

LAND USE APPLICATION SUMMARY

Property Location: 501 Huron Boulevard Southeast and 2510 Essex Street Southeast
Project Name: Huron and Essex Hotel
Prepared By: Aaron Hanauer, Senior City Planner, (612) 673-2494
Applicant: CPM Development, Daniel Oberpriller
Project Contact: DJR Architecture, Scott Nelson
Request: To allow for the construction of a 960 square foot addition to a previously approved hotel

Required Applications:

Conditional Use Permit	To allow an increase in the maximum permitted height in the II/Light Industrial District from four stories/56 feet to five story/68.5 feet.
Variance	To increase the maximum area of a projecting sign from 20 square feet to 40 square feet.
Variance	To increase the maximum height of a projecting sign from 28 feet to 34 and 35.7 feet.
Variance	To allow an eight square foot sign on a non-primary building wall.
Site Plan Review	To allow for the construction of a 960 square foot addition to a previously approved hotel.

SITE DATA

Existing Zoning	II/ Light Industrial District IL/ Industrial Living Overlay District UA/University Area Overlay District
Lot Area	36,792 square feet / 0.84 acres
Ward(s)	2
Neighborhood(s)	Prospect Park
Designated Future Land Use	Transitional Industrial
Land Use Features	Stadium Village Transit Station Area half block to the south of the Stadium Village Activity Center near the University of Minnesota Growth Center
Small Area Plan(s)	<u>Stadium Village University Avenue Station Area Plan (2012)</u>

Date Application Deemed Complete	June 15, 2016	Date Extension Letter Sent	N/A
End of 60-Day Decision Period	August 14, 2016	End of 120-Day Decision Period	N/A

BACKGROUND

SITE DESCRIPTION AND PRESENT USE.

The project site is located in the Stadium Village area of the University of Minnesota south of TCF Bank Stadium and north of Interstate 94. The L-shaped project site consists of two parcels: 501 Huron Boulevard Southeast and 2510 Essex Street Southeast and creates the southeast corner of the Huron and Essex intersection. The project site is located within the Stadium Village Transit Station Area (although it is outside of the transit station pedestrian oriented overlay district), a half block to the south of the Stadium Village Activity Center, and near the University of Minnesota Growth Center.

In May 2015, the City Planning Commission approved a conditional use permit, variance applications and site plan review to allow for the construction of a five-story hotel on the project site (BZZ-7129). Shortly after the project was approved, the applicant informed CPED that they would like to add approximately 3,400 square feet of floor area in order to expand the size of guestrooms to meet a specific corporate hotel brand standard that the owner did not know at the time of the initial land use application (BZZ-7219). The City Planning Commission approved these revised plans in July 2015.

SURROUNDING PROPERTIES AND NEIGHBORHOOD.

The adjacent properties are a mixture of residential, commercial, and industrially zoned properties. The property to the north of the project site, 2508 Delaware, (zoned R6/Multiple Family Residential) is the location of the 10-story, Stadium View apartment building. There are three properties that touch the southern extent of the project site: 515 Huron Boulevard Southeast (zoned R6/Multiple Family Residential) is the location of the six-story Solhaus Tower apartment building. The property at 2512 Essex Street (zoned R5/Multiple-Family District) is a former railroad right-of-way that is currently being constructed into a six-story apartment building, and 525 Huron Boulevard Southeast (zoned I1/Light Industrial) has a one-story building that is the location of the University of Minnesota KinderCare. The property to the east, 2530 Essex Street Southeast (zoned R5/Multiple Family Residential) is the location of a three-car garage. 1022 Essex Street Southeast, which is located across Huron Boulevard Southeast to the west (zoned C3A/Community Activity Center District) is currently vacant.

Within the last five years, three major developments along Huron Boulevard Southeast have been completed or are near completion between Fulton Street Southeast and Washington Avenue Southeast: Solhaus (2428 Delaware Street Southeast), Solhaus Tower (515 Huron Boulevard Southeast) and WaHu Student Apartments (1000 Washington Avenue Southeast).

PROJECT DESCRIPTION.

CPM Development is currently in the process of building the five-story, 140-room hotel with restaurant and banquet facility/meeting rooms. Most details of that project have not changed since the Planning Commission approved the project in July 2015. This includes the building footprint, which would closely follow the property lines along Huron and Essex. The main exterior building materials which are proposed to remain brick, stucco, and metal panel, a first-floor hotel restaurant with a landscaped area along Essex Street Southeast, and the building having three outdoor areas on upper floors.

The trigger for this review is the proposed additional floor area and building signage. The applicant is proposing to add 960 square feet of additional floor area to allow the corner units on the fourth and fifth floors to be two-room suites (the overall number of hotel rooms is not proposed to change). The building sign proposal requires three variances.

It should also be noted that the proposed site plan now includes a narrow (five foot wide) bike/pedestrian path on the southern and eastern portion of the subject property that would form the northern extent of the new Prospect Park Trail. The proposed segment on the subject property would connect to the 10-foot wide trail that is being built as part of the residential development to the south (127 27th Avenue Southeast).

RELATED APPROVALS.

Planning Case #	Application	Description	Action
BZZ-7219/July 2016	Amendment to conditional use permit and site plan	140-room hotel	Approved
BZZ-7129/May 2015	Conditional use permit, variance and site plan review	140-room hotel	Approved

PUBLIC COMMENTS. As of the publication of the staff report, no public comments have been received. Any correspondence received after the publication of the staff report and prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum permitted height in the II/Light Industrial zoning district from 4 stories or 56 feet to approximately 5 stories or 68.5 feet based on the following findings:

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

The II zoning district allows buildings by right to be 56 feet tall when they are a maximum of four stories. The five-story, flat-roof building is 68.5 feet tall when including the height of the 255 square foot stair penthouse. As outlined in the definition of height, roof-top mechanical equipment and enclosures less than fourteen (14) feet tall on a flat roof shall not be included in the height provided the equipment and enclosures are set back from the exterior walls one (1) foot for every one (1) foot they extend above the roof surface. The proposed 9.2 foot tall stair enclosure is setback less than five feet from the building edge. Therefore, the height of the stair enclosure is included in the overall building height. If the stair penthouse was not included, the building height would be 65.1 feet; this measurement includes the height of a parapet given that it the parapet is greater than 3 feet in height (3.1 feet).

The establishment, maintenance or operation of the conditional use for a five-story, 68.5 foot tall structure will not be detrimental to or endanger the public health, safety, comfort or general welfare. The project will be located next to two taller structures; a six-story apartment building to the south which is 74 feet in height (515 Huron Boulevard Southeast) and a 10-story apartment building to the north (2508 Delaware Street Southeast). In addition, the only portion of the building that will be 68.5 feet in height is the proposed stair enclosure.

As stated by the applicant, the building steps down to 3-stories at the corner and is set back and articulated along the street fronts in a manner that actively engages with the pedestrian realm. In addition, the building wall meets or significantly exceeds the required 13' setback from the interior

property lines except for a small segment where the building angles to the southeast which will help provide adequate separation.

Allowing the building to be five stories rather than four stories will also not be detrimental or endanger the public health, safety, comfort or general welfare as the development will comply with all applicable building codes, life safety ordinances and Public Works requirements. It should be noted that the project site is a brownfield site. Brownfield sites are abandoned, idled, or underused industrial and commercial properties where financing expansion or redevelopment is complicated by actual or suspected environmental contamination. The redevelopment of the site done in accordance with Minnesota Pollution Control Agency standards will improve the environmental condition of the project site and area.

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 conditional use to allow an increase in height 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. As stated in Finding I, the five-story, 68.5-foot tall structure will be shorter than the neighboring six and 10-story buildings. The building setbacks and massing will mitigate the impact of its height on adjacent properties and the pedestrian realm. As a condition of approval, all portions of the building, with the exception of the stair enclosure, shall not exceed 65.1 feet as defined by the Minneapolis zoning code.

The Huron Boulevard Gateway District, which the property is located in, is recognized by the Stadium Village University Avenue Transit Station Area Plan as a prime area for redevelopment into high-density residential that will typically be built five stories or taller. Even though the proposed use is not a residential use, the hotel use is a permitted use in the property's zoning district and the scale of the building is in compliance with the plan.

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

Adequate utilities, access roads and drainage will be provided as part of the project. As part of the preliminary development review (PDR), the applicant received favorable comments from other departments (including Public Works) at a meeting on April 10, 2015. The applicant will be required to continue to work closely with the Public Works Department, the Plan Review Section of the Inspections Department and the various utility companies during the duration of the development should the applications be approved. This would be required to ensure that all procedures are followed and that the development complies with all City and other applicable requirements.

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

Adequate measures have been taken to minimize traffic congestion in the public streets. The applicant will be meeting their off-street parking requirement. In addition, the applicant is proposing to install the northern portion of the Prospect Park Trail which will encourage an alternative mode of transportation. It should also be noted that the project site is located within three blocks of the METRO Green Line-Stadium Village Transit station which will increase the percentage of people traveling to the hotel by mass transit. Finally, the draft travel demand management plan (TDMP) submitted by the applicant states that the hotel management will be committed to meeting the mode split by developing and implementing an incentive program to encourage guests and employees to use alternative modes of transportation, designating a TDM liaison to coordinate the

various TDM strategies and monitoring the implementation of the proposed TDMP actions and progress made toward achieving the TDMP mode split goals.

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

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

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

1.2.1 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 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.

1.13.2 Pursue opportunities to integrate existing and new development with transit stations through joint development.

Land Use Policy 1.15: Support development of growth centers as locations for concentration of jobs and housing and supporting services.

1.15.1 Support development of growth centers through planning efforts to guide decisions and prioritize investments in these areas.

1.15.2 Support the intensification of jobs in growth centers through employment generating development.

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.

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.

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.

10.10.4 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 10.18: Reduce the visual impact of automobile parking facilities.

The Stadium Village University Avenue Station Area Plan provides additional guidance for the development. The project site is within the Huron Boulevard Corridor Character Area of the

station area plan. The Huron Boulevard Corridor Character Area is encouraging of high-density development, development that supports a pedestrian oriented environment, and an enhanced public realm. The project accomplishes these goals.

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

With the approval of the conditional use permit and site plan review applications, this development would be in conformance with the applicable regulations of the zoning code.

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.*

Allowing the building to have an additional story and 12.5 feet of additional height (at its tallest point) than what is allowed in the II zoning district will not have an effect on the access to light and air of surrounding properties. Except for a small portion of the building where the building angles to the southeast, the building will be meeting the zoning district setbacks and public right-of-way separates the proposed development from other properties to the west and north.

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

Allowing the building to have an additional story or 12.5 feet of additional height (at its tallest point) than what is allowed in the II zoning district will not have a significant impact in terms of shadowing of residential properties. The residential structures to the north (2508 Delaware Street Southeast) and to the south (515 Huron Boulevard Southeast) are taller than the proposed building and the residential structures to the west are more than 65 feet away from the proposed development. Significant public spaces such as parks and plazas will also not be impacted by the request for additional height. In addition, the proposed development will not be impacting light access for a nearby solar energy system that has received City of Minneapolis approval. The nearest solar arrays in city records are a quarter mile away (206 Ontario Street SE and 114 Arthur Avenue SE).

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

The proposed development will fit in with the scale and character of the surrounding uses. Neighboring buildings include the six-story, 74 foot-tall Solhaus Tower at 515 Huron Boulevard SE, the 10-story Stadium View apartment building at 2508 Delaware Street Street Southeast to the north, and the six-story Solhaus apartment building located one block to the northeast (2428 Delaware Street SE). As pointed out by the applicant, the proposed building will be taller than the one-story garage building to the east and the three-story apartment buildings across Huron to the west, but those buildings are older and anticipated/encouraged for redevelopment by the University's master plan and the Stadium Village Small Area Plan.

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

The proposed project will not have an impact of views of landmark buildings, significant open spaces or water bodies. The project will be located five blocks from the nearest local historic landmark (Fire Station #19), more than three blocks from the nearest significant open space and more than five blocks from the nearest water body.

VARIANCE-HEIGHT AND SIZE OF PROJECTING SIGNS

The Department of Community Planning and Economic Development has analyzed the application for 1) a variance to increase the maximum area of a projecting sign from 20 square feet to 40 square feet. and 2) a variance to increase the maximum height of a projecting sign from 28 feet to 34 and 35.7 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.*

Both variances: The project includes two projecting signs. Both are proposed to be 40 square feet, internally illuminated and made with a dark bronze aluminum with white acrylic letters. The projecting sign along Huron Boulevard Southeast, measured from grade, would be 35.7 feet in height. The projecting sign along Essex Street Southeast, measured from grade, would be 34 feet in height. In the II district, a 20 square foot projecting sign not more than 28 feet above the adjacent grade is allowed.

Practical difficulties exist in complying with the ordinance due to circumstances unique to the property. The subject property is a unique L-shaped lot that presents identification challenges. In addition, hotels are a unique land use that often requires additional signage to help with wayfinding for guests from out of town who are unfamiliar with the area. Furthermore, the subject property is located less than 700 feet from the Interstate 94 off-ramp and along Huron Boulevard, which is a major collector street with high traffic volumes. It is important for pedestrians and drivers to be able to easily identify their intended destination in order to get to where they want.

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.*

Both variances: The property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and comprehensive plan. Regulations governing on-premise signs are established to allow effective signage appropriate to the planned character of each zoning district, to promote an attractive environment by minimizing visual clutter and confusion, to minimize adverse effects on nearby property, and to protect the public health, safety and welfare.

Although the applicant is asking for a height and size variance for the projecting signs, the overall sign proposal is well under their maximum allowance in terms of square footage. The applicant is proposing 114 square feet of signage along Huron Boulevard when they are allowed 143 square feet. Along Essex Street Southeast, they are proposing 56 square feet of signage when they are allowed to have 315 square feet. As noted by the applicant, the proposed size and height of the projecting signs are necessary to help with wayfinding for those not familiar with the area and are looking for the hotel.

It should also be noted that the design of the signs are intended to keep with the character and design of the building. The hotel has a taller than typical first floor (16 feet) and taller than typical second floor along Huron Boulevard and the western portion of Essex Street (21 feet). The signs are designed to line up with the vertical height of the windows on the second floor which helps continue the building rhythm.

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.*

Both: The proposed height and size variances will not alter the essential character of the locality. As previously noted, the signs are in keeping with the character of the building by matching the height of the second floor windows and the applicant has proposed less overall square footage of signage than allowed for both the Huron Boulevard and Essex Street elevations.

The proposed height and size variance will also not be injurious to the use or enjoyment of other property in the vicinity. Nor will granting the variances be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. Both projecting signs are oriented towards Huron Boulevard which is a major collector road. Although the signs will be visible from a handful of nearby residential units at the Solhaus Tower building to the south, the signs are located a minimum of 33 feet from a residential unit. In addition, the applicant is proposing narrow projecting signs which will help reduce view obstruction from the neighboring residential units. The proposed projecting signs are 2.5 feet wide and project 3 feet from the building. Projecting signs are allowed to extend 4 feet from the building in the industrial zoning districts.

Although the projecting signs are proposed to be illuminated, it is only the lettering that will be lit. The illumination of the signs will be required to meet the general lighting standards outlined in Section 535.590-Lighting.

Additional Standards for Sign Adjustments

In addition, the Planning Commission shall consider, but not be limited to, the following factors when considering an adjustment to the number, type, height, area, or location of allowed signs on property located in an OR2 or OR3 District or a commercial, downtown, or industrial district:

1. *The sign adjustment will not significantly increase or lead to sign clutter in the area or result in a sign that is inconsistent with the purpose of the zoning district in which the property is located.*

The proposed signage is scaled appropriately to the building. The proposed signs will not lead to sign clutter nor will they be inconsistent with signage on other buildings in the surrounding area or within the industrial zoning district.

2. *The sign adjustment will allow a sign that relates in size, shape, materials, color, illumination and character to the function and architectural character of the building or property on which the sign will be located.*

The proposed sign will relate in size, shape, material, color, illumination and character of the proposed building on the property. The size and placement of the projecting signs align with and relate to the verticality of the second floor windows and are in scale with the building. The projecting signs are proposed to be constructed of dark aluminum and be internally illuminated.

VARIANCE-NOT FACING PRIMARY BUILDING WALL

The Department of Community Planning and Economic Development has analyzed the application for a variance to allow an eight square foot sign on a non-primary building wall. based on the following findings:

3. *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 applicant is proposing an eight square foot wall sign on the southern elevation that faces the port cochere. Section 543.200 states that signs shall be placed only on a primary building wall. The Minneapolis zoning code defines a primary building wall as an exterior building wall that faces a

street or an exterior building wall that faces an on-site accessory parking area. The proposed sign does not face either a street or accessory parking area. Therefore, a variance is required to allow the sign to be placed on a non-primary building wall.

The project site with its seven sides is unique in terms of its shape compared to a typical lot in Minneapolis. The unique shape of the lot creates practical difficulties in terms of where to effectively place signage to help wayfinding, identification of building entrances and help with pedestrian and vehicle traffic flow.

4. *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 property owner 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 intent of the signage regulations are to allow effective signage appropriate to the planned character of each zoning district, to promote an attractive environment by minimizing visual clutter and confusion, to minimize adverse effects on nearby property and to protect the public health safety and welfare. The proposed eight square foot sign will help identify a building entrance that will likely be used by pedestrians and vehicles entering the property. The small sign would not add to visual clutter and will not be visible to the neighboring residential apartment units to the south.

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

The proposed variance will not alter the essential character of the locality or be injurious to the use 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 eight square foot sign on the non-primary building wall is a small sign that will help with wayfinding and identification of a building entrance. As previously mentioned, the sign will not add to visual clutter nor will be a nuisance to the residential apartments to the south.

Additional Standards for Sign Adjustments

In addition, the Planning Commission shall consider, but not be limited to, the following factors when considering an adjustment to the number, type, height, area, or location of allowed signs on property located in an OR2 or OR3 District or a commercial, downtown, or industrial district:

1. *The sign adjustment will not significantly increase or lead to sign clutter in the area or result in a sign that is inconsistent with the purpose of the zoning district in which the property is located.*

The proposed signage is scaled appropriately to the building. The sign within the port cochere/driveway will have limited visibility from Huron Boulevard and is limited in size. The proposed signs will not lead to sign clutter nor will they be inconsistent with signage on other buildings in the surrounding area or within the industrial zoning district.

2. *The sign adjustment will allow a sign that relates in size, shape, materials, color, illumination and character to the function and architectural character of the building or property on which the sign will be located.*

The proposed sign will relate in size, shape, material, color, illumination and character of the proposed building on the property. The signs will be professionally applied to the building with quality materials, permanently affixed to the building wall. The sign is proposed to be constructed of aluminum and non-illuminated.

