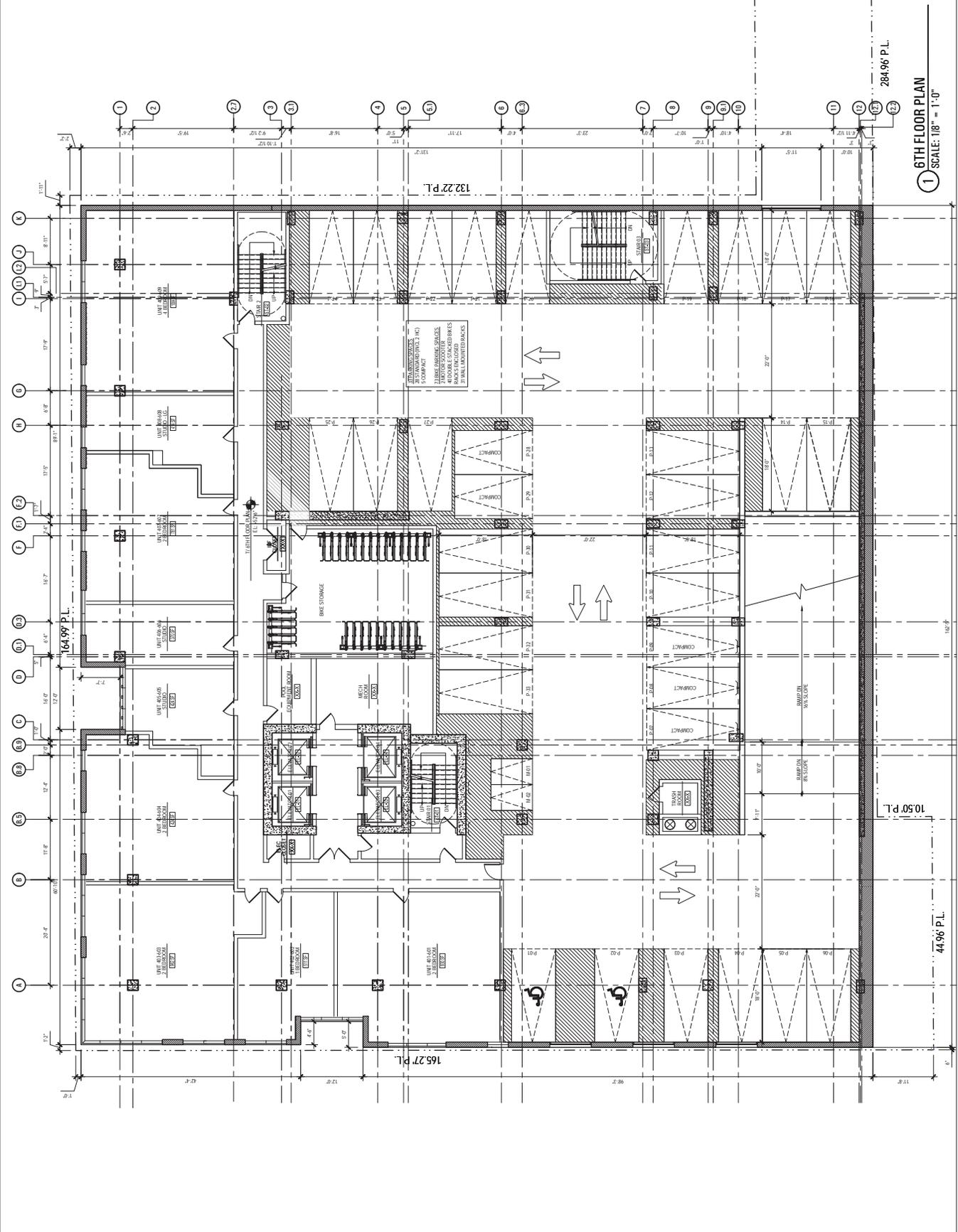
600 Washington Avenue SE  
 Minneapolis, MN

DATE	ISSUED FOR
03/18/16	PRE SUBMITTAL
05/13/16	LAND USE APPLICATION

NO.	DATE	SCALE	STATUS
1	03/18/16	1/8" = 1'-0"	ISSUED



6TH FLOOR PLAN  
 A1.5



1 6TH FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

Contractor shall be responsible for obtaining all necessary permits and approvals for this project. The contractor shall be responsible for obtaining all necessary permits and approvals for this project. The contractor shall be responsible for obtaining all necessary permits and approvals for this project.