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 – Meets requirements

- The first floor of the building will be at the property line along Essex Street. However, it will be setback 9.8 feet from the front property line along Huron Boulevard. In July 2015, alternative compliance was granted for building placement at this distance. Even though the actual building is setback 9.8 feet, the building will have pillars that are 2.6 feet from the property line which will help reinforce the building wall along Huron Boulevard. In addition, CPED realizes that Huron is a busy street with an annual average daily traffic (AADT) count of 22,000 vehicles. By allowing the building to be setback an additional 1.8 additional feet it allows pedestrians coming to the proposed hotel and those traveling within the area some additional space between the building and the street.
- The placement of the building will reinforce the street wall along Huron Boulevard and Essex Street. It will also maximize natural surveillance as the building will exceed their window requirement with the exception of one floor on one elevation and facilitate pedestrian access and circulation with the proposed public realm improvements.
- The area between the building and the lot line along Huron Boulevard includes a planting area between the building and the public sidewalk and a covered awning area that stretches the entire elevation.
- There is on-site accessory parking. It is located within the principal building and to the rear/interior of the site.

Principal entrances – Meets requirements

- The building is oriented with a principal pedestrian entrance along Huron Boulevard; another pedestrian entrance to the building is located on the Essex Street elevation.
- Principal entrances are clearly defined and emphasized through the use of a metal accent feature and metal canopy. The building includes multiple entrances.

Visual interest – Meets requirements

- The new building provides architectural details such as vertical metal elements that extends beyond the main plane and frames the entrance on Huron Boulevard and breaks up the long elevation along Essex Street Southeast. In addition, large windows are proposed for the street facing parts of the building near the Huron and Essex intersection on the first two floors (note: the second floor is considered two floors because the ceiling height exceeds 14 feet in height).
- The only portion of the building where a segment has a blank uninterrupted wall that does not include windows, entries, recesses or projections for 25 feet or greater is a portion of the southern elevation at the lot that will be used as the enclosed parking area. In July 2015, alternative compliance was granted to allow a blank wall at this location. Staff recognizes that this building wall is for a parking garage and will be in close proximity to the neighboring building's wall that contains a parking garage. CPED also recognizes the applicant's efforts to break up the blank wall the planting of seven deciduous canopy trees.

Exterior materials – Meets requirements

- There are three proposed exterior materials for the building: face brick, stucco, and metal panel. As required by section 530.120 and the City of Minneapolis Guide to Exterior Building Walls and Materials, these materials are considered durable. The Guide to Exterior Building Walls and Materials also outlines that only three exterior materials are allowed on each elevation as well as the percentage allowed for a durable material on each elevation. All elevations are proposed to have three materials and are in compliance with the maximum percentage of material for each elevation (see Table I and Plan sheet: Elevations: Material Percentages).
- Plain face concrete block is not proposed as an exterior material.
- The exterior materials and appearance on the rear and side walls of the building are similar and compatible with the front of the building.

Table I. Percentage of Exterior Materials per Elevation

Material	Allowed max %	North (6)	North (7)	South (2)	South (3)	South (4)	East (5)	West (1)
Face brick	100%	21%	26%	36%	11%	25%	13%	33%
Stucco	75%	47%	39%	24%	60%	44%	48%	13%
Metal panel	75%	16%	15%	14%	11%	17%	26%	21%
Glass and other		16%	20%	25%	18%	14%	13%	34%

Windows – Requires alternative compliance

- For a nonresidential use, walls that face a public street or on-site parking lot are required to have 30 percent window coverage on the first floor and 10 percent window coverage on the floors above. The only portion of the building that is not in compliance with this requirement is the first floor of the east elevation (see Table 3). Alternative compliance is required.
- The windows are in compliance with the other requirements outlined in section 530.120. The windows are vertical in proportion, distributed in a more or less even manner. And the bottom of any windows used to satisfy the ground floor window requirements is not more than four feet above the adjacent grade.
- As a condition of approval, the first floor windows shall have clear or lightly tinted glass with a visible light transmittance ratio of 0.6 or higher and shelving, mechanical equipment or other similar fixtures shall not block views into and out of the building in the area between four (4) and seven (7) feet above the adjacent grade to be in compliance with 530.120 (2).

Table 2. Percentage of Windows per Applicable Elevation

	Code Requirement		Proposed	
Huron (West)				
1 st floor	30% minimum	228 sq. ft.	53%	402 sq. ft.
2 nd and 3 rd floors	10% minimum	192 sq. ft.	44%	841 sq. ft.
4 th and 5 th floors	10% minimum	66 sq. ft.	26%	173 sq. ft.
Essex (North Elevation 2 only)				
1 st floor	30% minimum	369 sq. ft.	33%	402 sq. ft.
2 nd and 3 rd floors	10% minimum	418 sq. ft.	25%	1052 sq. ft.
4 th floor	10% minimum	192 sq. ft.	19%	369 sq. ft.
5 th floor	10% minimum	192 sq. ft.	20%	384 sq. ft.
East Elevation				
1 st floor	30% minimum	149 sq. ft.	0%	0 sq. ft.
Upper floors	10% minimum	66 sq. ft.	17%	111 sq. ft.

Ground floor active functions – Meets requirements

- None of the Huron Boulevard building elevation (west) has an inactive function. Only 27 percent of the Essex Street elevation that faces a public street (north) has an inactive function as the linear distance of the vehicle access point, trash room, and mechanical room is 54 feet and this building elevation is 198 linear feet.

Roof line – Meets requirements

- The form and pitch of the roof is flat, which is similar to the neighboring buildings.

Parking garages – Meets requirements

- A portion of the first floor is a parking garage. It does not have sloped floors that dominate the appearance of the walls. The vehicles are screened from view.

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

- Clear and well-lighted walkways of at least four feet in width will connect the building entrances to the adjacent public sidewalk. In addition, the ground floor covered/uncovered parking area will be connected by a walkway that connects the parking garage to the public sidewalk.

Transit access – Meets requirements

- There are no transit shelters on the project site and none are proposed.

Vehicular access – Meets requirements

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and surrounding residential uses. The access and exiting proposal received preliminary Public Works approval. It should be noted that the project will reduce the number of curb cuts from three to two. The curb cut along Huron Boulevard is 20 feet in width at the property line and the curb cut along the Essex Street property line is 33 feet in width, however, this narrows down to 20 feet where the driveway meets the public sidewalk.

- There are no public alleys adjacent to the site.
- Service vehicle access does not conflict with pedestrian traffic and truck loading areas are not located next to residence or office residence districts.
- The site plan minimizes the use of impervious surfaces and will exceed the required landscape percentage.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The composition and location of landscaped areas complement the scale of development and surroundings. The project includes a large contiguous planting area along the eastern portion of the property and within the boulevard along Essex Street Southeast.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 4,341 square feet of landscaping on site, or approximately 31 percent of the site not occupied by buildings (see Table 3).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The canopy tree requirement for the site is 6 and the applicant is proposing a total of 13 trees onsite. In addition, the applicant is proposing to plant 6 canopy trees and 9 ornamental trees in the public right-of-way.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 28 and the applicant is proposing 77 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	36,792 sq. ft.
Building Footprint	--	22,730 sq. ft.
Remaining Lot Area	--	14,062 sq. ft.
Landscaping Required	2,812 sq. ft.	4,341 sq. ft.
Canopy Trees (1:500 sq. ft.)	6 trees	13 trees
Shrubs (1:100 sq. ft.)	28 shrubs	77 shrubs

Parking and loading landscaping and screening – Meets requirements

- The proposed project does not include a parking area fronting a public street, public sidewalk, or public pathway.
- The applicant is proposing a 12-space surface parking lot that abuts residential zoning districts at 2530 Essex Street and 515 Huron Southeast. The project will meet the landscape and screening requirements outlined in section 530.170 as there will be a seven foot landscaped yard around the perimeter and will have screening that is six feet in height and 95 percent opaque with the combination of shrubs and a retaining wall.
- There are no corners of parking lots where rows of parking spaces leave areas unavailable for parking or vehicular circulation.
- Because the proposed surface parking lot contains ten or more spaces, each parking space must be located within 50 feet of the center of an on-site deciduous tree. The project complies with this requirement.

- As conditioned, the plant materials, and the installation and maintenance of the plant materials, would comply with sections 530.200 and 530.210 of the zoning code.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, wood mulch, shrubs, and trees.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – Meets requirements

- The perimeter of the surface parking lot and driveway is defined by a six inch by six inch continuous concrete curb. CPED encourages the applicant to work with Public Works and to provide additional on-site retention and filtration of stormwater.

Site context – Meets requirements

- The site plan will have a minimal impact on the blocking of views of important elements of the city. The proposed building will be located between a six-story building to the south and a ten-story building to the north.
- The building will not have a shadowing impact on public spaces. The proposed building and the building at 515 Huron Boulevard Southeast are arranged to minimize the shadowing on most of the residential units at 515 Huron. Even though the new building will be located close to the southern shared property line and apartment building at 515 Huron, most of the neighboring apartment units will be more than 40 feet away from the new building.
- The building will not have a major impact on the generation of wind currents at ground level.

Crime prevention through environmental design – Meets requirements

- The site plan includes crime prevention design elements as specified in section 530.260. This includes natural surveillance and visibility with a greater amount of windows than required on most portions of the building, territorial reinforcement with the stairs along the Huron Boulevard and landscaping along Essex Street, and natural access control with the front entrance leading directly to the Huron Boulevard and Essex Street sidewalks.

Historic preservation – Choose an item.

- The project site does not include a locally designated historic resource or structure that has been determined to be eligible to be locally designated.

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

The proposed hotel with a restaurant and event space is a *permitted use* in the II/Light Industrial zoning district.

Off-street Parking and Loading – Choose an item.

- A hotel is required to provide one space per three guest rooms. Therefore, the 140-room hotel is required to provide 47 off-street parking spaces for the hotel rooms. The second floor, 3,970 square foot event space is required to provide 26 off-street parking spaces (parking equal to 10 percent of the capacity of persons affiliated with dining and meeting rooms). In addition, the 2,678 square foot first floor restaurant is required to provide one space per 500 square feet of gross floor area up to 2,000 square feet plus one space per 300 square feet of gross floor area in excess of 2,000 square feet. Therefore, the restaurant has an off-street parking requirement of 6 spaces. In total, the project has an off-street parking requirement of 79 spaces. However, the minimum automobile parking requirement of a non-residential use may be reduced ten (10) percent or one

(1) space, whichever is greater, where bicycle parking spaces are provided equal to twenty-five (25) percent of the number of required automobile spaces specified in Table 541-1, Specific Off-Street Parking Requirements. The applicant is able to reduce their vehicle parking requirement by five spaces for the hotel rooms by providing 12 bike parking spaces. The applicant is proposing to provide a total of 16 bike parking spaces. With the bicycle reduction, the overall project off-street parking requirement is 74 spaces (see Table 5). The applicant is providing 75 off-street parking spaces.

- The maximum allowed parking for a hotel is one space per guest room plus 30 percent of the capacity of persons for affiliated uses such as dining or meeting rooms. Therefore, the maximum amount of parking allowed for the hotel rooms is 140 spaces and 79 spaces for the event space. The maximum off-street parking allowed for a restaurant is one space per 75 square feet of gross floor area. Therefore, the restaurant portion of the building would be allowed to have 38 off-street parking spaces. The total maximum off-street parking allowance for the project is 257 spaces (see Table 5).
- As required by section 541.330, 75 percent of the required parking spaces shall comply with the minimum dimensions of standard spaces. Therefore, the project requires 55 standard off-street parking spaces to be in compliance with this requirement. The applicant is proposing to have 59 standard parking spaces. As required by section 541.330, the compact parking spaces shall be labeled as such.
- There is no minimum bicycle parking requirement for a hotel use (see Table 5). The restaurant use has a minimum off-street parking requirement of three spaces. Not less than fifty (50) percent of the required bicycle parking shall meet the standards for short-term bicycle parking. Required short-term bicycle parking spaces shall be located in a convenient and visible area within fifty (50) feet of a principal entrance and shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position without damage to the wheels, frame or components. With the permission of the city engineer, required bicycle parking may be located in the public right-of-way. In addition to the 12 bike parking spaces the applicant is proposing to provide to qualify for the bicycle incentive to reduce the vehicle parking requirement for the hotel, the applicant is providing four spaces for the sit-down restaurant. All spaces will meet the requirements for short-term bike parking.
- The loading requirement for a hotel is two large spaces. The project will have one small loading space. In May 2015, a variance was approved to reduce the number of off-street loading spaces from two to one (see Table 7).
- The materials of the driveway will meet the requirements with the bituminous pavement and stamped concrete.
- As required by section 541.240, the driveway widths will be greater than 12 feet in width but not exceed 35 linear feet at the property lines.
- The proposed two-way drive aisles will be a minimum width of 22 linear feet.
- The applicant is proposing to remove snow from the site.

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

Use	Minimum	Reductions	Total with Reductions	Maximum Allowed	Proposed
140-room hotel	47	5	42	140	42
Event space	26	--	26	79	26
Restaurant, sit down	6	--	6	38	6
Total	79	5	74	257	75

Table 5. Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
140-room hotel and event space	--	--	--	12
Restaurant, sit down	3	--	--	4
Total	3	--	--	16

Table 6. Loading Requirements (Chapter 541)

Use	Loading Requirement	Minimum Requirement	Proposed
140-room hotel and event space	Low	2	1
Restaurant, sit down	Low	0	0
	Low	2	1

Building Bulk and Height – Requires conditional use permit

- The hotel is in compliance with the maximum floor area ratio allowed in the II/Light Industrial zoning district.
- The proposed height and number of stories requires a conditional use permit. Chapter 520-Definitions outlines how building height is measured. The five-story, flat-roof building is 68.5 feet tall when including the height of the 255 square foot stair penthouse. As outlined in the definition of height, roof-top mechanical equipment and enclosures less than fourteen (14) feet tall on a flat roof shall not be included in the height provided the equipment and enclosures are set back from the exterior walls one (1) foot for every one (1) foot they extend above the roof surface. The proposed 9.2 foot tall stair enclosure is setback less than feet from the building edge. Therefore, the height of the stair enclosure is included in the overall building height. If the stair penthouse was not included, the building height would be 65.1 feet; this measurement includes the height of a parapet given that it is greater than 3 feet in height (3.1 feet).

Table 7. Building Bulk and Height Requirements

	Code Requirement	Bonuses	Total	Proposed
Lot Area	--	--	--	36,792 sq. ft. / 0.84 acres
Gross Floor Area	--	--	--	90,113 sq. ft.
Floor Area Ratio (Minimum)	N/A	N/A	N/A	2.4
Floor Area Ratio (Maximum)	2.7	--	2.7	
Building Height (Maximum)	5 stories or 56 feet, whichever is less			5 stories and 68.5 ft.

Lot Requirements – Not applicable

- There are no minimum lot area requirements for a hotel or restaurant use in the II, IL, or UA overlay districts. In addition, there is not a maximum impervious surface, lot coverage, or lot width requirement for a hotel in the II, IL or UA overlay districts.

Yard Requirements – Choose an item.

- At the May 2015 meeting, the applicant received approval for three yard variances (1). A variance to reduce the south interior side yard setback from 13 feet to 7.8 feet to allow for the proposed building; (2). A variance to reduce the south interior side yard setback from 5 feet to 0 feet to allow for a port cochere and rooftop deck; (3). A variance to reduce the south interior side yard setback from 5 feet to 1.7 feet to allow for an uncovered driveway. The most recent proposal complies with the approved variances for setbacks and all other yard requirements (see Table 9).
- No other setback variances are required with the proposed building modifications. Table 9 provides an analysis of the setback variances for the building. The building is setback 32 feet from the shared property line with a residential zoning district to the south (515 Huron Boulevard) and 37 feet from the shared property line with a residential zoning district to the east (2530 Essex Street Southeast). Therefore, the building does not have a front yard setback along either of these streets (section 550.160). In addition, the surface parking lot is setback five feet or more from any property line.

Table 9. Minimum Yard Requirements

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (Essex)	0 ft.	Established front yard setback for the first 25 feet from the residence district boundary to the east.	0 ft.	0 ft.
Front (Huron)	0 ft.	Established front yard setback for the first 25 feet from the residence district boundary to the south.	0 ft.	0 ft.
Interior (East)	0 ft.	5+2X provided that the minimum interior side yard is not greater than fifteen (15) feet. ft.*--	13 ft.	20 ft.
Interior (South)	0 ft.	5+2X provided that the minimum interior side yard is not greater than fifteen (15) feet. ft.*--	13 ft.	7.8 ft.**

* X = Number of stories above the first floor;

** = A variance was approved at the May 11, 2015 City Planning Commission meeting

Signs – Requires variance(s)

- The applicant is proposing a total of eight signs: five wall signs, two projecting signs, and an awning sign. As proposed, five of the signs meet all zoning code requirements. However, the two projecting signs require variances to exceed the maximum height and area allowances, and the wall sign facing the port cochere requires a variance to allow it be located on a non-primary building wall (see variance section above).

Screening of Mechanical Equipment – Choose an item.

- For the hotel rooms, the applicant is proposing to have heating, ventilation and air conditioning (HVAC) equipment on the exterior building walls. The mechanical equipment for the event space will be within a room on the third floor. Any mechanical equipment proposed on the roof will be required to be screened per the requirements of 535.70. As a condition of approval, the mechanical equipment on the exterior walls shall be painted to match the surrounding material and the transformer and backup generator shall be screened to be in compliance with section 535.70.

Refuse Screening – Choose an item.

- Trash storage is proposed within the enclosed portion of the building on the first floor and meets the requirements outlined in section 535.80.

Lighting – Meets requirements with Conditions of Approval

- A lighting plan was submitted with the application that appears to meet the City of Minneapolis zoning requirements for lighting. As conditioned, the project shall comply with the lighting standards outlined in section 535.590-Lighting.

Fences – Choose an item.

- The proposed fences and guardrails comply with the requirements in Chapter 535.

Specific Development Standards – Meets requirements

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

IL/Industrial Living Overlay District and UA/University Area Overlay District – Not applicable

- None of the additional IL/Industrial Living Overlay District and UA/University Area Overlay District requirements are applicable for the proposed non-residential/hotel use. Most of the requirements in the IL and UA overlay districts relate to residential uses.

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

The Minneapolis Plan for Sustainable Growth identifies the site as Transitional Industrial on the future land use map. Transitional industrial includes industrial areas located outside of Industrial Employment Districts that are anticipated to evolve to other uses compatible with surrounding development and do not have the same level of policy protection as areas within Industrial Employment Districts.

The proposed development is consistent with the land use, transportation and urban design policies and implementation steps listed in Finding Five of the conditional use permit application. In addition, the project is in compliance with the following urban design policies and implementation steps.

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

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

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

Urban Design Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions and other unnecessary light pollution.

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

Urban Design Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles and provide shade, aesthetic appeal and environmental benefits.

10.19.4 Landscaped areas should be maintained in accordance with Crime Prevention Through Environmental Design (CPTED) principles, to allow views into and out of the site, to preserve view corridors and to maintain sight lines at vehicular and pedestrian intersections.

10.19.7 Boulevard landscaping and improvements, in accordance with applicable City policies, are encouraged.

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

The project site is within the area covered by Stadium Village Small Area Plan (2012). Within the small area plan, the subject site is in the Huron Boulevard Corridor District. The proposed project is in compliance with the following small area plan recommendations:

- Allow existing industrial uses to remain as long as they wish to be there. When they leave, guide their locations for high density residential development;
- Encourage land uses along Huron to support a pedestrian oriented development, balanced against heavy vehicle traffic flow and acknowledging its role as a gateway to the area;
- Provide improved sidewalk connections along Huron Boulevard;
- Provide a minimum of 8 foot wide sidewalks throughout the corridor where feasible;
- 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.

In addition, the intersection of Huron and Essex is identified as a possible pocket park/urban plaza area in the small area plan (Map 7.3). The development includes a well landscaped outdoor seating area that will be an outdoor amenity for the neighborhood. Furthermore, the proposed project will help create the Prospect Park Trail between Essex Street and 27th Avenue Southeast.

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:

- **Minimum window requirement:** As required by section 530.120 (b) (2), a nonresidential use with walls that face an on-site parking lot are required to have 30 percent window coverage on the first floor. The proposal reviewed by the City Planning Commission in July 2015 had approximately 16 percent window coverage. The applicant has revised their plans and is not proposing to have windows on the first floor of the east elevation that faces the surface parking lot. Alternative compliance is required. The purpose of this requirement is to allow views into and out of the building. As an alternative, the applicant is proposing to install an overhead garage door with glass panels that allow views into and out of the garage. CPED recognizes the applicant's proposal in this case as meeting the intent of allowing natural surveillance into and out of the building.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application(s) by CPM Development for the properties located at 501 Huron Boulevard Southeast and 2510 Essex Avenue Southeast:

A. Conditional Use Permit to increase the height of the building in the II/Light Industrial District.

Recommended motion: **Approve** the conditional use permit for an increase in height from 4 stories or 56 feet to 5 stories or 68.5 feet in the II/Light Industrial District, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.
2. All portions of the building, with the exception of the stair enclosure, shall not exceed 65.1 feet as defined by the Minneapolis zoning code.

B. Variance to increase the maximum allowed sign area.

Recommended motion: **Approve** the variance to increase the maximum area of a projecting signs from 20 square feet to 40 square feet, subject to the following conditions:

1. Approval of the sign permit by the Department of Community Planning and Economic Development.

C. Variance to increase the maximum allowed sign height.

Recommended motion: **Approve** the variance to increase the maximum height of a projecting sign from 28 feet to 34 and 35.7 feet, subject to the following conditions:

1. Approval of the sign permit by the Department of Community Planning and Economic Development.

D. Variance to allow a sign on a non-primary building wall

Recommended motion: **Approve** the variance to allow an eight-square foot wall sign on a non-primary building wall, subject to the following conditions:

1. Approval of the sign permit by the Department of Community Planning and Economic Development.

E. Site Plan Review.

Recommended motion: **Approve** the site plan review for the construction of a five-story, 140-room hotel, subject to the following conditions:

1. The project shall comply with all applicable conditions of approval from BZZ-7129 and BZZ-7219.
2. The mechanical equipment on the exterior walls shall be painted to match the surrounding material and the transformer and backup generator shall be screened to be in compliance with section 535.70. Any mechanical equipment proposed to be placed on the roof will be required to be screened to the requirements of 535.70.
3. The garage door on the east elevation shall have clear glass panels that allow views into and out of the garage.
4. A minimum of 16 bike parking spaces shall be provided onsite or within the public right-of-way, with permission of the city engineer.

ATTACHMENTS

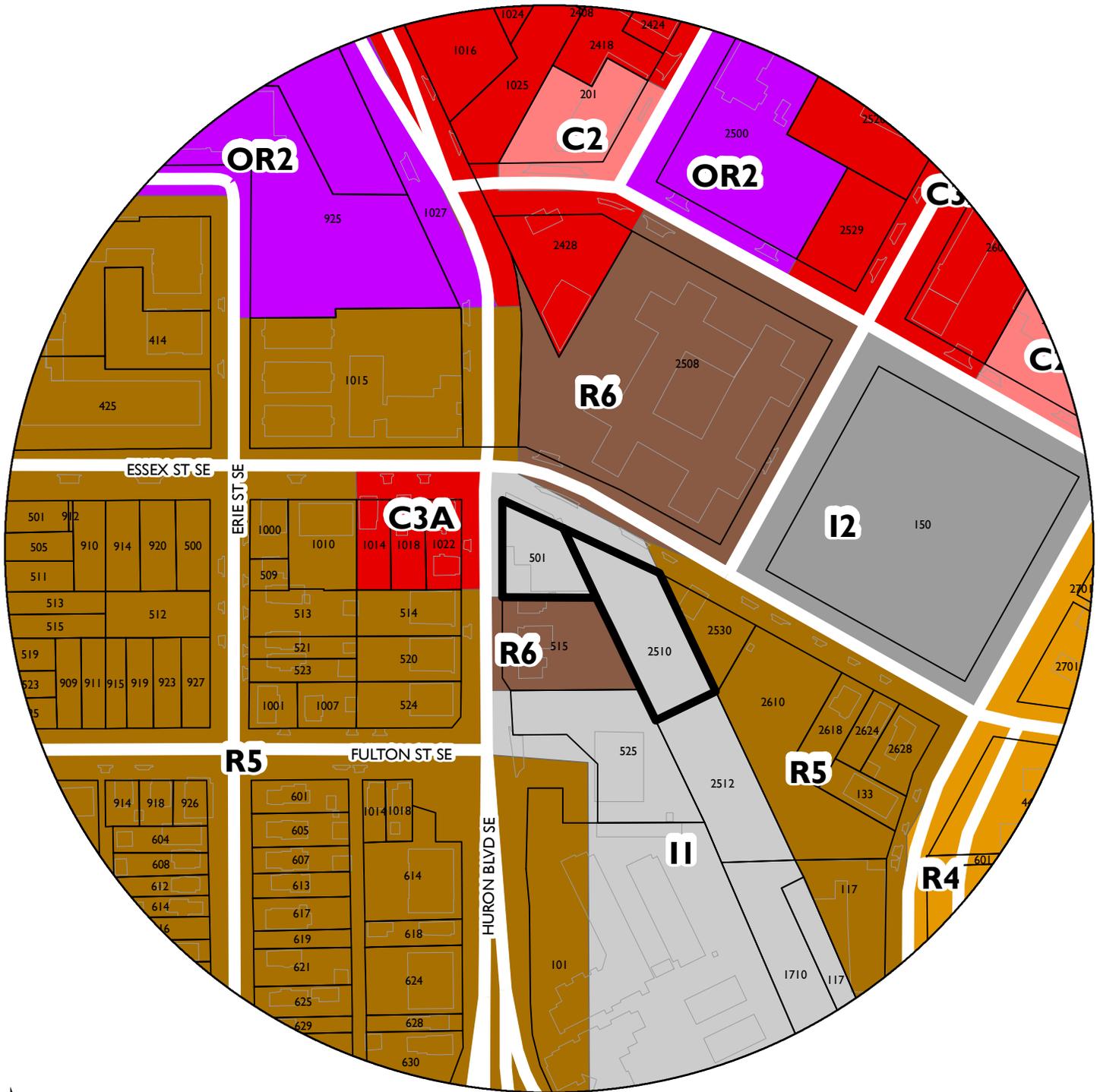
1. Zoning map
2. Project narrative and findings to applications
3. Oblique aerial photos
4. Photos
5. Civil plan set | landscape plan set | floor plans | elevations | lighting plan
6. Renderings
7. Sign proposal

CPM Development

2nd

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

501 Huron Boulevard SE and 2510 Essex Avenue SE

FILE NUMBER

BZZ-7730

April 25, 2016

PROPOSED HOTEL ESSEX & HURON

PROJECT NARRATIVE

PROJECT DESCRIPTION:

The proposed 140 room hotel project is a redevelopment of the southeast corner of Essex Street SE and Huron Boulevard SE, currently under construction. The total site area is approximately 36,800 SF. The proposed Hotel would be 5 stories tall with underground and first floor parking. The site is a block east of the new U of M Ambulatory Care Center currently under construction. It is anticipated that many patients and their families will be guests at this Hotel. This request is to increase the size of the approved hotel by 480 square feet on each of the fourth and fifth floor to permit the construction of two room suites at the prime street intersection. This proposal does not add to the number of rooms as approved, simply increasing the size of two of the rooms.

ZONING / VARIANCES / CONDITIONAL USE PERMIT (CUP):

501 Huron and 2510 Essex are currently zoned I-1 (Hotels are allowed in the I-1 district). The sites are also in the University Avenue Overlay district. This request does not affect the zoning compliance based on the already approved variances.

SITE DESIGN:

This request to amend the approved design will not affect nor alter the site design components.

BUILDING DESIGN & FEATURES:

The exterior design style will be modern with large glass areas at the public areas facing the street, including the restaurant, lobby and two-story second level meeting rooms. Second level pre-function space will also have exterior decks on North and South sides. The primary building materials will include brick and stucco with the marquees comprised of a metal panels.

This requested fourth and fifth floor addition will be set back from the Huron Boulevard façade by four feet, in keeping with the architectural rhythm. The addition will be closer to the Essex Street SE façade, but is still setback sufficiently to not affect the apparent volume of the building from that street.

HURON & ESSEX HOTEL PROJECT

PROJECT DESCRIPTION

This 140-room hotel first received Planning Commission approval in May 2015. In July 2015, the Commission approved amendments to the conditional use permit for height and the site plan to allow the building floor area to be increased to accommodate larger guest rooms. The project is now under construction and will carry the DoubleTree by Hilton brand. Another small increase in floor area is now proposed to allow the corner units on the fourth and fifth floors to be two-room suites. The total increase in floor area of the project will be 960 square feet. The increase in floor area requires further amendments of the conditional use permit for height and site plan. DoubleTree has prepared a sign package for its exterior identification signs. Three of the signs require variances.

CONDITIONAL USE PERMIT FOR ADDITIONAL HEIGHT REQUIRED FINDINGS

An amendment is being requested to the conditional use permit to allow a building height of 5 stories/ 64.7', which exceeds the 4-story, 56' limit of the I1 zoning district. The proposed expansion will not be taller than the previously-approved building height. The request for increased height for the project meets the required findings for the issuance of a conditional use permit under § 525.340 and the additional considerations for increased height in § 548.110 of the Zoning Code.

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

A small expansion of the approved 5-story building will not be detrimental to or endanger the public health, safety, comfort or general welfare. The building steps down to 3-stories at the corner and is set back and articulated along the street fronts in a manner that actively engages with the pedestrian realm. The building wall meets or significantly exceeds the required 13' setback from the interior property lines except for a small segment where the building angles to the southeast. Neighboring properties to the south and north along Huron are both zoned R6, which allows height of 6 stories/84' as of right, and contain taller, 6- and 10-story apartment buildings. The development will comply with all applicable building codes, life safety ordinances and Public Works requirements.

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 or substantially diminish property value.*

The proposed expansion of the 5-story building will not be injurious to the use and enjoyment of other property or impede the normal and orderly development of the area. As noted above, the building height is less than that of neighboring buildings on either side along Huron and the building setbacks and articulation mitigate the impact of its height on adjacent properties and the pedestrian realm. The proposed hotel is consistent with recommendations in the *Stadium*

Village University Avenue Station Area Plan (the "SV Area Plan") for redevelopment of obsolete industrial sites along Huron with high density residential development.

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

Adequate utilities, access, drainage, and other necessary facilities will be provided for the project and the development team will continue to work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements.

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

The 5-story height of the building will have no impact on traffic congestion in the public streets. The project will meet the parking requirements of the Zoning Code and loading will occur off-street within the garage area. The project team has worked closely with Public Works and Planning to design the proposed access and egress driveways. The existence of a Green Line LRT station within three blocks of the site will allow hotel guests to utilize mass transit.

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

As reflected in the City's comprehensive plan, *The Minneapolis Plan for Sustainable Growth* (the "MPSG") and the SV Area Plan, the future land use guidance for the project site is Transitional Industrial. The site is also associated with the University of Minnesota Growth Center and is within a half block of the Stadium Village Activity Center. It is three blocks from a Green Line LRT station and within a Transit Station Area. Although Huron Boulevard is not a designated Commercial or Community Corridor, it is a major route for traffic into and out of the University area via the Huron – I94 ramp just south of the project site. Huron is also a major bus transit route.

Per the guidance in the MPSG, Transitional Industrial areas are anticipated to evolve to other uses compatible with surrounding development. Hotels are permitted uses in the I1, Light Industrial District, and are compatible with the surrounding mixed use area.

The proposed hotel use is also consistent with the following MPSG policy for Growth Centers:

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

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.

The hotel will provide a much-needed support service to the nearby medical and educational facilities. The hotel use and new development will serve as a transition between those facilities and the residential area to the east.

The MPSG describes Activity Centers as "the places that shape Minneapolis' urban identity. They attract residents, workers, and visitors from throughout the city and region. Activity Centers support a wide range of commercial, office, and residential uses." There is a great

need for additional hotel amenities for visitors to both the University and the Stadium Village Activity Center. A 5-story hotel will be compatible in function and character with the trend of redevelopment along Huron and in the Stadium Village Activity Center.

Development of a hotel on this site is also consistent with the Land Use Policy 1.13 related to Transit Station Areas:

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.

The proposed high-density, 5-story hotel near a transit station can be utilized by visitors and guests who do not otherwise require personal vehicles.

The site is located within the Huron Boulevard Corridor Character Area of the SV Plan, which is described as “a transitional zone which has seen a fair amount of redevelopment in recent decades from industrial to high density residential.” The SV Plan includes the following land use recommendations for this area:

- Generally speaking support high density residential development in this area.
- Encourage land uses along Huron to support a pedestrian oriented environment, balanced against heavy vehicle traffic flow, and acknowledging its role as a gateway to the area.

The proposed hotel redevelopment on Huron will significantly improve a very challenged pedestrian environment. The hotel plan provides for active uses along the streets, landscaping at the corner and along Essex, and outdoor seating. The streetscape will be clean, safe and well-lit. The project will reinforce the “gateway” character of Huron near the I-94 exit/entrance ramps.

The proposed height is also consistent with the urban design policies in Chapter 10 of the MSPG that generally conclude that medium-scale development such as the proposed project is appropriate in locations like the project site that are located in (or near) Activity Centers and Growth Centers. See Urban Design Policy 10.5. The project design is also consistent with the guidance of Urban Design Policy 10.9 regarding development in mixed-use areas to “[s]upport urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development” and to “[c]oordinate 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.” The site plan for the project will add vitality and safety to the pedestrian realm with active ground floor uses, sidewalk seating, landscape buffers, and improved lighting. The vehicle access areas have been carefully designed to minimize vehicle and pedestrian conflicts.

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

With approval of the other zoning applications for the project, it will conform to the applicable regulations of the I1 zoning district.

Additional factors to be considered when determining an increase in height per §548.110.

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

Public right-of-way separates the proposed development from other properties to the west and north. The building will be set back 20' from the R5 district property line to the east and from 7'-9½" to over 23' from the R6 property lines on the south and southwest. The proposed 5-story building will not impede access to light and air for these surrounding properties.

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

The building will not shadow significant public spaces or known solar energy systems. It will cast shadows on residential properties typically to be expected from buildings with heights allowed in the surrounding R5 and R6 districts.

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

The height of the proposed project is compatible in scale and character with the surrounding uses. The neighboring Solhaus apartment building to the south and west is 6 stories. The Stadium View apartment building across Essex to the north is 10 stories. The WaHu student housing project that is under construction 2½ blocks north is 11 stories. The building will be taller than the 1-story garage building to the east, but this building is older, lower-quality building and redevelopment with density and height similar to the project is desirable and anticipated by the University's master plan and the SV Area Plan.

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

The Project will not block views of landmark buildings, significant open spaces or water bodies.

SIGN VARIANCES **REQUIRED FINDINGS**

The proposed hotel signage includes a sign on the canopy above the main entrance on Huron, two projecting signs - one on each street-facing facade - and plaque style signs at the pedestrian level near the entrances to the building and garage. The proposed projecting signs are 40 square feet in area and 34 – 35.7 feet high, exceeding the 20 square-foot area and 28-foot height limits of the ordinance. One of the wall plaques is intended to be placed on the wall next to the hotel entrance that faces the interior driveway and passenger drop-off area beneath the porte cochere. This south-facing facade is not a primary building wall so this sign requires variances to be located on a non-primary building wall and for the proposed 8.13 square-foot area and 7.5-foot height. The proposed signs meet the required findings for issuance of a variance under § 525.500 and the criteria for sign adjustments in § 543.510 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 complying with the size and height limits for projecting signs in the ordinance. Hotels have unique signage needs because they serve to identify and provide wayfinding for guests from out of town who are unfamiliar with the area. Projecting signs, which can be seen by travelers from both directions along the streets approaching the hotel, are well-suited to this wayfinding purpose but, to be effectively visible to both pedestrians and drivers, need to be larger and higher than generally allowed for projecting signs in the Industrial Districts. Practical difficulties also exist related to the proposed sign next to the south hotel entrance. Huron is too busy a street to allow for passenger drop off, so a drop off area has been incorporated into the driveway along the south side of the building with a second hotel entry facing the drop off area. This is the safest, most practical location for passenger drop off, but no signage is allowed on this facade without a variance. These circumstances are unique to the property and were not created by the applicant.