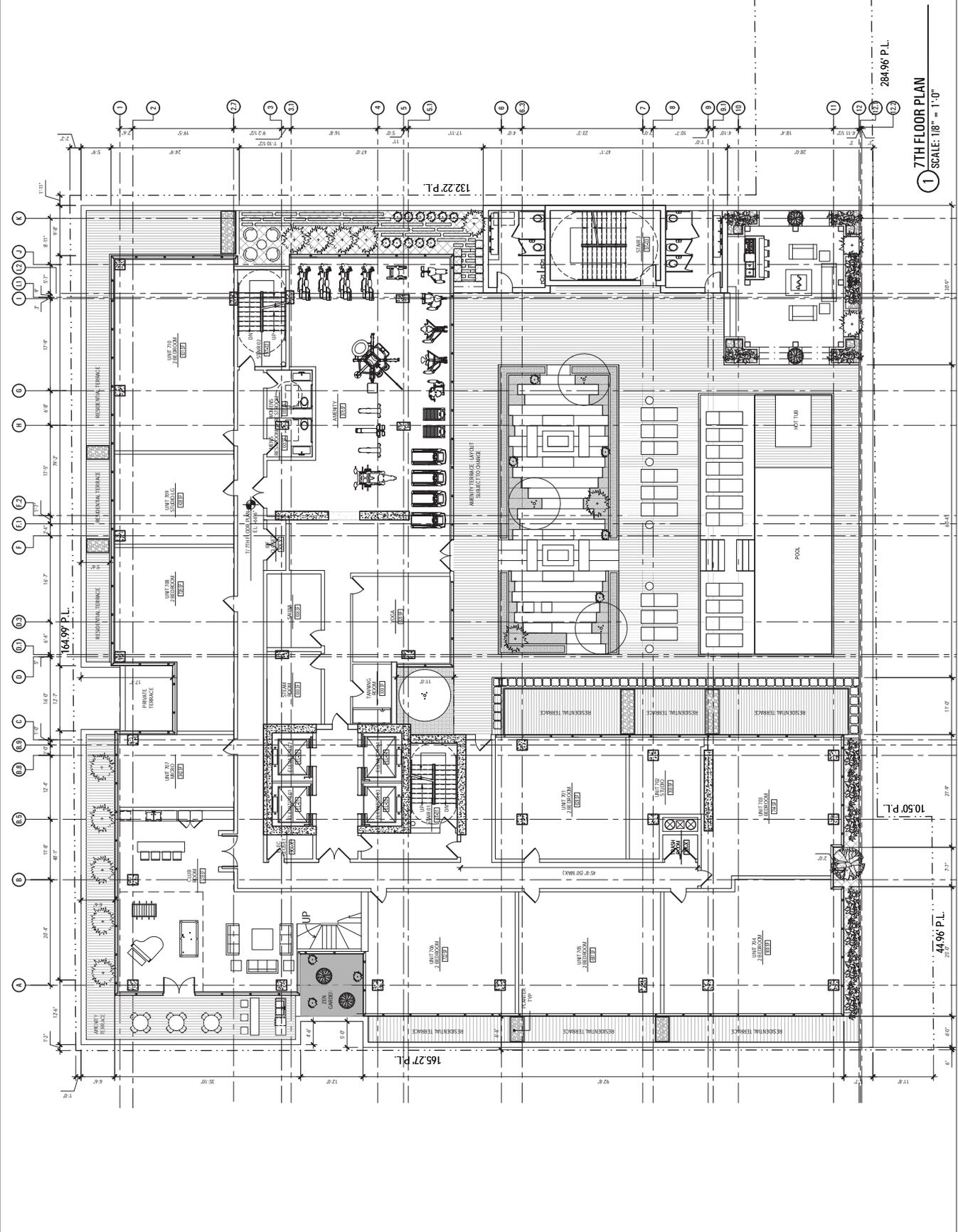
600 Washington Avenue SE  
 Minneapolis, MN

DATE	ISSUED FOR
03/18/16	PRE SUBMITTAL
05/13/16	LAND USE APPLICATION

NO.	DATE	SCALE	STATUS
1	03/18/16	1/8" = 1'-0"	ISSUED

HPA  
 HENNINGSON PETERSON ARCHITECTS  
 1000 WASHINGTON AVENUE SE  
 MINNEAPOLIS, MN 55414  
 TEL: 612.338.1000  
 FAX: 612.338.1001  
 WWW.HPA-ARCHITECTS.COM

7TH FLOOR PLAN  
 A1.6



1 7TH FLOOR PLAN  
 SCALE: 1/8" = 1'-0"



Contractor shall be responsible for obtaining all permits and approvals for this project. The contractor shall be responsible for obtaining all permits and approvals for this project. The contractor shall be responsible for obtaining all permits and approvals for this project.