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

The proposed signs are reasonable and in keeping with the spirit and intent of the ordinance and the City's plans. Regulations governing on premise signs are established to allow effective signage appropriate to the planned character of each zoning district, to promote an attractive environment by minimizing visual clutter and confusion, to minimize adverse effects on nearby property, and to protect the public health, safety and welfare. The proposed size and height of the projecting signs is necessary to increase their visibility to travelers looking for the hotel. Projecting signs in the C3A District just across Huron from the project site would be allowed to be up to 40 square feet in area without any limit on height. The small wall sign facing the driveway will be under the porte cochere and will not be highly visible from off the premises. The total signage on both the Huron and Essex facades will be less than the total allowed per frontage. The signs will not create visual clutter. Further, the sign plan is consistent with the guidance of Urban Design Policy 10.20 of the MPSG that the City should "[p]romote an attractive environment by minimizing visual clutter and confusion caused by a proliferation of signage," as well as with the guidance related to the Activity Center.

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 signs will not alter the essential character of the area, which includes a mix of zoning districts and uses. They will not be injurious to the use of other property, or be detrimental to public health, safety or welfare. The signs will comply with all lighting, building code and sign permitting regulations.

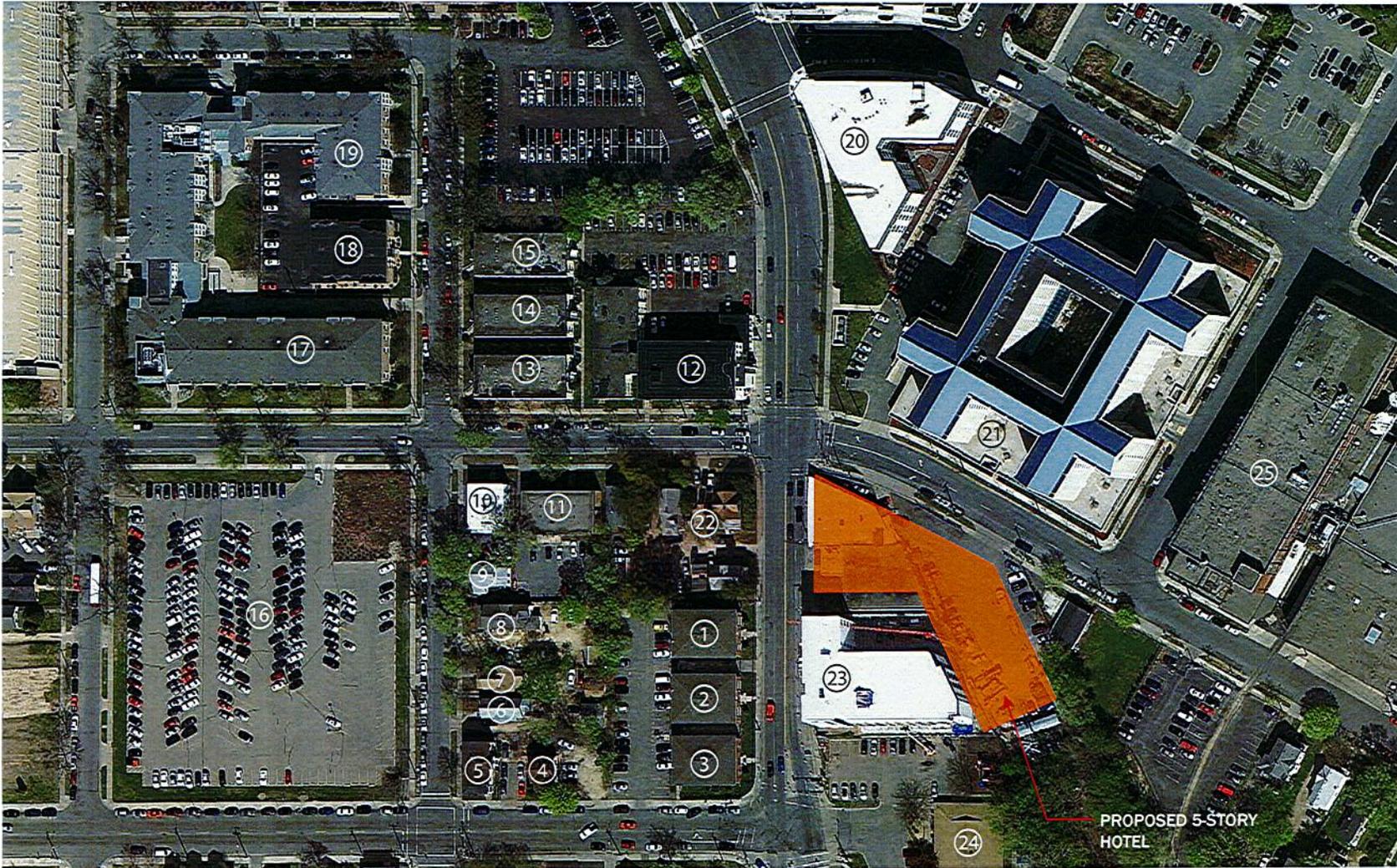
Sign Adjustment Criteria

(1) The sign adjustment will not significantly increase or lead to sign clutter in the area or result in a sign that is inconsistent with the purpose of the zoning district in which the property is located.

As a single-use building, the number of signs proposed is limited. Apart from the small plaque-style signs which are discreetly placed and decorative in design, there will be only two signs on the Huron facade on one sign on the Essex facade. Hotels are permitted uses in the I1 District, so the special signage needs of hotels is consistent with the purpose of the I1 District.

(2) The sign adjustment will allow a sign that relates in size, shape, materials, color, illumination and character to the function and architectural character of the building or property on which the sign will be located.

The size and placement of the projecting signs align with and relate to the verticality of the second floor windows. The signs are in scale with the building. They will be professionally installed and made with quality materials.



1. 3-Story Apartment
2. 3-Story Apartment
3. 3-Story Apartment
4. 2-Story House
5. 2-Story House
6. 2-Story House
7. 2-Story House
8. 2-Story House
9. 2-Story House
10. 2-Story Apartment
11. 3-Story Apartment
12. 3-Story Apartment
13. 3-Story Apartment
14. 3-Story Apartment
15. 3-Story Apartment
16. Construction Site
17. 3-Story Apartment
18. 3-Story Apartment
19. 3-Story Apartment
20. 6-Story Apartment
21. 10-Story Apartment
22. 2-Story Commercial
23. 6-Story Apartment
24. 1-Story Commercial
25. 4-Story Commercial

Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Site Context Plan

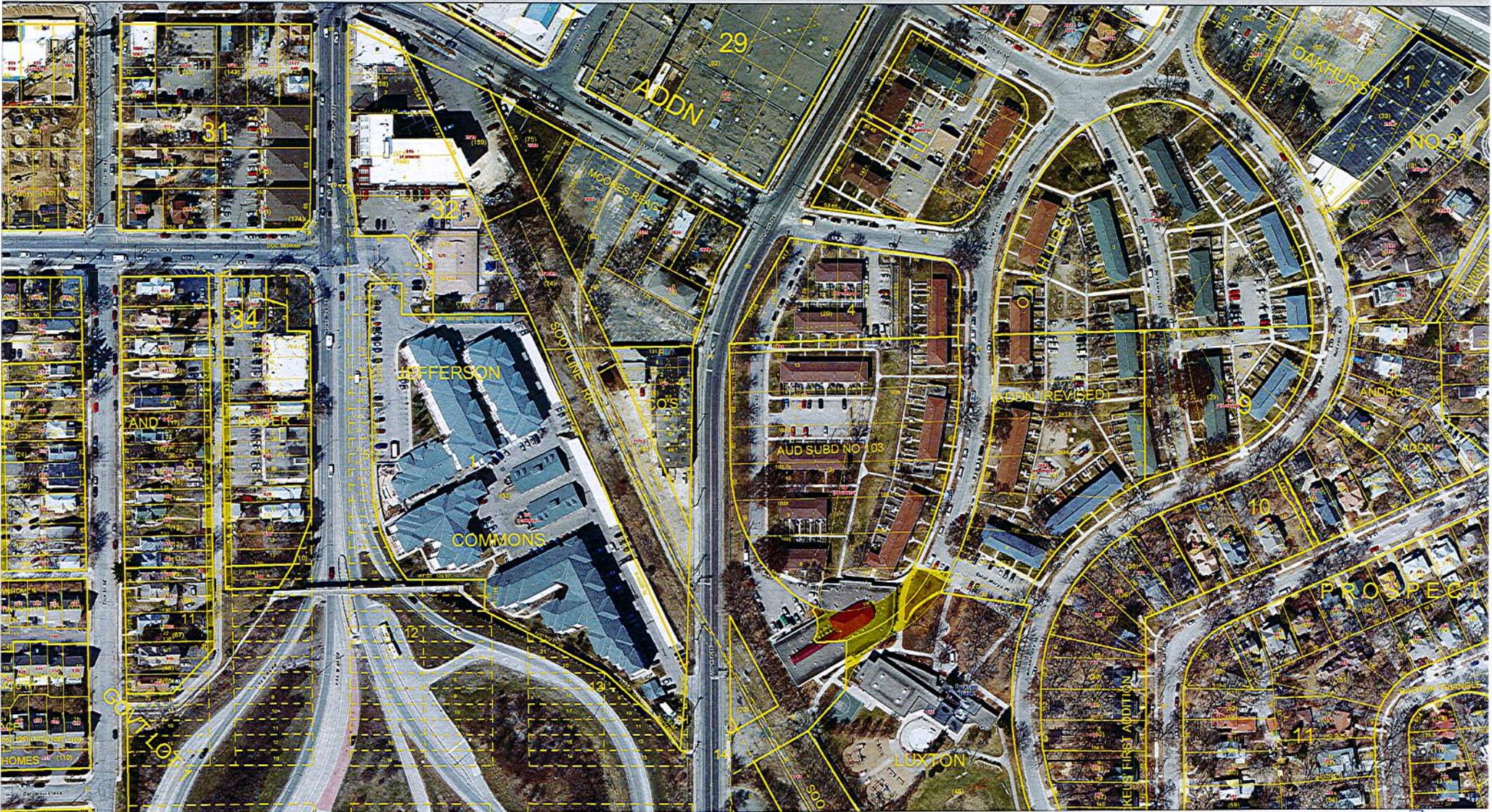
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Public Works

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View of subject property under construction from Huron Boulevard Southeast



View of subject property under construction from Huron Boulevard Southeast



Northwest view of property from corner of Essex and Huron

Wahu Student Housing (under construction)



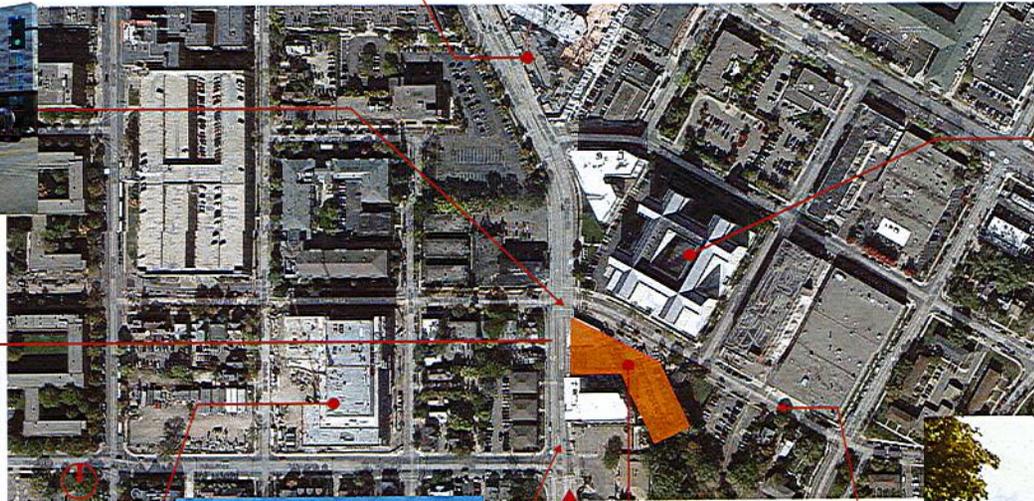
TCF Bank stadium 3 blocks north of site



Multiple restaurants in walking distance



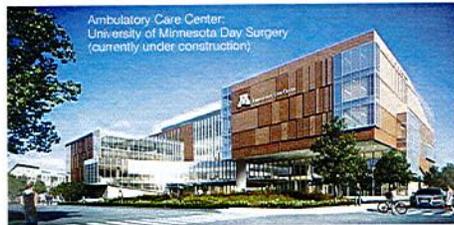
Adjacent to the University of Minnesota



Property area shown in orange



Student Housing



Ambulatory Care Center: University of Minnesota Day Surgery (currently under construction)



Student Housing

Freeway access directly off of Huron Boulevard

View of site looking west from Essex St



Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

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Site Context Imagery

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Essex View 1



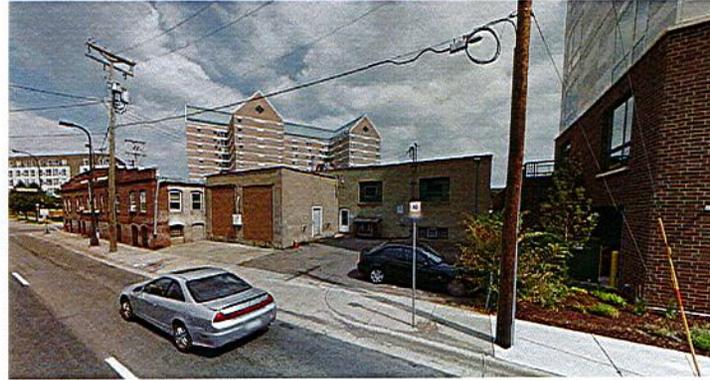
Essex View 2



Essex View 3



Huron View 1



Huron View 2



Huron View 3

Land Use Application - Amendment

HURON & ESSEX HOTEL

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Exterior Perspectives - Current Vs. Proposed

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PROJECT DATA:
ADDRESS 501 HURON BLVD SE &
 2510 ESSEX ST SE
SITE AREA 36,800 SF
ZONING DISTRICT I-1
FAR: 2.7
 99,777 SF ALLOWABLE AREA
 Bldg Area - Garage Area =90,113 SF

BUILDING SQUARE FOOTAGE:

LOWER LEVEL	21,497 SF
1ST FLR	18,829 SF
(9,165 SF heated) (9,664 SF garage)	
2ND FLR	21,791 SF
3RD FLR	17,721 SF
4TH FLR	20,718 SF
5TH FLR	20,718 SF
TOTAL:	121,274 SF

ROOM COUNT:

2ND FLR	26
3RD FLR	32
4TH FLR	41
5TH FLR	41
TOTAL:	140 UNITS

PROJECT DESCRIPTION: CURRENT PROPOSED ADDITION

The proposed addition to the currently approved hotel development is for an additional 475 S.F. on each of the fourth and fifth floors. This space will be added to the current standard rooms to make for suites. The number of units will not be altered with this request. The parking situation and landscape plan will also not be altered.

DESIGN CONCEPT:

The building plan will follow the angle of the property with the main public areas located on the corner. The building will be set back from Huron to allow a 9' sidewalk, with an additional 6' to the building wall to allow for a wider sidewalk. The pedestrian entry to the building lobby will be located on Huron. The restaurant will be located on the corner and extend along Essex with outdoor seating and pocket park at corner. The building will be accessed from a right in drive from Huron to a covered drop off which will also access the building lobby. A delivery area will be provided in the space at the drive under. This drive will also provide access to the first floor parking garages. An exterior ramp on the North East side accessed from Essex will provide access to below grade parking.

A traffic study with new traffic counts and TDMP is underway. Per initial meetings with the Minneapolis Traffic Department, Essex may become a two-way street from Huron to SE 26th, if the report indicates a better traffic flow will result.

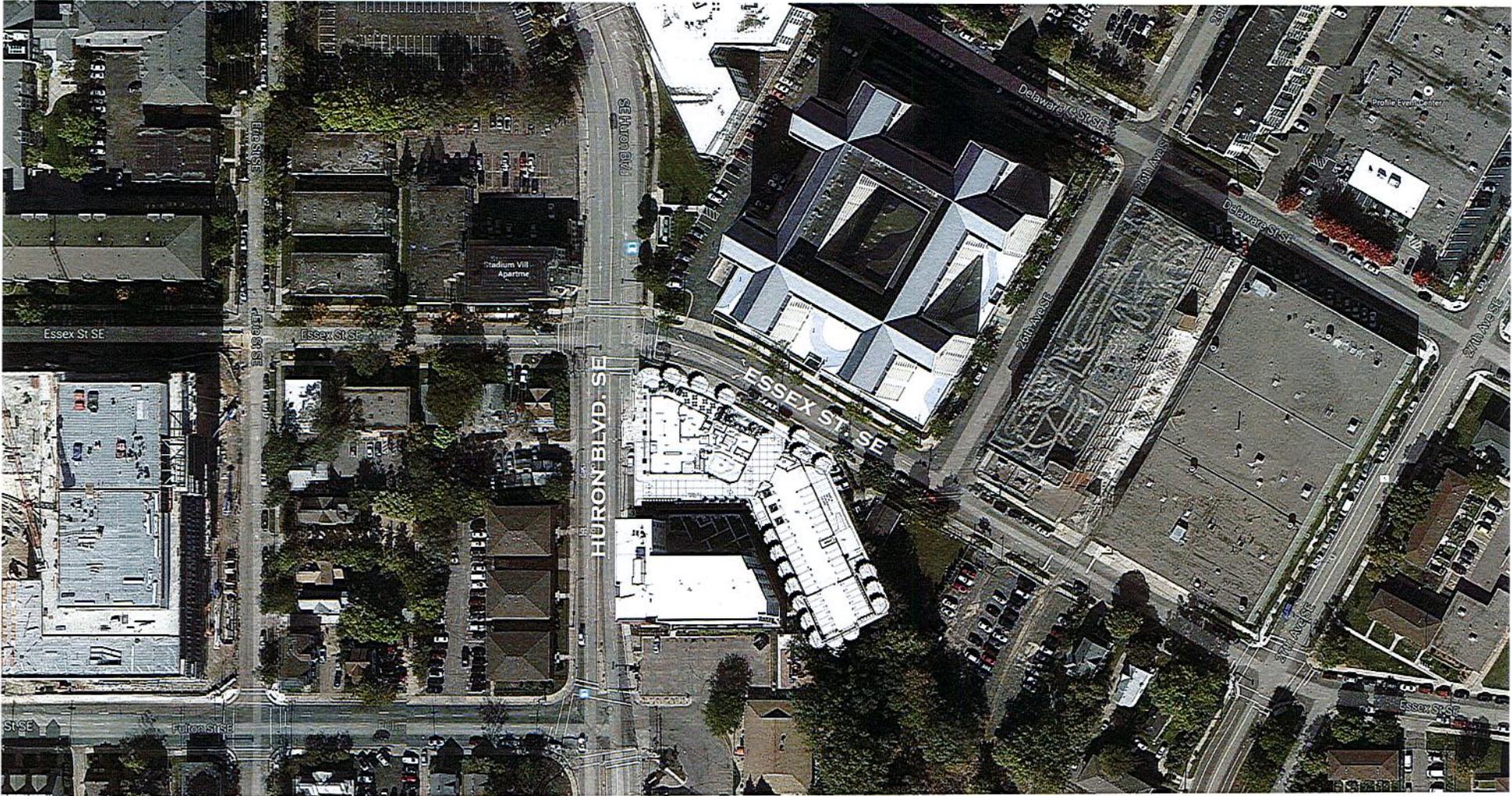
The exterior design style will be modern with large glass areas at the public areas facing the street, including the restaurant, lobby and two-story second level meeting rooms. The primary building materials will include brick and stucco with the canted marquees comprised of metal panels.