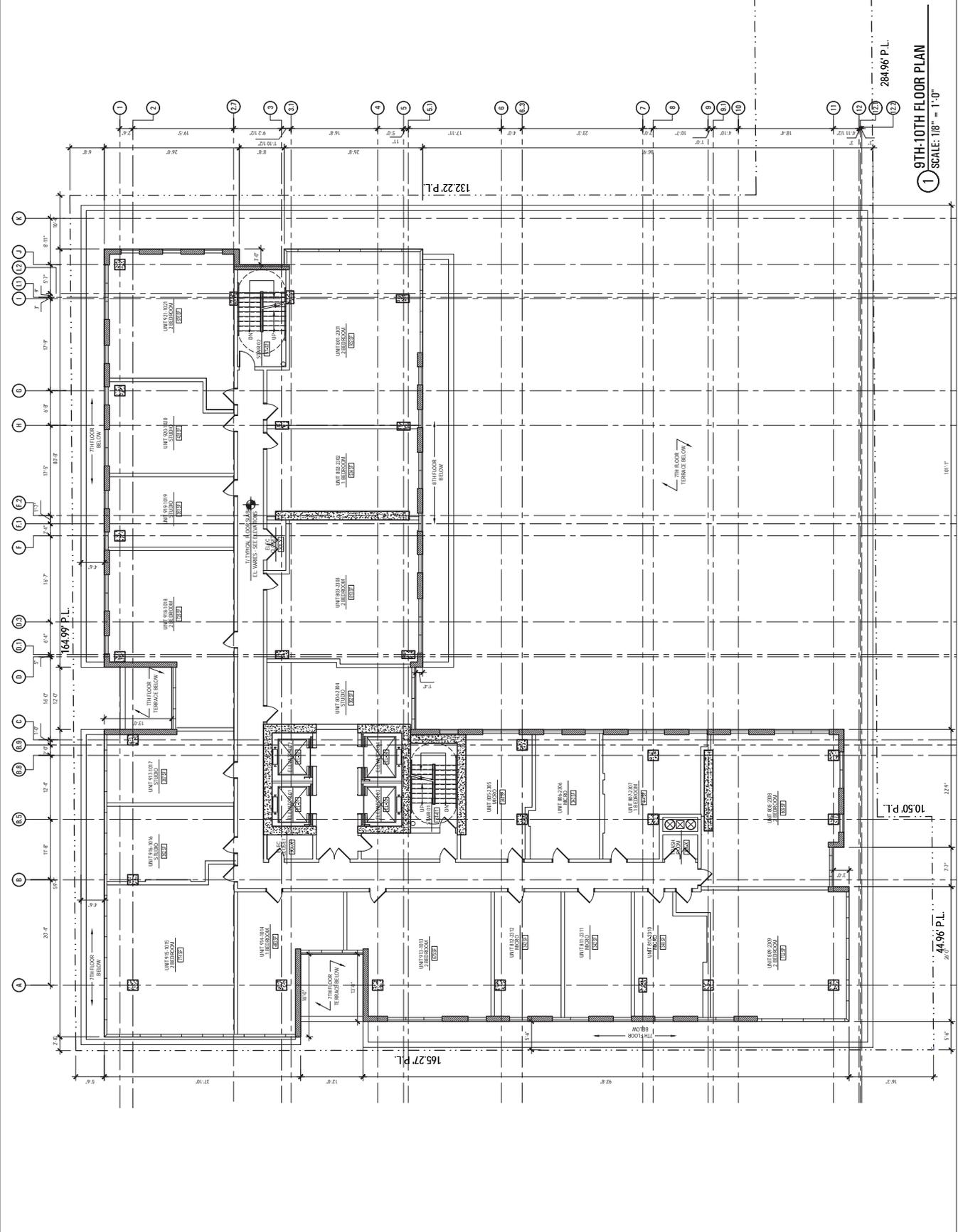
600 Washington Avenue SE  
 Minneapolis, MN

DATE	ISSUED FOR
03/18/16	PRE SUBMITTAL
05/13/16	LAND USE APPLICATION

PROJECT	DATE	SCALE	STATUS
9TH-10TH FLOOR PLAN <td>03/18/16</td> <td>1/8" = 1'-0"</td> <td>ISSUED</td>	03/18/16	1/8" = 1'-0"	ISSUED



9TH-10TH FLOOR PLAN  
 A1.8A



1 9TH-10TH FLOOR PLAN  
 SCALE: 1/8" = 1'-0"



























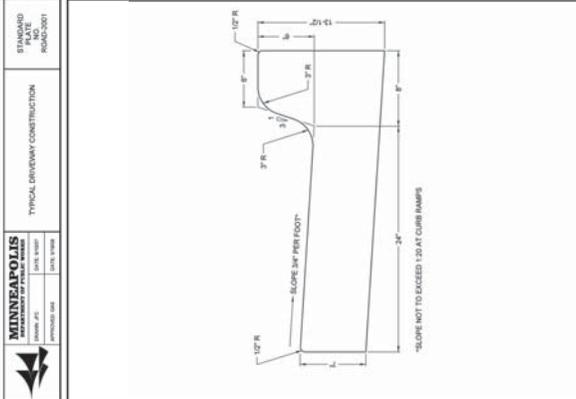
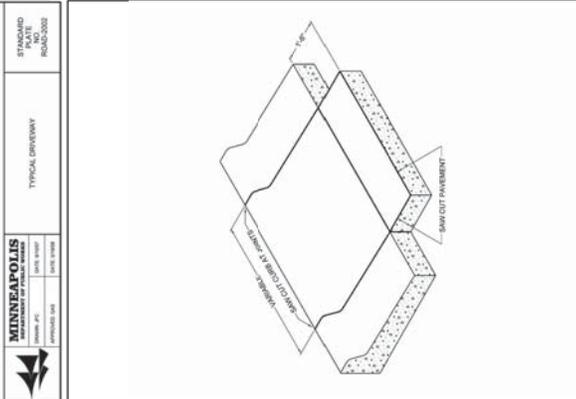
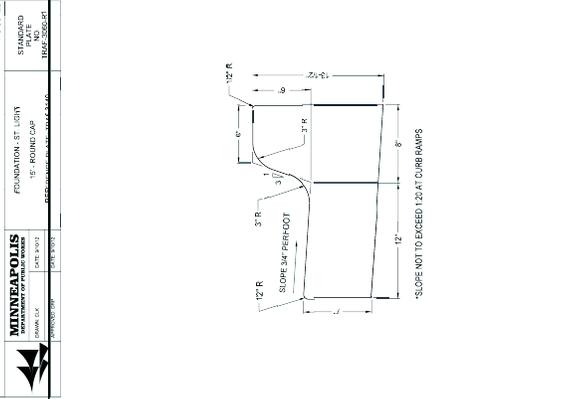
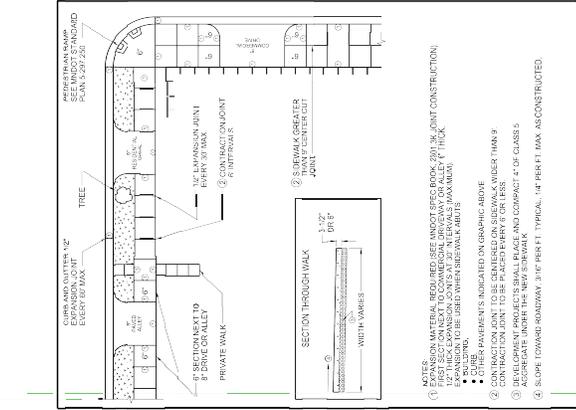
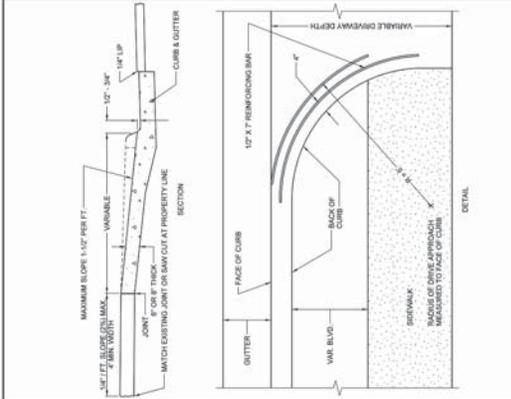
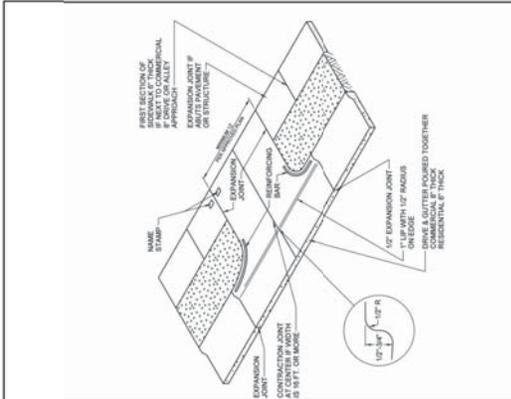
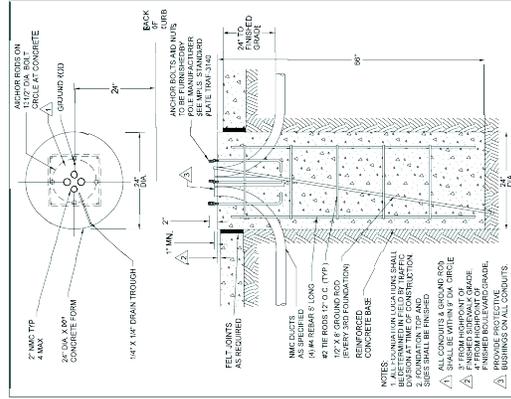






<b>311 Harvard St SE</b>							
311 Harvard Street SE Minneapolis, MN							
DATE		ISSUED FOR		LAND USE APP.			
5.13.16							
<b>Kimley+Horn</b> <small>2000 UNIVERSITY AVENUE, SUITE 2000, ST. PAUL, MN 55104 WWW.KIMLEY+HORN.COM</small>							
<small>PROJ. # 1608480001 SCALE: AS NOTED          CK. BY: JUBBY DN. BY: LCO.MEN</small>							
SITE PLAN DETAILS							

PRELIMINARY - NOT FOR CONSTRUCTION



<b>MINNEAPOLIS</b>							
<small>DEPARTMENT OF PUBLIC WORKS          2000 UNIVERSITY AVENUE, SUITE 2000, ST. PAUL, MN 55104          PHONE: 612.673.3100</small>							
MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS	
STANDARD PLATE ROAD-2005(R)		STANDARD PLATE ROAD-1000		STANDARD PLATE ROAD-1500		STANDARD PLATE ROAD-1500	
DATE: 12/15/15		DATE: 05/08/16		DATE: 05/08/16		DATE: 05/08/16	
DRAWN BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY	
<small>MINNEAPOLIS STANDARD PLATE ROAD-2005(R)          TYPICAL DRIVEWAY AND DRIVEWAY EXPANSION JOINT</small>							

<b>MINNEAPOLIS</b>							
<small>DEPARTMENT OF PUBLIC WORKS          2000 UNIVERSITY AVENUE, SUITE 2000, ST. PAUL, MN 55104          PHONE: 612.673.3100</small>							
MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS	
STANDARD PLATE ROAD-2005(R)		STANDARD PLATE ROAD-1000		STANDARD PLATE ROAD-1500		STANDARD PLATE ROAD-1500	
DATE: 12/15/15		DATE: 05/08/16		DATE: 05/08/16		DATE: 05/08/16	
DRAWN BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY	
<small>MINNEAPOLIS STANDARD PLATE ROAD-1000          BR12 CURB AND GUTTER</small>							