ROOM MIX:

STANDARD	108
LARGER	20
SUITES	12
PARKING PROVIDED:	
LOWER LEVEL	36 STALLS
MAIN LEVEL	27 STALLS
SURFACE PARKING	12 STALLS
TOTAL:	75 STALLS

PARKING REQUIRED:

140 ROOMS	39 STALLS
BALLROOM	26 STALLS
RESTAURANT	10 STALLS
TOTAL:	75 STALLS



Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Aerial View

14-0125



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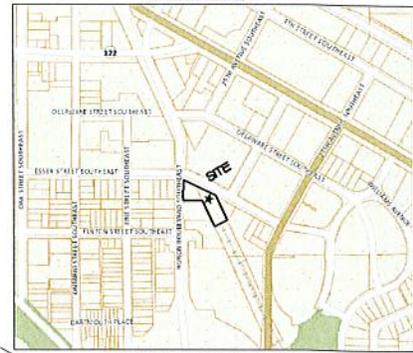
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ALTA/ACSM LAND TITLE SURVEY

SITE ADDRESS: Parcel 1, #2510 ESSEX STREET SE., Minneapolis, MN (P.I.D.# 30-029-23-24-0159) & Parcel 2, #501 HURON BOULEVARD SE., Minneapolis, MN (& P.I.D.# 30-029-23-24-0158)

—for— "First American Title Insurance Company National Commercial Services", "CPM Development, LLC", Everfresh Food Corporation, Sharon L. Steinfeldt, Trustee of the Sharon L. Steinfeldt Revocable Trust Under Agreement dated April 6, 2005 and Civil Site Group

VICINITY MAP



SCHEDULE B2 SURVEY RELATED ITEMS:

- Encroachment easement for the benefit of part of Lots 3, 4, and 7, Block 32, Regens Addition, as evidenced in Encroachment Easement Agreement dated September 1, 1995, recorded October 18, 1995, as Document No. 841790. (Parcel 1) (Referenced herein).
- Encroachment easement for the benefit of Lot 1 and the northeasterly 20 feet of Lot 2, Moore's Reorganization of Block 33, Regens Addition, as evidenced in Encroachment Easement Agreement dated January 30, 2001, recorded February 13, 2001, as Document No. 742248. (Parcel 1) (Referenced herein).
- Right of way for street conveyed to the City of Minneapolis by Warranty Deed dated February 9, 1986, recorded October 27, 1986, as Block 42 of Deeds, page 127. (Parcel 1) (Referenced herein).

GENERAL NOTES

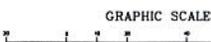
- For recording, a copy of Current Food Corporation, a Missouri corporation, and Sharon L. Steinfeldt, Trustee of the Sharon L. Steinfeldt Revocable Trust Under Agreement dated April 6, 2005, and Civil Site Group, as well as a copy of the City of Minneapolis, a distance of 150 feet to the most northerly corner of Lot 1, Moore's Reorganization of Block 33, Regens Addition to Minneapolis, a distance of 150 feet to the most northerly corner of Lot 1, Moore's Reorganization of Block 33, Regens Addition to Minneapolis, according to the recorded plat thereof, said Regens County, Minnesota, County, those South 81 degrees 31 minutes 54 seconds East, a distance of 150 feet to the most northerly corner of Lot 1, Moore's Reorganization of Block 33, Regens Addition to Minneapolis, according to the recorded plat thereof, said Regens County, Minnesota, County, those North 07 degrees 31 minutes 54 seconds West along said westerly line a distance of 150 feet to the point of beginning of the land to be described, those North 81 degrees 31 minutes 54 seconds East along said westerly line a distance of 150 feet, more or less, to the westerly line of said railroad right-of-way, those South 24 degrees 24 minutes 57 seconds East along said westerly line a distance of 150 feet, those North 81 degrees 31 minutes 54 seconds East along said westerly line a distance of 150 feet, those South 85 degrees 15 minutes 07 seconds West along said westerly line a distance of 150 feet to said point of beginning.

- ### LEGEND
- DENOTES IRON MONUMENT FOUND
 - DENOTES IRON MONUMENT SET
 - DENOTES CURB STOP
 - DENOTES CROSSWALK SIGNAL
 - DENOTES TRAFFIC SIGNAL
 - DENOTES EXISTING CONTOUR
 - DENOTES UTILITY POLE
 - DENOTES STONE RETAINING WALL
 - DENOTES ELECTRIC MANHOLE
 - DENOTES GAS METER/BOX
 - DENOTES SANITARY SEWER MANHOLE
 - DENOTES MISCELLANEOUS MANHOLE
 - DENOTES STORM SEWER MANHOLE
 - DENOTES CATCH BASIN
 - DENOTES FIRE HYDRANT
 - DENOTES EXISTING ELEVATION
 - DENOTES GUY WIRE
 - DENOTES OVERHEAD WIRE
 - DENOTES UNDERGROUND ELECTRIC
 - DENOTES UNDERGROUND GAS
 - DENOTES WATERMAIN
 - DENOTES SANITARY SEWER
 - DENOTES STORM SEWER
 - DENOTES EXISTING FENCE
 - DENOTES GATE VALVE
 - DENOTES ELECTRIC METER/BOX
 - DENOTES CONCRETE
 - DENOTES BITUMINOUS
 - DENOTES GRAVEL

LEGAL DESCRIPTION

Parcel 1 (2510 Essex Street SE)
 The part of the 106 foot wide Soo Line Railroad Right-of-Way, formerly known and platted as the Chicago, Milwaukee and St. Paul Railway (C. M. & St. P.) in the Northwest Quarter of Section 33, Township 24 North, Range 21 West of the 4th Principal Meridian, Hennepin County, Minnesota, described as follows:
 Commencing at the northeast corner of Lot 1, Block 32, "Regens Addition" according to the recorded plat thereof, said Hennepin County, those South 81 degrees 31 minutes 54 seconds East, assumed bearing along the westerly line of Essex Street Southeast as shown or approved by the City of Minneapolis, a distance of 150 feet to the most northerly corner of Lot 1, Moore's Reorganization of Block 33, Regens Addition to Minneapolis, according to the recorded plat thereof, said Hennepin County, those North 07 degrees 31 minutes 54 seconds West along said westerly line a distance of 150 feet to the point of beginning of the land to be described, those North 81 degrees 31 minutes 54 seconds East along said westerly line a distance of 150 feet, more or less, to the westerly line of said railroad right-of-way, those South 24 degrees 24 minutes 57 seconds East along said westerly line a distance of 150 feet, those North 81 degrees 31 minutes 54 seconds East along said westerly line a distance of 150 feet to the westerly line of said railroad right-of-way, those South 24 degrees 24 minutes 57 seconds East along said westerly line a distance of 150 feet, those North 81 degrees 31 minutes 54 seconds East along said westerly line a distance of 150 feet to the westerly line of said railroad right-of-way, those South 24 degrees 24 minutes 57 seconds East along said westerly line a distance of 150 feet to said point of beginning.

Parcel 2 (501 Huron Boulevard SE)
 Lot One (1) and Two (2), Block 32, Regens Addition, Hennepin County, Minnesota



BENCHMARK
 TOP LEFT CORNER OF FIRE ALARM AT THE SOUTHWEST CORNER OF HURON BOULEVARD SE AND ESSEX STREET SE, ELEVATION 625.57 (BASED ON DATUM OF MINNESOTA 1912 USCGO DATUM)

DRAWN BY	DATE	JOB NO.	TITLE	DATE	REVISION
1	04/07/15	400	BLDG TO 300 PM	2014	
2					
3					
NO	DATE	DESCRIPTION	BY		

ACRE LAND SURVEYING
 Surveying, mapping, and more
 763-458-2597
 acrelandsurveying@gmail.com

Dated December 30th, 2014
 [Signature]
 (P. S. Volynsky, P.L.S. 54112)

JOB #14636ALTA

NORTH

NON STORM WATER DISCHARGES

THERE ARE NO KNOWN NON-STORM WATER DISCHARGES ON THE EXISTING SITE AND NONE ARE PROPOSED AS PART OF THIS DEVELOPMENT.

GROUNDWATER STATEMENT

THIS PROJECT DOES NOT PROPOSE ANY PERMANENT GROUNDWATER DISCHARGE TO THE STORM WATER SYSTEM.

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN SIGNED BY PARTIES BELOW.

OWNER: _____
 DEVELOPER: _____
 CONTRACTOR: _____

CITY OF MINNEAPOLIS GRADING NOTES

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

EROSION CONTROL NOTES

SEE SWPPP ON SHEETS SW1-D001-5

GROUNDWATER INFORMATION

PER GEOTECHNICAL REPORT IN POINT EXHIBIT 22 GEOTECHNICAL ENGINEERING REVIEW, HURON AND ESSEX BUILDING, PREPARED BY NTL LIMITED LTD'S, THE CURRENT GROUNDWATER ELEVATIONS AND ANTICIPATED SEASONAL HIGH GROUNDWATER ELEVATIONS ARE IN THE VICINITY OF ELEVATION 817.5. SEE REPORT FOR MORE DETAILED GROUNDWATER INFORMATION.

THE PROPOSED BUILDING LOW FLOOR ELEVATION (DRAIN TILE INVERT) & BASEMENT LOW FLOOR DRAIN IS 1.0' ABOVE THE SEASONAL HIGH GROUNDWATER LEVEL (818.5). SEE ARCHITECTURAL PLANS.

NO PERMANENT GROUNDWATER DISCHARGE IS ANTICIPATED ON THIS SITE.

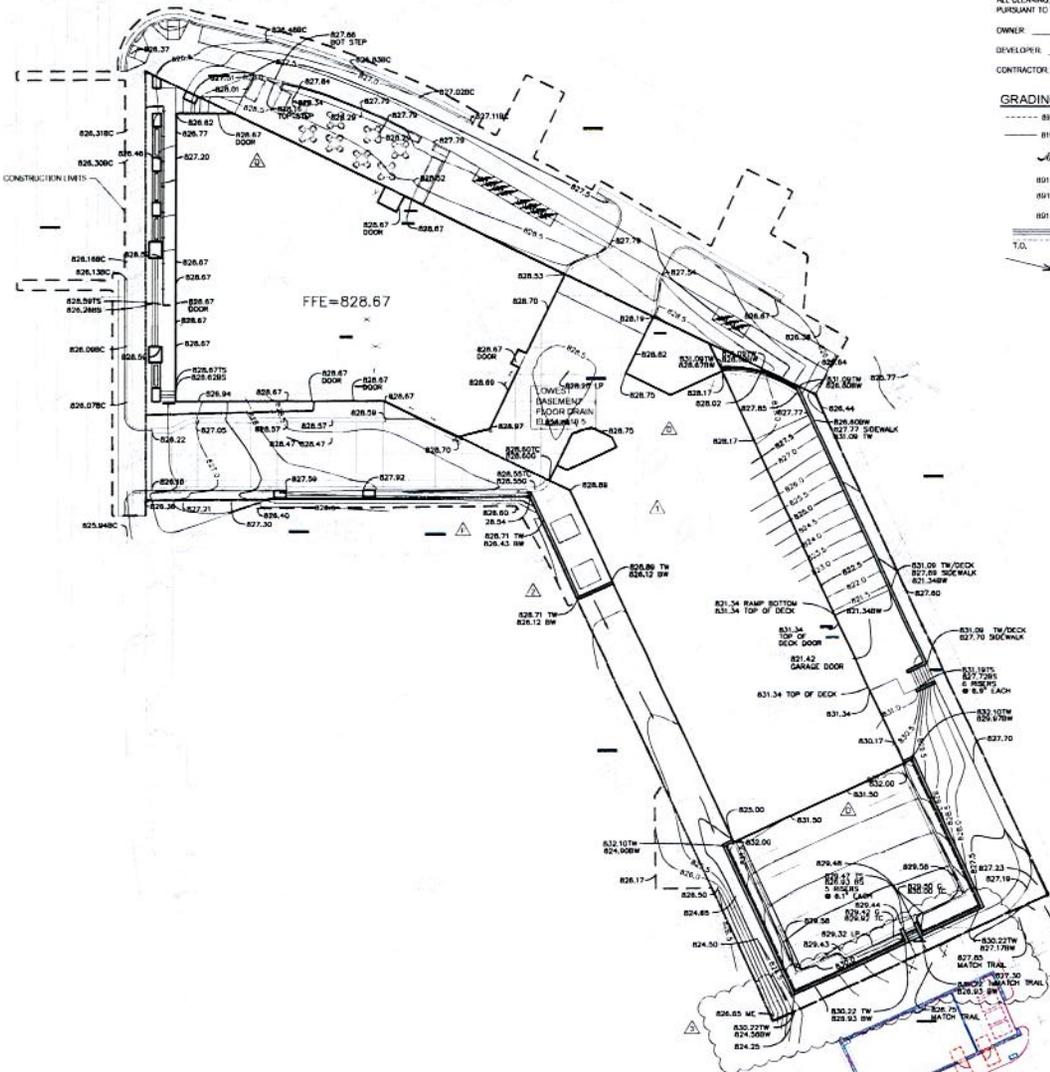
GRADING PLAN LEGEND

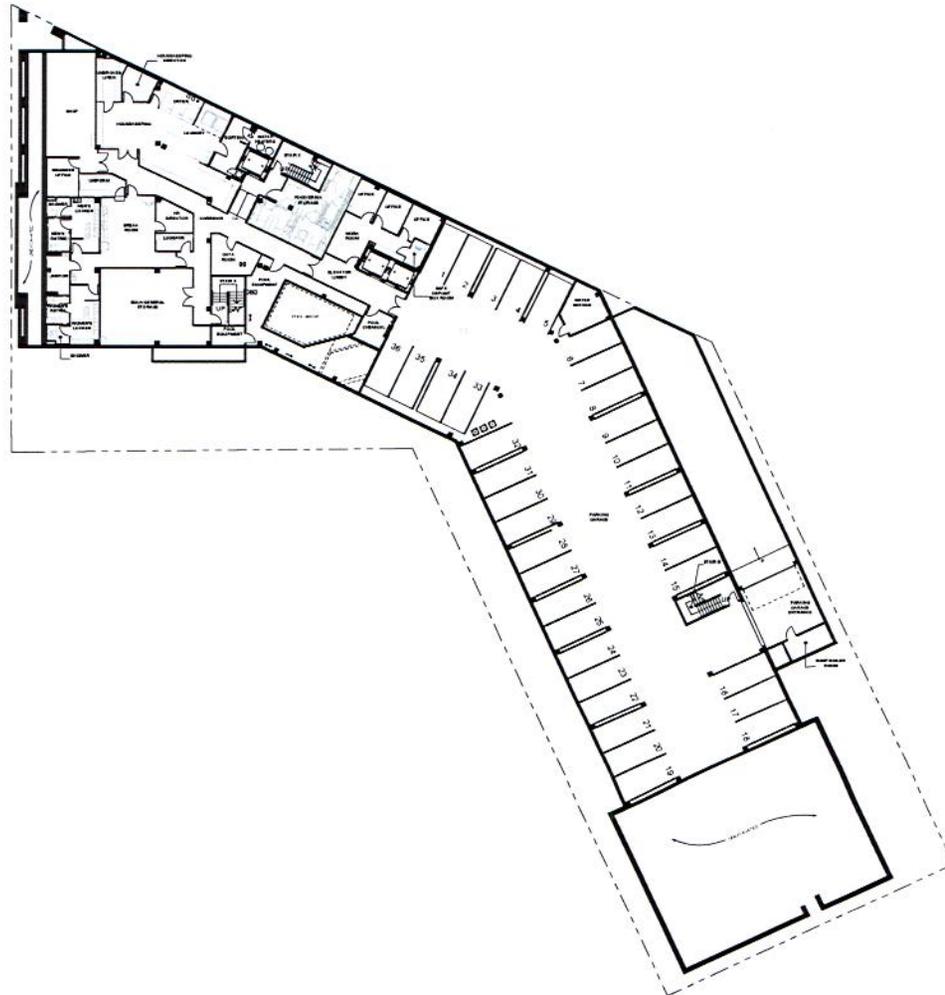
- 881 --- 1/4" 1' CONTOUR ELEVATION INTERVAL
- 819 --- 1/2" CONTOUR ELEVATION INTERVAL
- SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
- 881 0 G SPOT GRADE ELEVATION CUTTER
- 881 0 BC SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
- 881 0 BS1S SPOT GRADE ELEVATION BOTTOM OF STAIRSTOP OF STAIRS
- TP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE - TAPER CUTTERS TO SHOWN AS SHOWN
- T.O.
- EXISTING AND PROPOSED DRAINAGE ARROWS

GENERAL GRADING NOTES:

1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CONSTRUCTION, EDUCATION, EMPOWERMENT, ETC. IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTING WITH THE SOILS ENGINEER.
3. GRADING AND LIAISON ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE (LIMNATION SYSTEM APFCC) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. PROPOSED SPOT GRADES ARE FLOWLINE FINISHED GRADE ELEVATIONS UNLESS OTHERWISE NOTED.
5. GRASSES & WALKS SHALL BE INSTALLED WITH 3% MAX. LONGITUDINAL SLOPE AND 1% MAX. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
6. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTENANCE AREAS IS 4:1.
7. PROPOSED RETAINING WALLS, FREE STANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SEEDING ACTIVITIES.
9. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
10. IN AREAS TO BE REGRADED, THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR REGRADING ON THE SITE AS SPECIFIED OF BUILDING PADS, SIDEWALKS AND PARKING AREAS. THE CONTRACTOR SHALL SUBMIT TOPSOIL SAMPLES TO BE ESTABLISHED TO A DEPTH OF 4 INCHES. REGRAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
11. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRUNKS, AREAS, PARKS, A DRIVE FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE

12. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE 5' X 8' 1' ANCHOR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANKER TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLL SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSATISFACTORY. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
13. TOLERANCES
- 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE OR 0.30 FOOT BELOW THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
- 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE OR 0.30 FOOT BELOW THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
- 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2" INCH OF THE SPECIFIED THICKNESS.
14. MAINTENANCE
- 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
- 14.2. CONTRACTOR SHALL REPAIR AND REFINISH AREAS IN SETTLED, SHODDOR AND/OR OTHER AREAS TO SPECIFIED TOLERANCES, DURING THE CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND REFINISH AREAS WHICH SETTLE TO BE ESTABLISHED SHALL BE REFINISHED AND REPAIRED.
- 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL REPAIR, REGRAD, RESEED, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.





Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

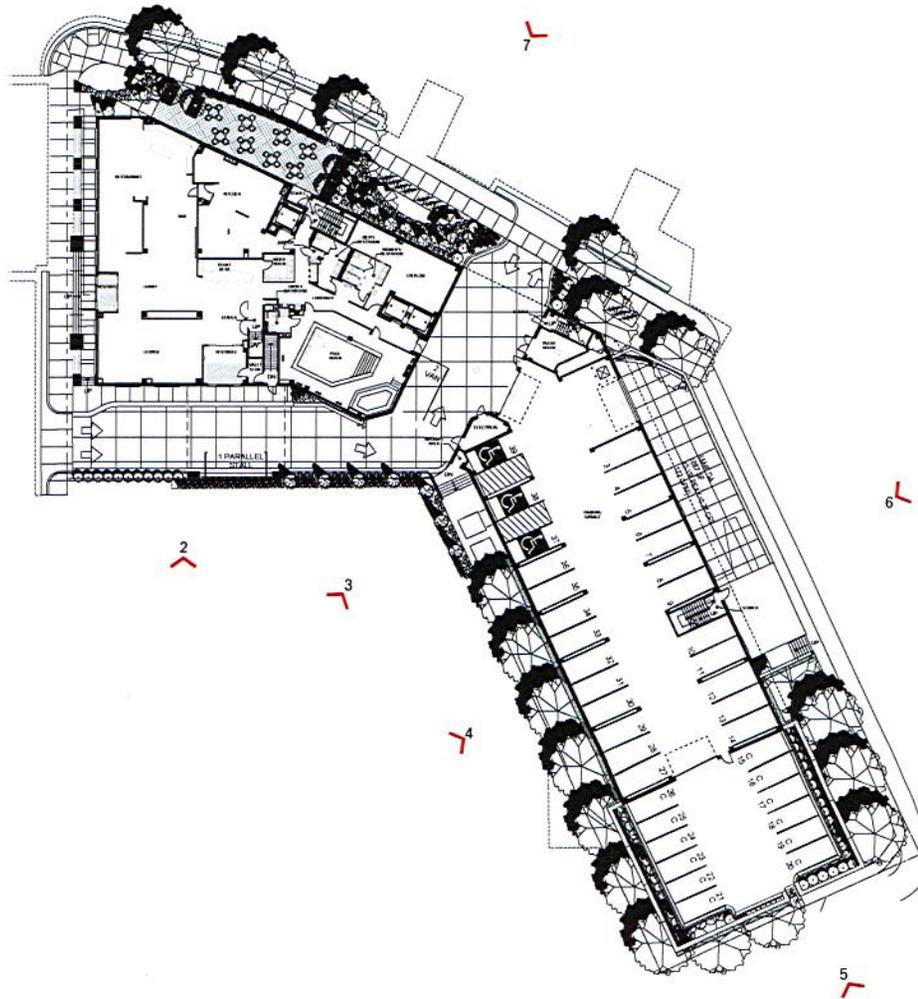
Floor Plan - Level 0

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Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

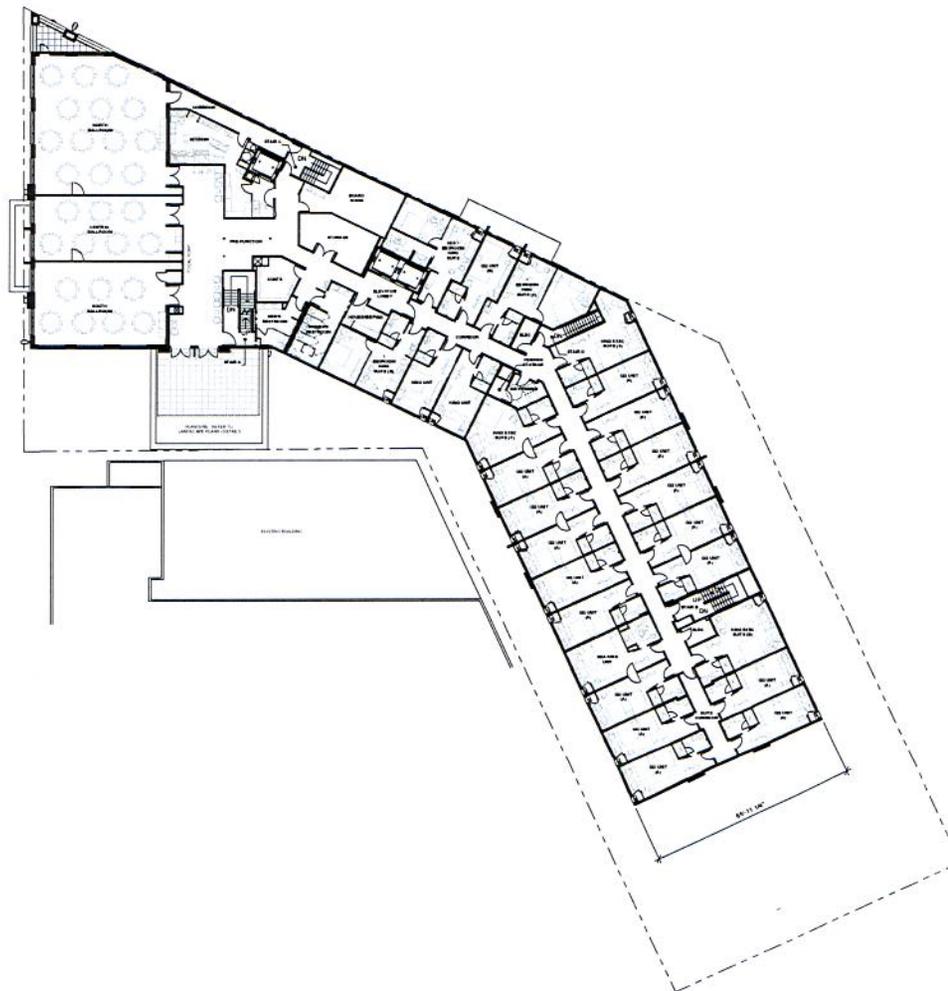
Floor Plan - Level 1
14-0125



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Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

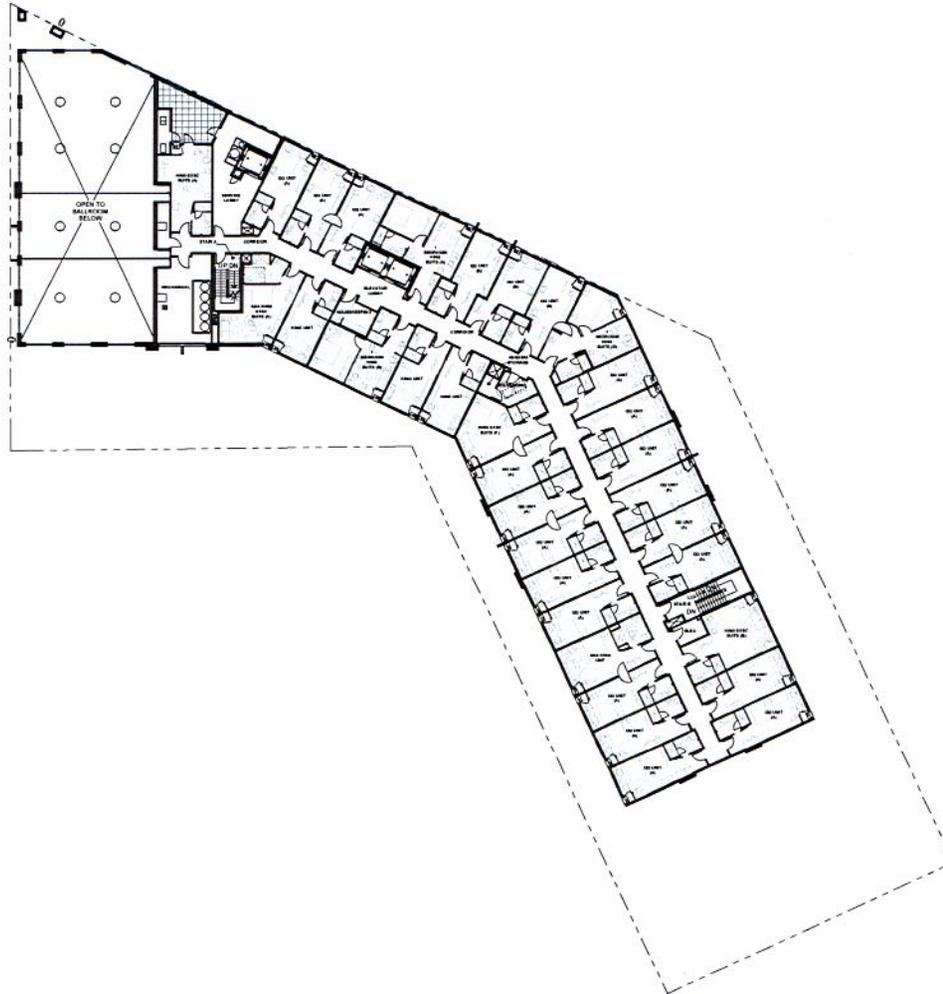
Floor Plan - Level 2

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Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

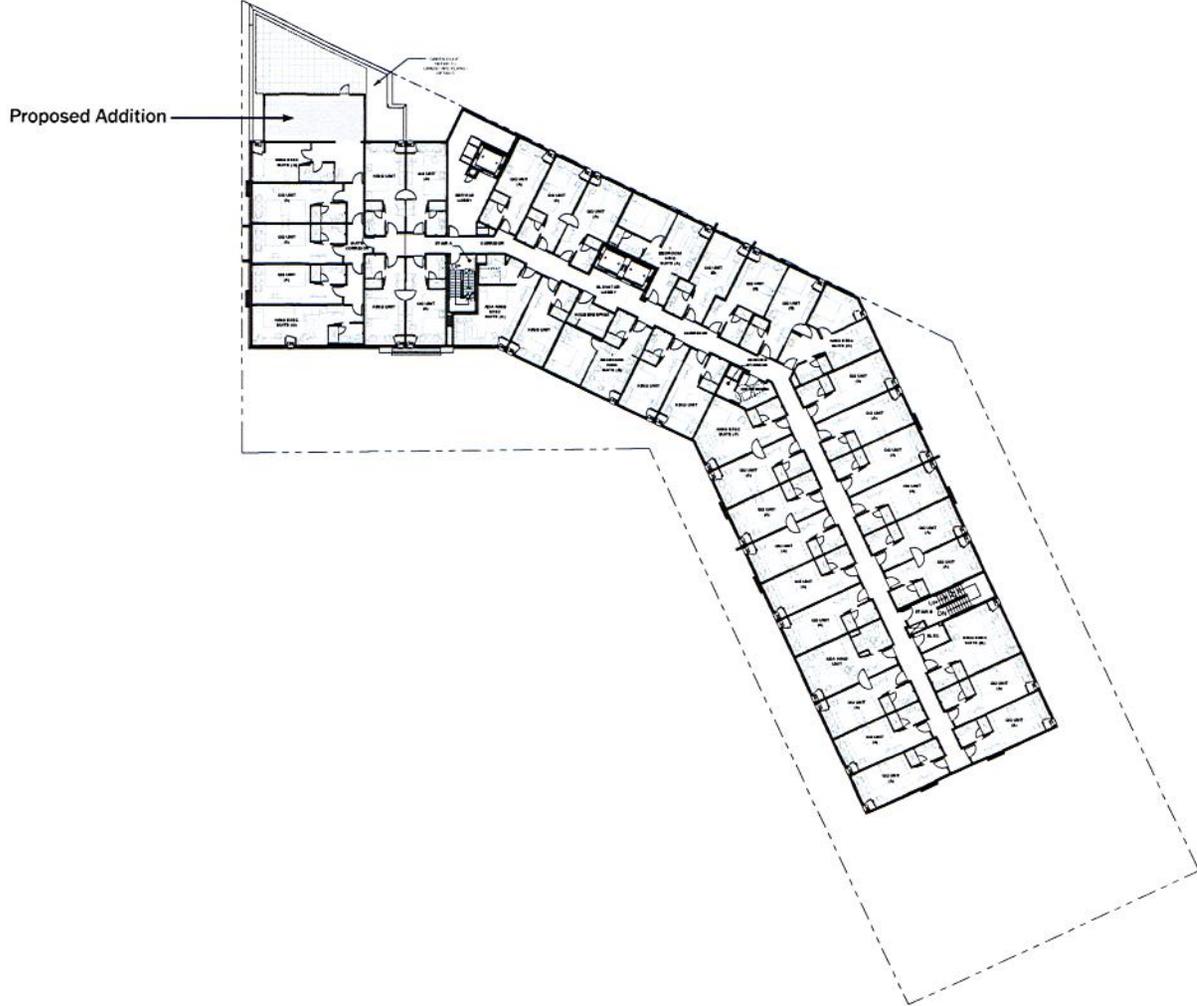
Floor Plan - Level 3

14-0125

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Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Floor Plan - Level 4 (With Expansion)

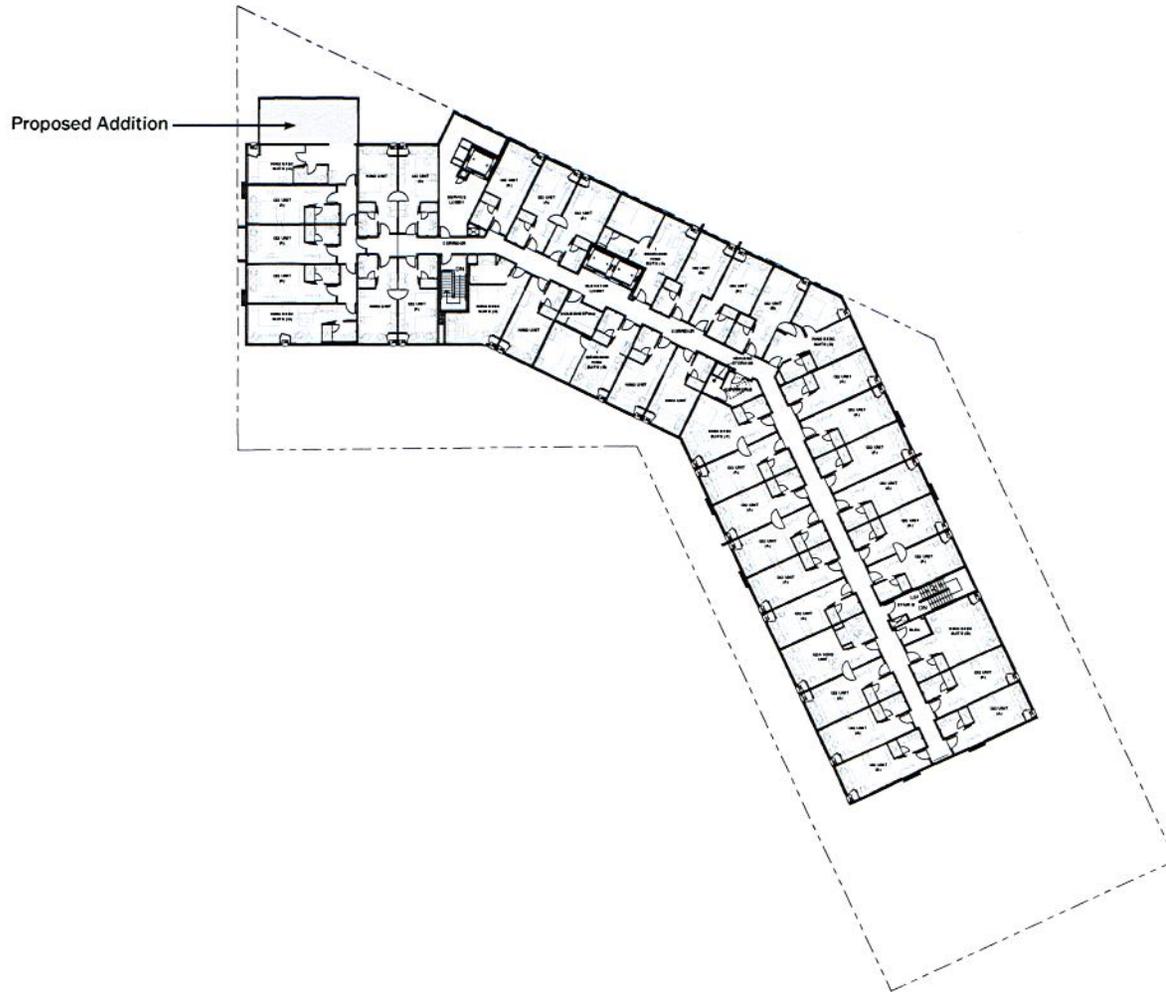
14-0125



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Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Floor Plan - Level 5 (With Expansion)