<b>MINNEAPOLIS</b>							
<small>DEPARTMENT OF PUBLIC WORKS          2000 UNIVERSITY AVENUE, SUITE 2000, ST. PAUL, MN 55104          PHONE: 612.673.3100</small>							
MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS	
STANDARD PLATE ROAD-1500		STANDARD PLATE ROAD-1500		STANDARD PLATE ROAD-1500		STANDARD PLATE ROAD-1500	
DATE: 05/08/16		DATE: 05/08/16		DATE: 05/08/16		DATE: 05/08/16	
DRAWN BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY	
<small>MINNEAPOLIS STANDARD PLATE ROAD-1500          SAW CUT AT CURB AND GUTTER REMOVAL</small>							

<b>MINNEAPOLIS</b>							
<small>DEPARTMENT OF PUBLIC WORKS          2000 UNIVERSITY AVENUE, SUITE 2000, ST. PAUL, MN 55104          PHONE: 612.673.3100</small>							
MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS		MINNEAPOLIS	
STANDARD PLATE ROAD-1000		STANDARD PLATE ROAD-1000		STANDARD PLATE ROAD-1000		STANDARD PLATE ROAD-1000	
DATE: 05/08/16		DATE: 05/08/16		DATE: 05/08/16		DATE: 05/08/16	
DRAWN BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY		CHECKED BY: JUBBY	
<small>MINNEAPOLIS STANDARD PLATE ROAD-1000          8-624 CURB AND GUTTER</small>							

PRELIMINARY - NOT FOR CONSTRUCTION













**PROPOSED LANDSCAPE LEGEND:**

- PROPOSED TREES
  - 3 - *Ginkgo biloba 'Princeton Sentry'* - Prn L 11.5' H 11.5' D 11.5' @ 11.5'
- REPLACEMENT TREES
  - 3 - *Amelanchier alnifolia 'Espresso'* - Esp 8.5' H 11.5' D 11.5' @ 11.5'
- PROPOSED PERENNIALS

**KEYNOTE LEGEND:**

- PROPOSED PLANTING BED
- OOD SEAT TOP MOUNTED TO PLANTER □ ALL
- CONCRETE PLANTER □ ALL
- S: EDISH STRUCTURAL SOIL LIMITS BENEATH □ ALK: AY □ MIN. 500 CF / TREE
- STAMPED CONCRETE
- BIKE PARKING
- REMOVE AND REPLACE 3" DBH TREES ON □ ASHINGTON

**REMOVAL AND DEMOLITION**  
 REMOVERS REMOVAL OF TEMPORARY APPOINTMENTS, INCLUDING PAINTERS AND NEIGHBORHOODS. EXISTING APPOINTMENTS, INCLUDING SIGNS AND BIKESHOES, SHALL BE REMOVED DURING CONSTRUCTION EXCEPT WHERE NOTED. NOTE LOCATIONS OF ALL APPOINTMENTS TO BE REMOVED. THESE ORIGINALLY LOCATED UNLESS DIRECTED OTHERWISE BY ENGINEER.

**PLANTING NOTES**  
 1. FOLIO: VERIFY STANDARD SPECIFICATIONS 1971 PLANT INSTALLATION AND ESTABLISHMENT AND 1981 PLANTING AND MAINTENANCE. ALL PLANTS SHALL BE INSTALLED AND MAINTAINED AS SPECIFIED.  
 2. PERFORM CORRECTIVE PRUNING OF TOP AND ROOTS.  
 3. FERTILIZER: APPLY FERTILIZER TO ALL PLANTS TO CORRECT AND PREVENT CORRECTING FERTILIZER DEFICIENCIES. FERTILIZER SHALL BE APPLIED TO ALL PLANTS TO CORRECT AND PREVENT CORRECTING FERTILIZER DEFICIENCIES.  
 4. SET TREES ON UNDISTURBED NATIVE OR THOROUGHLY COMPACTED PLANTING SOIL.  
 5. PLANT TREE AND BACKFILL WITH PLANTING SOIL. 2. FERTILIZER: THE PLANTING SOIL SHALL BE APPLIED TO ALL PLANTS TO CORRECT AND PREVENT CORRECTING FERTILIZER DEFICIENCIES.  
 6. BACKFILL VOIDS AND AFTER A SECOND TIME.

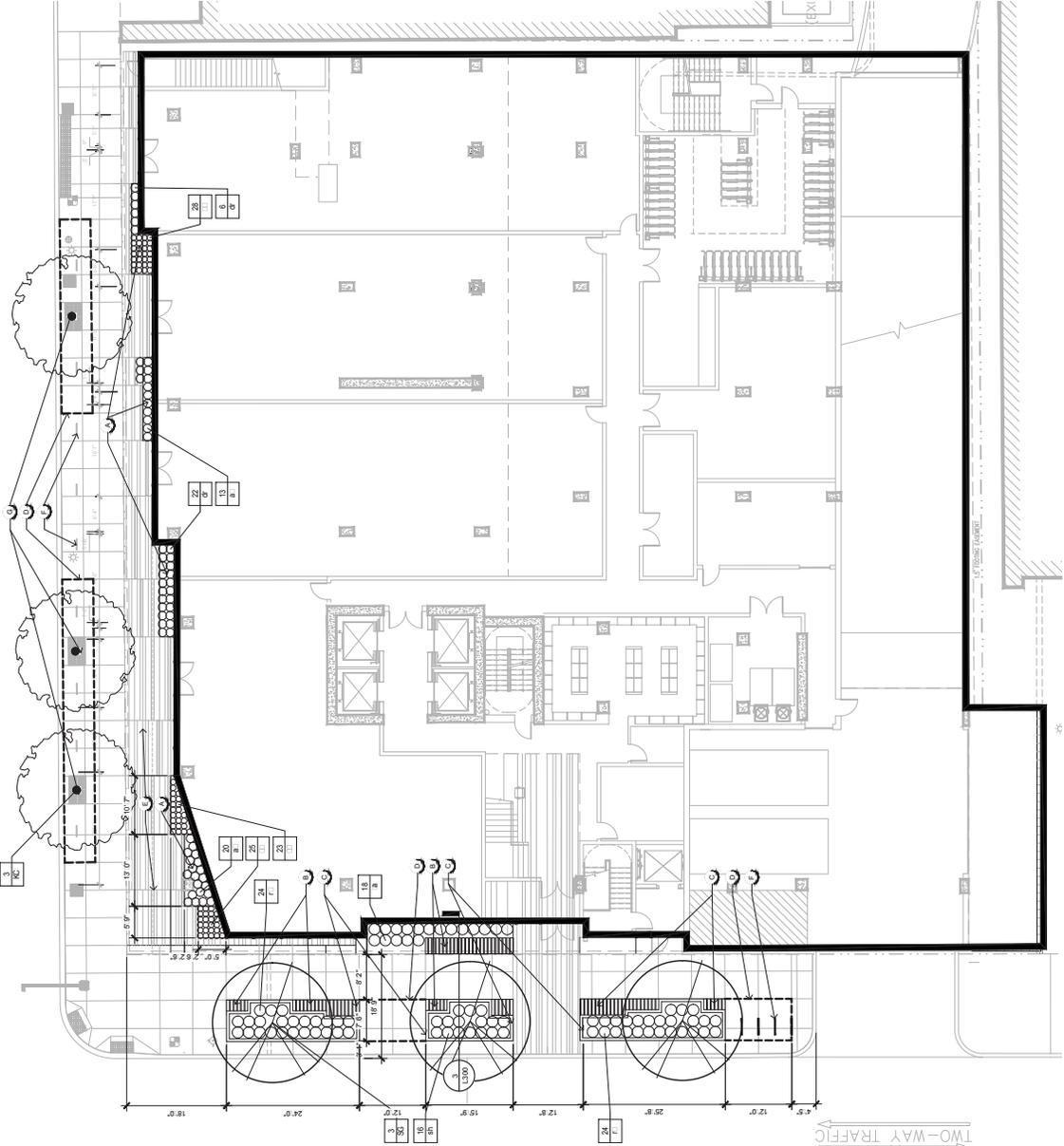
**SOIL AND PAVEMENT NOTES**  
 1. SOILS IN PLANTING BEDS BENEATH PAVEMENT SHALL BE A MINIMUM OF 500CF TREE OF 3" EDISH STRUCTURAL SOIL. ALL PLANTS SHALL BE INSTALLED AND MAINTAINED AS SPECIFIED.  
 2. COMPENSATING THE FOLLOING ELEMENTS AND PROPORTIONS: THOROUGHLY MIXED ON CRYSTALINE SILICA SAND (ASTM 675) 100% BY VOLUME  
 3. SANDY CLAY LOAM TOPSOIL (ASTM 675) 20% BY VOLUME  
 4. PLANTING SOIL SHALL BE SANDY CLAY LOAM TOPSOIL (ASTM 675) 100% BY VOLUME  
 5. TOP 12 FEET DEEP ANNUAL CENTERED WITH TREE GRATE AREA. 1TH SERIES SLOPING AT 3:1 V:H TO BE INSTALLED IN A SEPARATE OPERATION. LEISERS, TL, ACCOMMODATE TREE AND PLANTING SOIL TO BE INSTALLED IN A SEPARATE OPERATION.  
 6. COMPACT 5" EDISH SOIL TO A MINIMUM OF 95% TO BE INSTALLED IN A SEPARATE OPERATION.  
 7. MAKE ALL SIDE ALK REMOVALS ALONG EXISTING CONCRETE JOINTS AND SCORE LINE EVEN IF THAT CONCRETE IS NOT TO BE REMOVED. ALL SIDE ALK REMOVALS SHALL BE APPROVED BY ENGINEER.  
 8. CONCRETE IS TO BE REMOVED AND REPLACED WITH CONCRETE TO BE APPROVED BY ENGINEER.