SA-0120



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LAWRENCE
GROUP

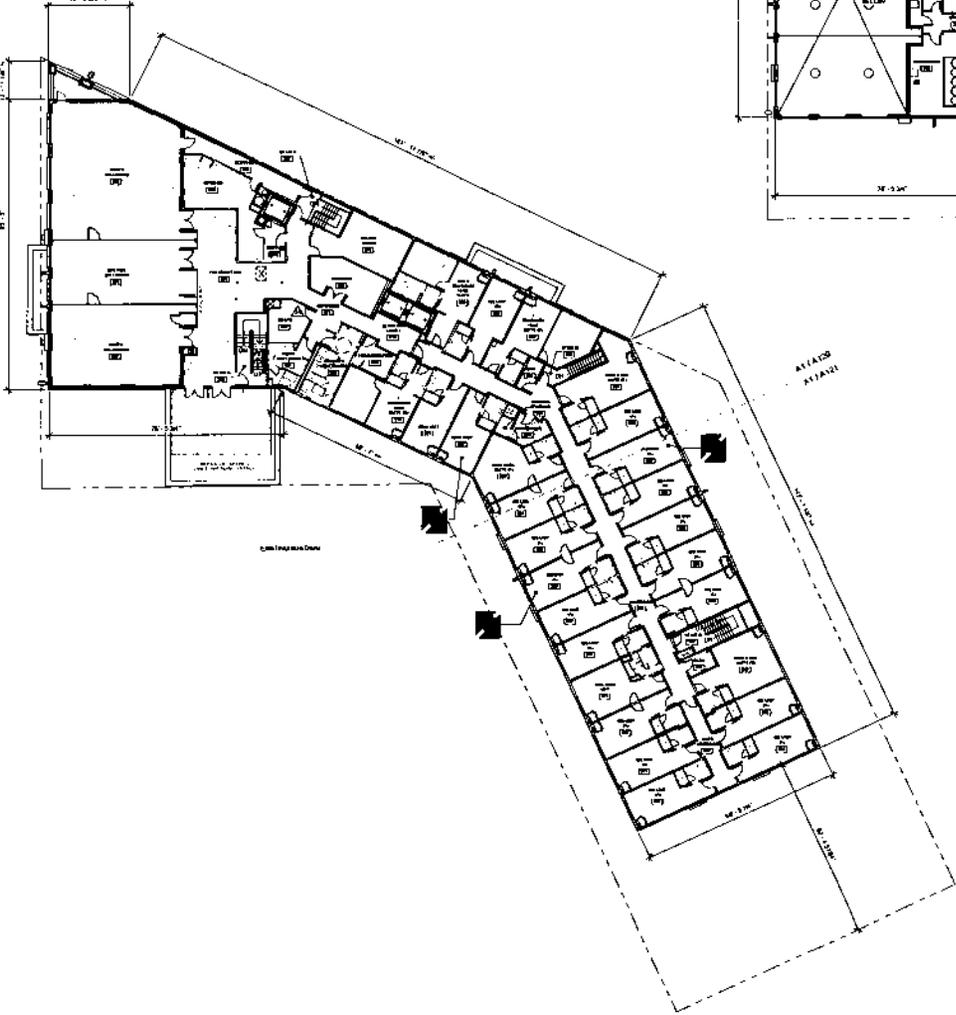
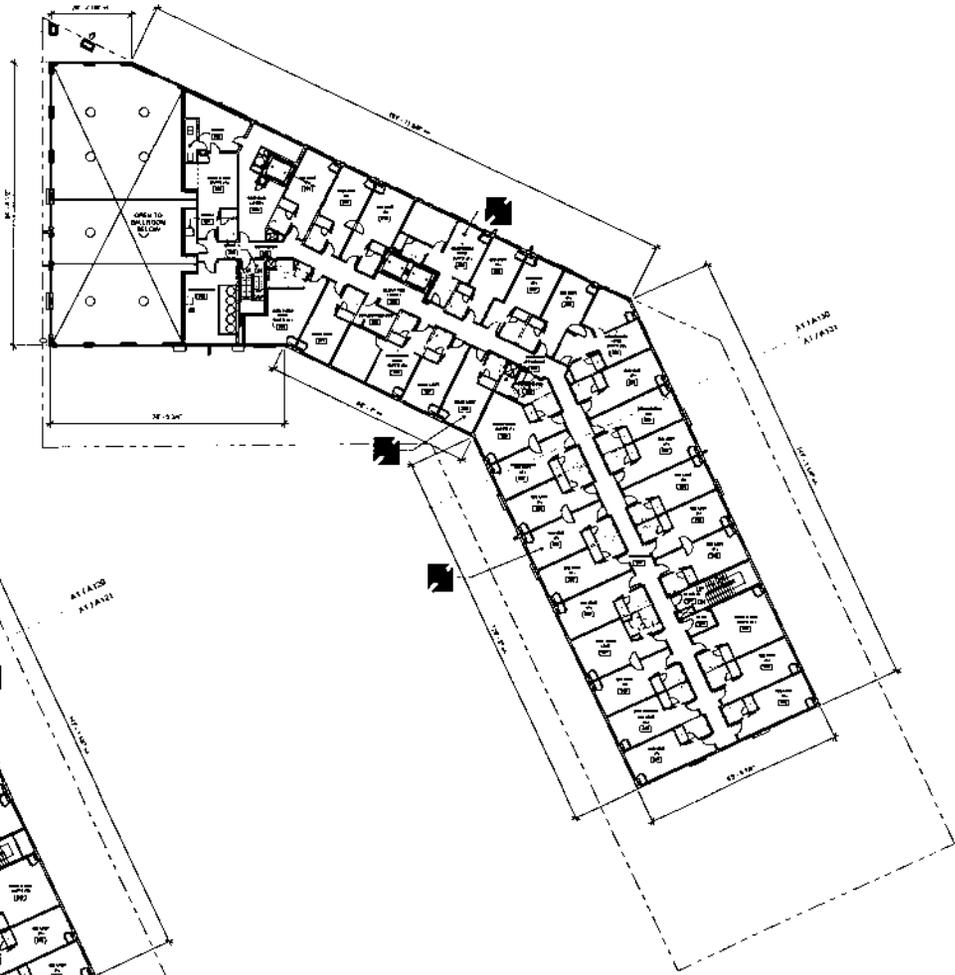
Worksheet: MHPA000H_UC750001.dwg
 User: tyson.maher

FLOOR / TYPE	King Suite	ADA Executive Suite	ADA King Room	ADA Executive Suite	ADA King Room	ADA Executive Suite	ADA King Room	Total
Second Floor	2	1	1	1	1	1	1	8
Third Floor	1	1	1	1	1	1	1	7
Fourth Floor	1	1	1	1	1	1	1	7
Fifth Floor	1	1	1	1	1	1	1	7
TOTAL	5	4	4	4	4	4	4	28

Total ADA Rooms	7
Total Connecting Rooms	24
Connectivity Room Percentage	33.33%
King Suite Room Percentage	33.33%
Queen Suite Room Percentage	33.33%
Connecting Rooms (100%)	18
Connecting Rooms (100%)	24

Floor	Area Schedule (Gross Parking)		Comments
	Area (Current)	Area (Proposed)	
LEVEL 0	12,244 SF	12,244 SF	Non-heated
LEVEL 0	9,203 SF	9,203 SF	Heated
LEVEL 1	9,185 SF	9,185 SF	Heated
LEVEL 1	8,894 SF	8,894 SF	Non-heated
LEVEL 2	17,211 SF	17,211 SF	
LEVEL 2	17,211 SF	17,211 SF	
LEVEL 4	20,278 SF	20,278 SF	
LEVEL 5	20,278 SF	20,278 SF	

FAR = 80,153 SF / 1,960 = 40.912 SF



01 FLOOR PLAN - LEVEL 2
 DWG - 1/0

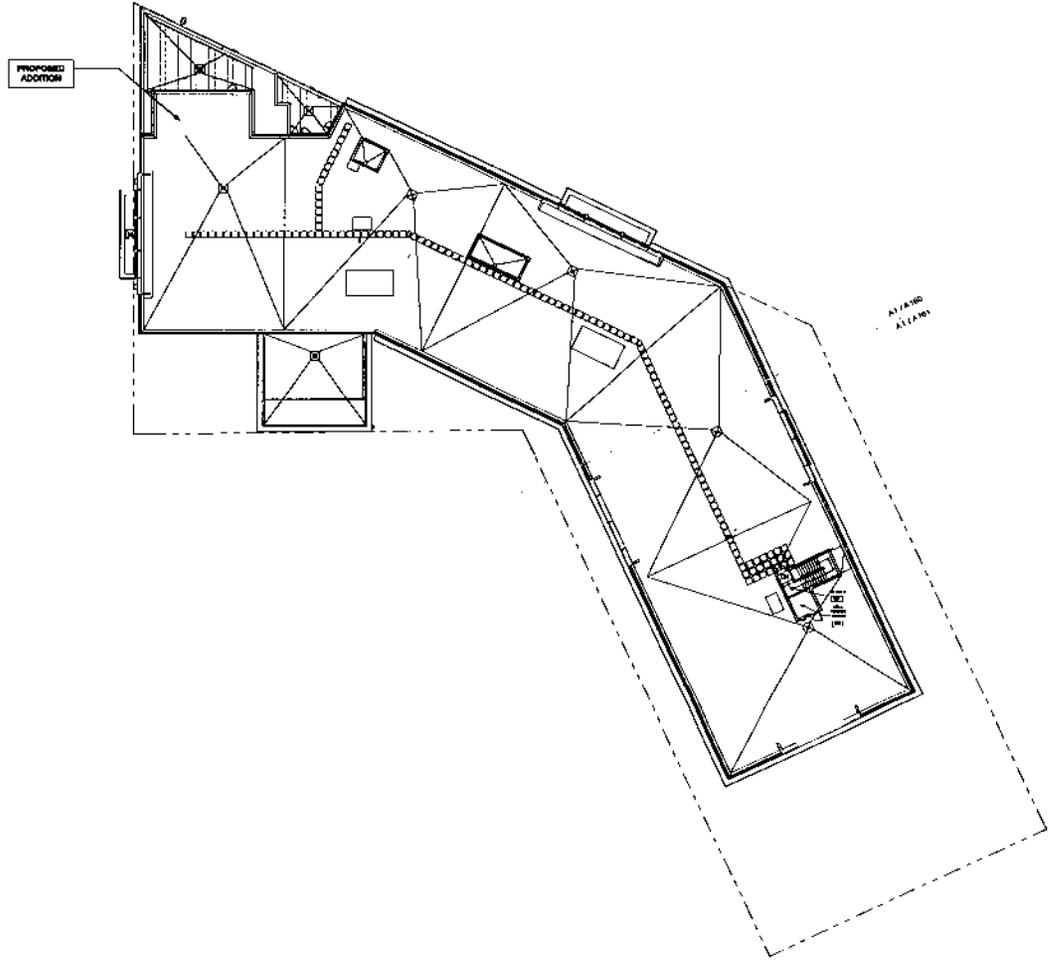
02 FLOOR PLAN - LEVEL 2
 DWG - 1/0

CPM DJR

PROJECT: HURON HOTEL
 SHEET: A011
 DATE: 10/20/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

HURON HOTEL, LLC
 FLOOR PLAN - LEVEL 2 AND 3

A011



64 ROOF PLAN
1/8" = 1'-0"

HURON HOTEL, LLC

ROOF PLAN

CPM DJR

NO.	DATE	DESCRIPTION	BY	CHECKED
1	11/11/11	ISSUED FOR PERMIT	CPM	DJR
2	11/11/11	REVISION	CPM	DJR
3	11/11/11	REVISION	CPM	DJR
4	11/11/11	REVISION	CPM	DJR
5	11/11/11	REVISION	CPM	DJR

A013

STEEB ENGINEERING
 1000 W. WASHINGTON ST.
 SUITE 100
 ANN ARBOR, MI 48106
 PHONE: 734.769.1234
 FAX: 734.769.1235
 WWW: WWW.STEEBENGINEERING.COM



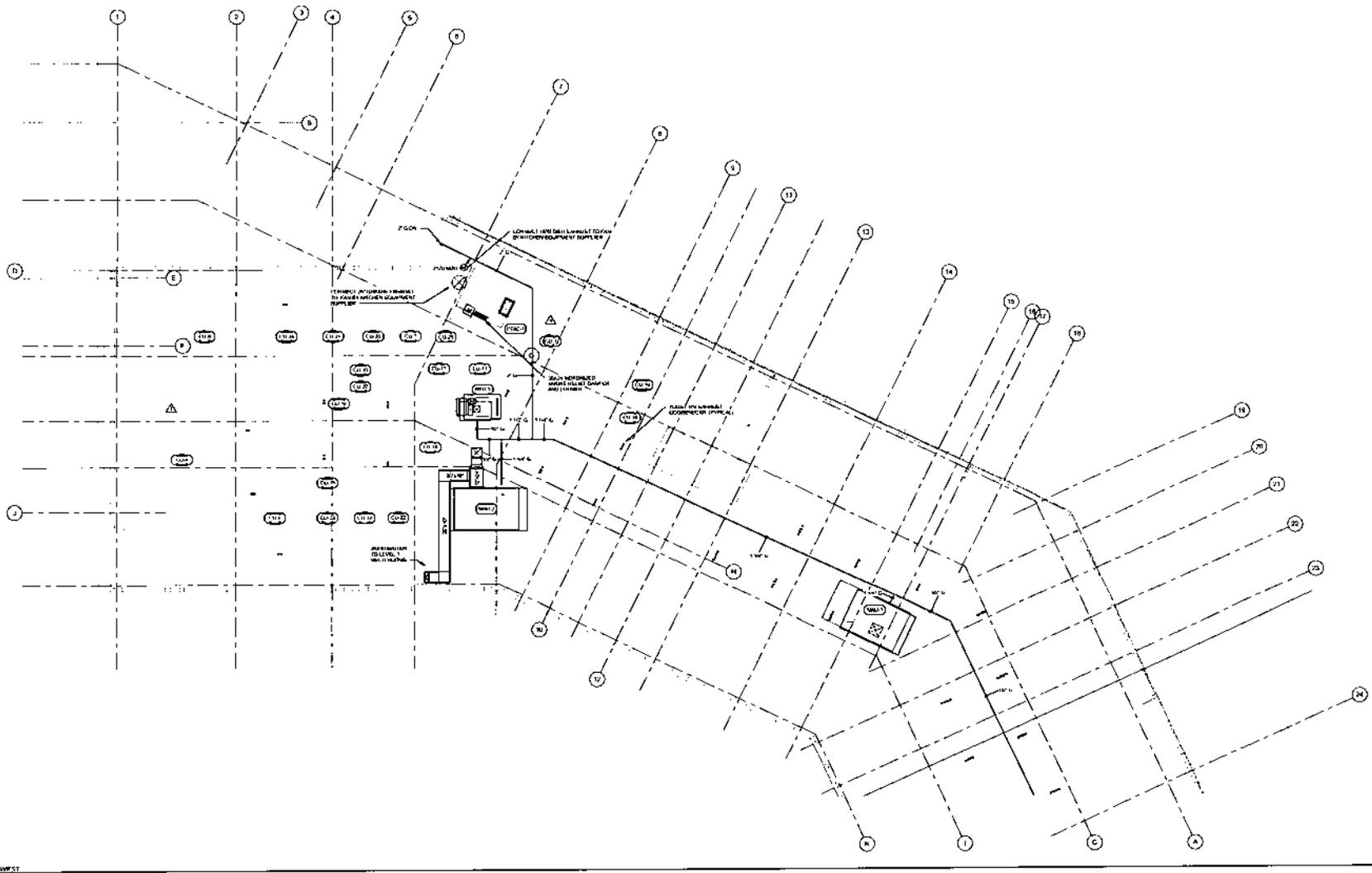
STEEB
 ENGINEERING
 MECHANICAL
 1000 W. WASHINGTON ST.
 SUITE 100
 ANN ARBOR, MI 48106
 PHONE: 734.769.1234
 FAX: 734.769.1235
 WWW: WWW.STEEBENGINEERING.COM

PROJECT: HURON DOUBLETREE HOTEL
 SHEET: M160
 DATE: 10/20/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]

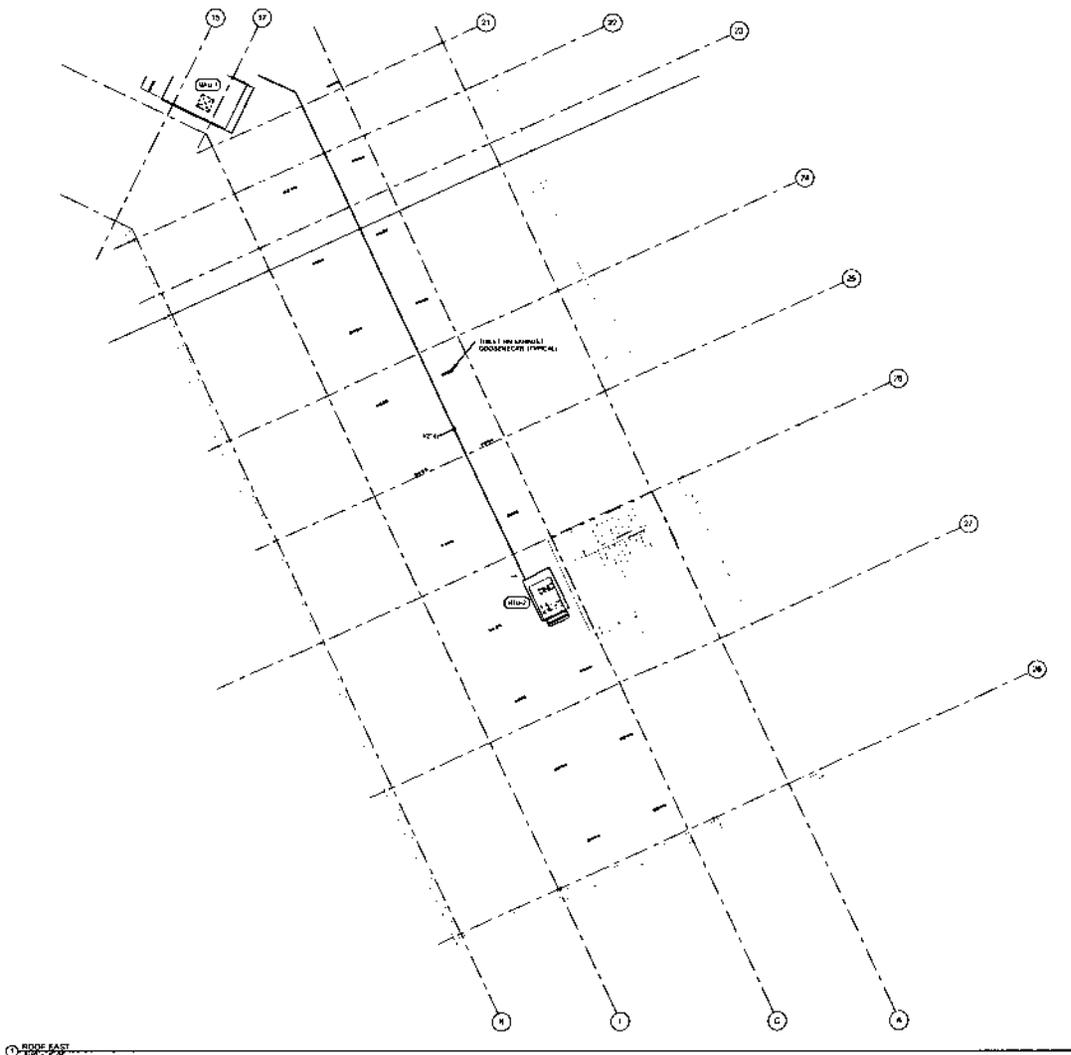
NO.	REVISION	DATE	BY	CHKD.	APPD.
1	ISSUE FOR PERMIT	10/20/10	[Signature]	[Signature]	[Signature]