**R.O.W. PLANTING SCHEDULES:**

Symbol	Quantity	Common Name	Size	Type	Spacing
1	108	Perennial Total			
2	108	Perennial Total			

**STREET LEVEL PLANTING SCHEDULE:**

Symbol	Quantity	Common Name	Size	Type	Spacing
1	108	Perennial Total			
2	108	Perennial Total			



AREA FOR CITY APPROVAL STAMP

600 SE Washington  
 Minneapolis, MN

600 SE Washington  
 Minneapolis, MN

DATE ISSUED FOR PDR SUBMITTAL: 4/3/18  
 DATE FOR LANDUSE APP: 5/13/18

**CONFLUENCE**  
 LANDSCAPE ARCHITECT

600 N. 3RD STREET, SUITE 130  
 MINNEAPOLIS, MN 55401  
 PH: 612.333.9722 FAX: 612.268.8359

PROJ. # 2007  
 CK. BY: TM  
 DN. BY: BA

STREET LEVEL  
 LANDSCAPE PLAN







# UNIVERSITY OF MINNESOTA

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Twin Cities Campus

Capital Planning and Project Management

400 Donhowe Building  
319 15th Avenue Southeast  
Minneapolis, MN 55455  
Fax: 612-625-0770

May 13, 2016

Kjersti Monson  
Director of Long Range Planning  
Department of Community Planning & Economic Development  
City of Minneapolis  
250 South 4th Street, Room 300  
Minneapolis, MN 55415  
[kjersti.monson@minneapolismn.gov](mailto:kjersti.monson@minneapolismn.gov)

Dear Ms. Monson,

The University of Minnesota is writing to express our concern with the proposed project recently reviewed at the Minneapolis Planning Commission, located at 600 Washington Avenue SE. The project is incompatible with the University's view of future campus building heights and densities, and raises concerns about potential operational challenges once the building is occupied.

In order to advance, the project requires six variances and nine land use applications, including a rezoning and conditional use permit to increase height from 56 feet to 278 feet, nearly five times the maximum currently allowed. The proposal would result in 431 dwelling units (614 bedrooms), 10,500 square feet of retail and commercial space, and 197 enclosed vehicle parking spaces. The University of Minnesota strongly encourages the Planning Commission to reject the project as currently proposed due to its extreme height, which is incompatible with its surroundings.

The University recognizes that increased density in designated Activity Centers is consistent with the City of Minneapolis Comprehensive Plan, the Minneapolis Plan for Sustainable Growth, and further supports the vibrant city and thriving metropolitan area that contribute to the unique sense of place experienced at the Twin Cities campus.

Campus plans for future development have advocated for medium-height buildings, in order to achieve effective land use density while maintaining relatable scale in the built environment, a safe, comfortable pedestrian experience, and alignment in form with surrounding areas. Recent planning for the evolution of the Academic Health Center and housing components of campus on and south of Washington Avenue between Ontario and Church Streets, indicate building heights no greater than 8 stories. Most fall within the 4-6 story range.

The University's campus plans do not use Malcolm Moos Tower, at 268 feet, as a precedent for future campus development. Moos and its companion buildings are considered historical anomalies, both because of their architecture and heights, and are not building types representative of the future of the University campus.

In addition, because of a setback of over 100 feet from the public right-of-way, Moos Tower's impact from height is different from that of 600 Washington. Its academic use places different demands on the infrastructure and immediate environment, as well.

For these reasons, the proposal to place a 26 story, 275-foot tall building, with an FAR measure of 10.9 at the campus edge and in the middle of an established pattern of 4-6 story, approximately 50- to 60-foot tall buildings located along Washington Avenue, is incompatible with a number of campus plans addressing built form and pattern.

Since the mid-2000s, the City, Metropolitan Council, and the University built a shared vision that guided LRT planning and design of the Stadium-Village segment of the Washington Avenue transit corridor. This vision defined a relationship between Washington Avenue and 4-6 storey adjacent buildings. Building heights fronting Washington Avenue were limited to ensure adequate passage of light to make the green space median, an amenity of the Green Line project, an attractive destination for residents, campus visitors, workers and students. Limiting the height of buildings facing Washington Avenue reduce the potential for micro-climate conditions (wind) that typically arise in buildings taller than 8-10 stories. Moreover, designation of sites that should accommodate taller structures (in the 10 stories or greater heights) is typically planned to serve as markers for important locations, usually as gateways or broader, district-wide concentrations of activity, such as in Downtown Minneapolis.

Physical planning for the East Bank campus supports a vibrant urban environment, including dense and mixed activity patterns, reflecting the philosophy that campus buildings should develop accordingly. This results in plans for the campus environment that would create a range of 4-6 story building heights.

The presence of the TCF Stadium announces the entry to campus from the east and south. The scale and mass of the Stadium, as well as other unique attributes of the Stadium Village area, have influenced campus plans for University land, which recommend high-density, high-height development close to the stadium structure. While adequate spacing between tall buildings is desired, to preserve key views of the stadium, the University's 2009 East Gateway Plan indicated that 10-15 story buildings should be locate at this primary campus gateway.

A number of destinations along the Harvard Street corridor make this a hub of campus life. The campus's primary first year student neighborhood, which houses 2700 students, is located two blocks south of this intersection. Also located two blocks south of the intersection, at East River Parkway and Harvard Street, is the University of Minnesota Medical Center hospital. The University's Recreation Center is located 2 blocks north of Washington on Harvard, and a high concentration of classrooms is distributed east of Harvard along a north-south swath of campus buildings. The presence of additional residents in the 431-unit development at 600 Washington Avenue SE will generate more foot and bicycle traffic and demand for services in the area, as well as unpredictable drop-off and pick-up patterns.

While the proposal recognizes the need to provide bicycle parking within the building, it appears to accommodate occupants who are served by a commuter-style travel pattern of leaving in the morning and returning in the evening, making only one outbound and inbound trip. We infer this because bicycle storage as proposed is located indoors, and on upper levels, which does not accommodate variable, short-term use

patterns by residents and frequent visitors in areas adjacent to campus. Moreover, although the vehicle parking supply is lower than City requirements, it is not clear if the actual use of vehicles will be as limited as the developer is anticipating. Additional vehicle congestion on Harvard, as the only accessible route to and from the building, may challenge patient access and experience to the Medical Center.

In summary, the University's concerns are that:

1. The building is significantly out of scale with planned and actual surroundings, proposing a floor area ratio of 10.8 in comparison to the zoning district FAR of 5.6;
2. The disruptive effect of this extremely tall building may create shadows and microclimates at the street level that are in direct conflict with the design philosophy of the Washington Avenue Transit/ Pedestrian Mall; and
3. The project will bring a concentration of residents to a highly traveled area with the potential for unanticipated consequences related to bike parking and storage as well as passenger loading and deliveries that could conflict with a busy Harvard Street corridor.

Because of our concerns outlined above, the University of Minnesota strongly encourages the Planning Commission to consider the planning direction established for the campus environment, as well as the LRT corridor on Washington Avenue, and to reject the project as currently proposed due to incompatibility with its surroundings.

Thank you for the opportunity to share these comments.

Sincerely,



Monique MacKenzie  
Director of Planning and Space

cc:

Haila Maze, Principal Planner, City of Minneapolis

Suzanne Smith, Assistant Vice President, Capital Planning and Project Management, University of Minnesota

Pamela Wheelock, Vice President for University Services, University of Minnesota

Jan Morlock, Director of Community Relations for the Twin Cities Campus, Government and Community Relations, University of Minnesota

## Lansing, Carol

---

**From:** Lansing, Carol  
**Sent:** Friday, May 13, 2016 2:53 PM  
**To:** 'Cam.Gordon@minneapolismn.gov'; 'Jessica@prospectparkmpls.org'  
**Cc:** tom@harbor-bay.com  
**Subject:** Notification of Application for Land Use Approvals for 600 Washington Avenue SE Project

Dear Cam and Jessica,

By this email I am notifying you that Core Minneapolis LLC, developer of the proposed project to be located at 600 – 612 Washington Avenue SE and 311 Harvard Street SE, is submitting the land use applications for the project today. The purpose and vision of the 600 Washington Ave SE project is the creation of an iconic, transit-oriented development that will foster multi-disciplinary collaboration amongst a broad demographic of people. The proposed 26-story, glass and metal panel tower will include: 438 units of market rate apartments; 5,000 square feet of interior residential amenity space; two vibrant outdoor terraces for residents; approximately 10,500 SF of retail space; and one below-grade and five above-grade parking levels.

The applications required for the project are:

1. Rezoning from C1, C2 and R6 to C3A Community Activity Center District with PO Pedestrian Oriented Activity Center District
2. Conditional use permit to increase the allowed height from 4 stories or 56 feet to 26 stories / 278 feet to the top of the roof and 284 feet to the top of the cooling tower
3. Variance to increase the allowed floor area ratio (FAR) from 4.32 to 11.1
4. Variance to reduce the required minimum floor area per dwelling unit from 350 SF to 340 SF for 100 efficiency "micro" units
5. Variance of the PO Overlay District standards to allow building placement greater than 8 feet from the street
6. Variance to reduce the required vehicular parking for residents from 215 to 135 stalls (the required 9 guest stalls will be provided)
7. Variances to reduce required yards:
  - a. front yard along Harvard reduced from 15 feet to 0 feet for the first 25 feet from the south property line
  - b. east interior side yard reduced from 15 feet to 10 feet, 4.5 inches on floors with residential units with windows facing the shared property line
  - c. south interior side yard adjacent to an R6 District reduced from 55 feet to between 1 foot, 8 inches and 16 feet for portions of the garage levels and tower
8. Variance to increase fence height for ground-level mechanical screening to 20 feet
9. Site plan review

Marc Lifshin, Manager of Core Minneapolis LLC, is the applicant. His contact information is:

2234 W. North Avenue, Chicago, IL, 60647  
(773) 227-2850  
[marcl@corespaces.com](mailto:marcl@corespaces.com)

I am the applicant's representative and contact person for the applications. My contact information is below.

The project team enjoyed meeting with PPA and is most appreciative of the very positive reaction we heard about the project. Please let me know if you would like any additional information about the project or applications at this time. Thank you and enjoy the weekend!

Carol Lansing

*Counsel*

carol.lansing@FaegreBD.com Download vCard

D: +1 612 766 7005

**Faegre Baker Daniels LLP**

2200 Wells Fargo Center | 90 South Seventh Street | Minneapolis, MN 55402-3901, USA