HURON DOUBLETREE HOTEL
 ROOF PLAN WEST

M160



REFER TO SHEET M160 FOR NOTES



TRUE NORTH

REFER TO SHEET M100 FOR NOTES



HURON DOUBLETREE HOTEL
ROOF PLAN EAST

M161

STEEN
ARCHITECTS
P.C.
1000 W. WASHINGTON ST.
ANN ARBOR, MI 48106
TEL: 734.769.1234
WWW.STEENARCHITECTS.COM

SR
Mechanical

1000 W. WASHINGTON ST.
ANN ARBOR, MI 48106
TEL: 734.769.1234
WWW.STEENARCHITECTS.COM

- TOP OF PARAPET 142'-0"
- ROOF 136'-3 3/4"
- LEVEL 5 144'-1 3/4"
- LEVEL 4 137'-11 3/4"
- LEVEL 3 127'-9 3/4"
- LEVEL 2 118'-0"
- LEVEL 1 108'-0"



D4 WEST ELEVATION
1/8" = 1'-0"

MAU-2

- TOP OF PARAPET 142'-0"
- ROOF 136'-3 3/4"
- LEVEL 5 144'-1 3/4"
- LEVEL 4 137'-11 3/4"
- LEVEL 3 127'-9 3/4"
- LEVEL 2 118'-0"
- LEVEL 1 108'-0"



D5 SOUTH ELEVATION
1/8" = 1'-0"

STAIR B SHAFT

RTU-2

- TOP OF PARAPET 142'-0"
- ROOF 136'-3 3/4"
- LEVEL 5 144'-1 3/4"
- LEVEL 4 137'-11 3/4"
- LEVEL 3 127'-9 3/4"
- LEVEL 2 118'-0"
- LEVEL 1 108'-0"



E2 SOUTHWEST PARTIAL ELEVATION AT DRIVE UNDER
1/8" = 1'-0"

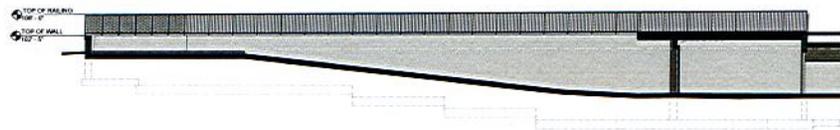
- TOP OF PARAPET 142'-0"
- ROOF 136'-3 3/4"
- LEVEL 5 144'-1 3/4"
- LEVEL 4 137'-11 3/4"
- LEVEL 3 127'-9 3/4"
- LEVEL 2 118'-0"
- LEVEL 1 108'-0"



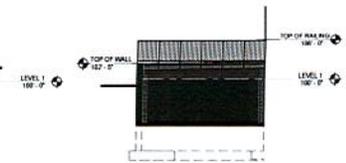
E3 SOUTHWEST ELEVATION - PARTIAL 2
1/8" = 1'-0"



D1 SE ELEVATION OF CONC. RETAINING WALL & RAILING
1/8" = 1'-0"



D2 SOUTHWEST ELEVATION OF CONC. RETAINING WALL & RAILING
1/8" = 1'-0"



D3 NW GARAGE ENTRY & RAILING
1/8" = 1'-0"

CPM DJR
COMPANIES

DATE: 04/21/14
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: AS SHOWN

NO.	DATE	BY	CHKD BY	DESCRIPTION
1	04/21/14	[Signature]	[Signature]	ISSUED FOR PERMIT
2	04/21/14	[Signature]	[Signature]	ISSUED FOR CONSTRUCTION

HURON HOTEL LLC
EXTERIOR ELEVATIONS

A200

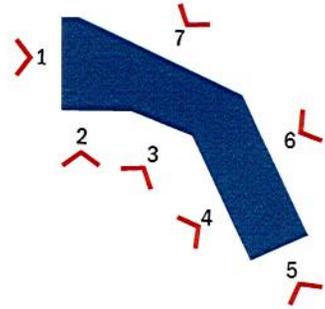
Elevation sheet is for material calculation only



West Elevation (1)



South Elevation (2)



Southwest Elevation (3)



Southwest Elevation (4)

ELEVATION 1		ELEVATION 2	
Brick	1963 32.90%	Brick	1682 36.08%
Stucco	750 12.57%	Stucco	1096 23.51%
Glass	2023 33.91%	Glass	1090 23.88%
Metal	1230 20.62%	Metal	608 14.29%
Doors	0 0.00%	Doors	128 2.75%
Total Sq. Ft.	5966	Total Sq. Ft.	4662

ELEVATION 3		ELEVATION 4	
Brick	430 11.46%	Brick	2124 25.17%
Stucco	2253 60.07%	Stucco	3700 43.81%
Glass	670 17.85%	Glass	1200 14.21%
Metal	400 10.66%	Metal	1420 16.81%
Doors	0 0.00%	Doors	0 0.00%
Total Sq. Ft.	3753	Total Sq. Ft.	8446

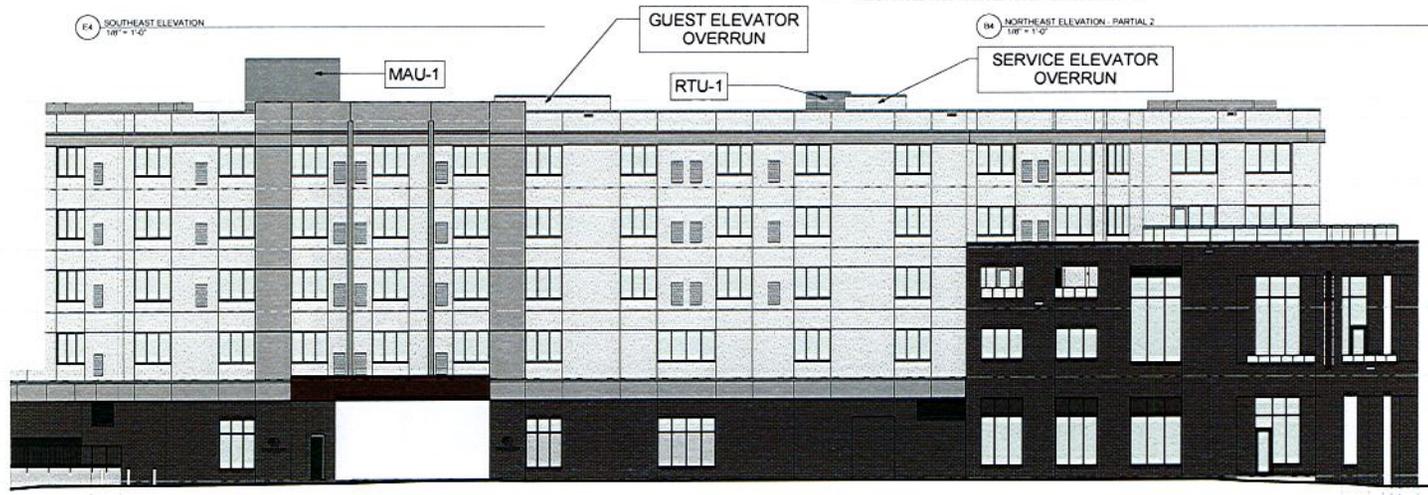


E4 SOUTHEAST ELEVATION
1/8" = 1'-0"



TOP OF PARAPET 162'-0" F
ROOF 156'-3 3/4" F
LEVEL 5 148'-1 1/4" F
LEVEL 4 137'-11 3/4" F
LEVEL 3 127'-0" F
LEVEL 2 110'-0" F
LEVEL 1 100'-0" F
LEVEL 0 90'-0" F

B4 NORTHEAST ELEVATION - PARTIAL 2
1/8" = 1'-0"



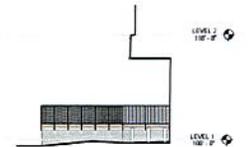
B3 NORTHEAST ELEVATION - PARTIAL 1
1/8" = 1'-0"



E3 SOUTHEAST PARTIAL ELEVATION & EXTERIOR STAIR
1/8" = 1'-0"



B3 NORTHEAST PARTIAL ELEVATION EXTERIOR STAIR & RAILING
1/8" = 1'-0"

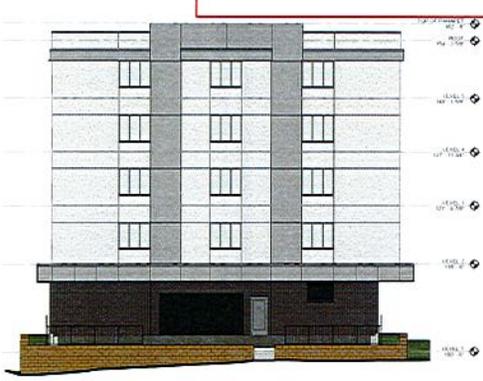


A1 NORTHWEST PARTIAL ELEVATION @ RAILING
1/8" = 1'-0"

ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE AIA/CES CODE BOOKS AND THE AIA/CES CODE BOOKS FOR THE STATE OF OHIO.
DATE: 08/14/2024
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: AS SHOWN
PROJECT: [Project Name]

NO.	DATE	BY	CHKD BY	DESCRIPTION
1	08/14/2024	[Signature]	[Signature]	ISSUED FOR PERMIT
2	08/14/2024	[Signature]	[Signature]	ISSUED FOR PERMIT
3	08/14/2024	[Signature]	[Signature]	ISSUED FOR PERMIT
4	08/14/2024	[Signature]	[Signature]	ISSUED FOR PERMIT

Elevation sheet is for material calculation only



Southeast Elevation (5)

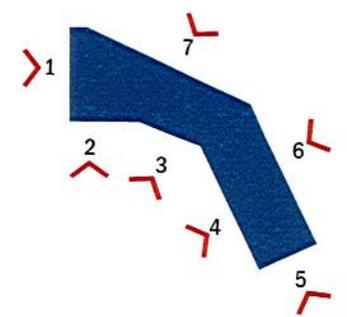


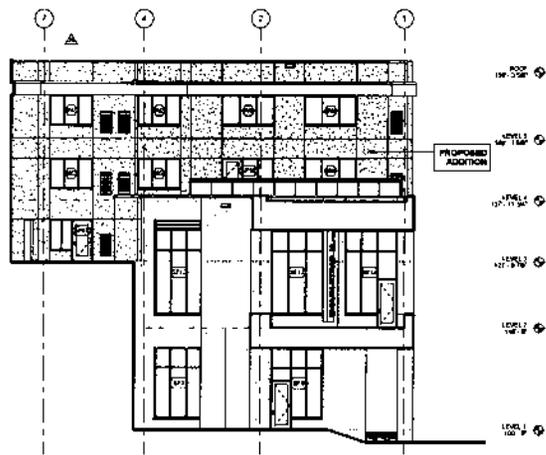
Northeast Elevation (6)



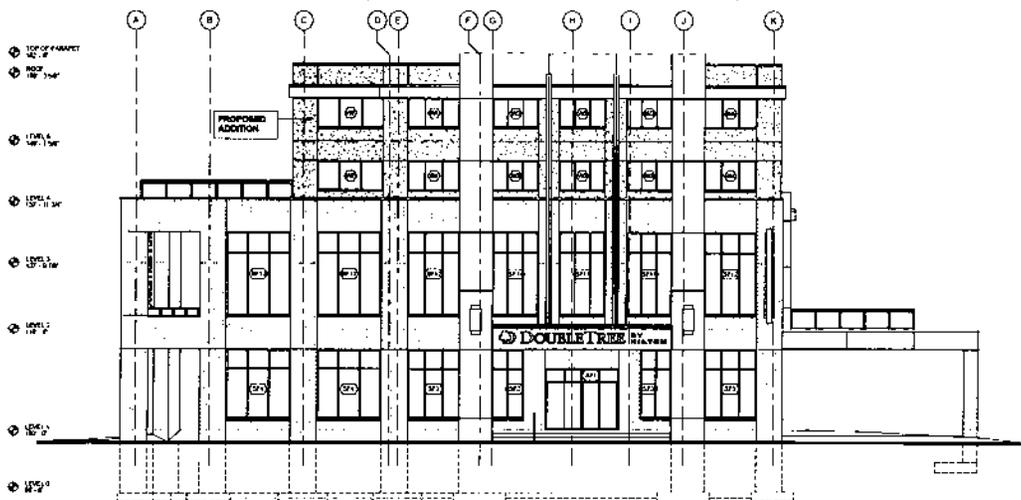
Northeast Elevation (7)

ELEVATION 5		ELEVATION 6		ELEVATION 7	
Brick	490	12.72%	Brick	1990	21.10%
Stucco	3831	48.09%	Stucco	4640	47.07%
Glass	360	9.34%	Glass	3320	33.99%
Metal	1000	25.95%	Metal	1532	16.24%
Doors	150	3.89%	Doors	150	1.59%
Total Sq. Ft.	3853		Total Sq. Ft.	9432	
			Total Sq. Ft.	11866	

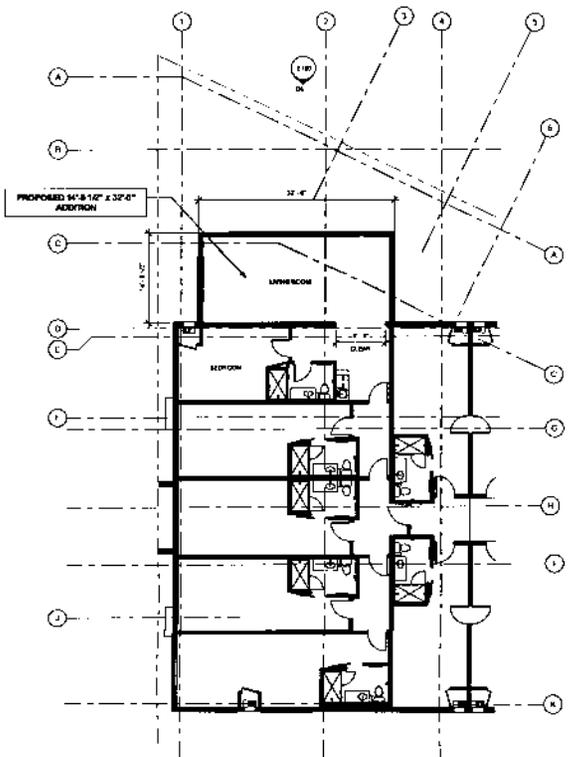




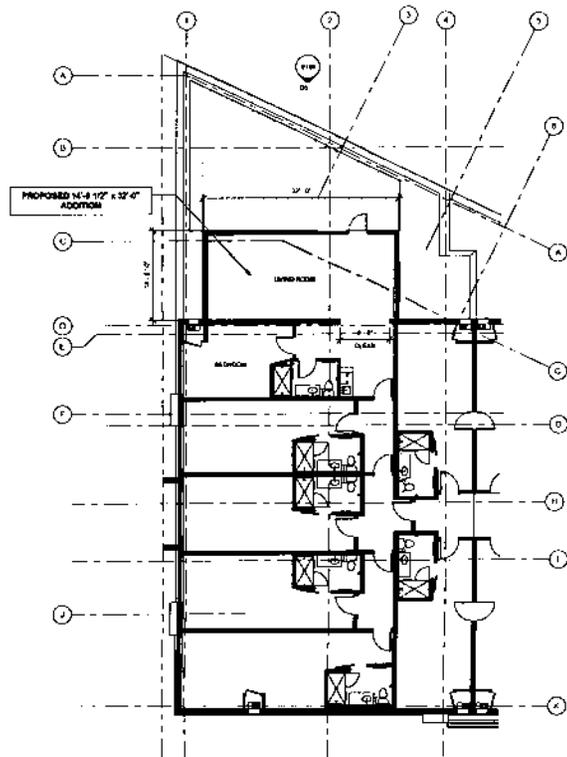
DB NORTH ELEVATION - PROPOSED DESIGN
1/8" = 1'-0"



DD WEST ELEVATION - PROPOSED DESIGN
1/8" = 1'-0"



DE FLOOR PLAN - LEVEL 2 - PROPOSED DESIGN
1/8" = 1'-0"



DF FLOOR PLAN - LEVEL 4 - PROPOSED DESIGN
1/8" = 1'-0"

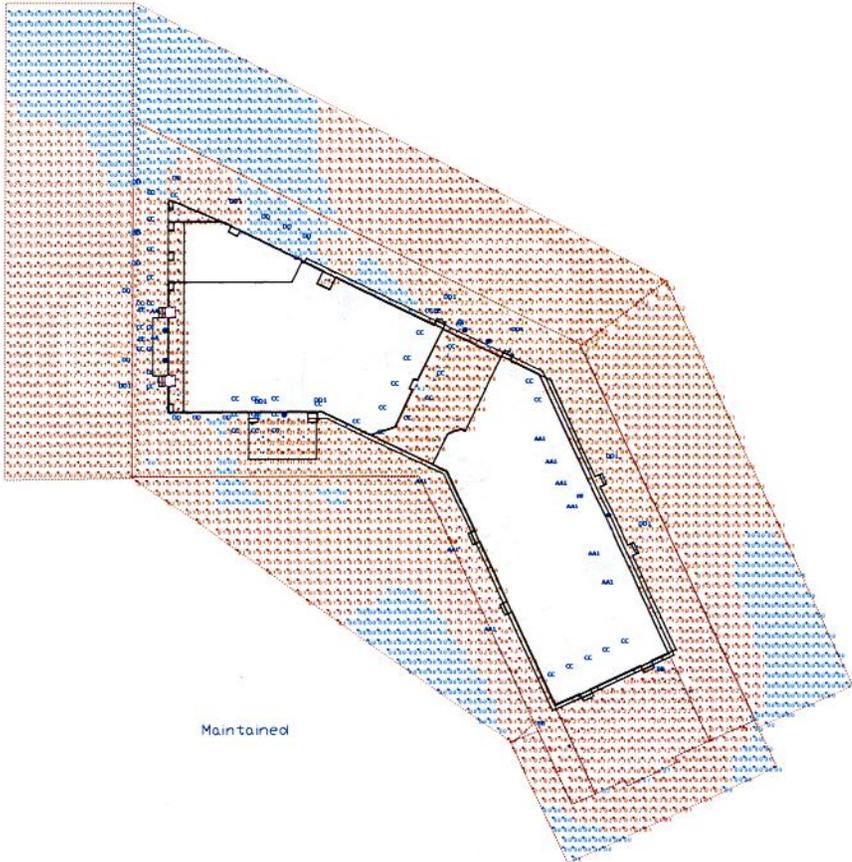
CPM DJR

PROJECT NO.	1100
DATE	08/20/14
SCALE	AS SHOWN
DESIGNER	CPM DJR
CHECKER	
DATE	

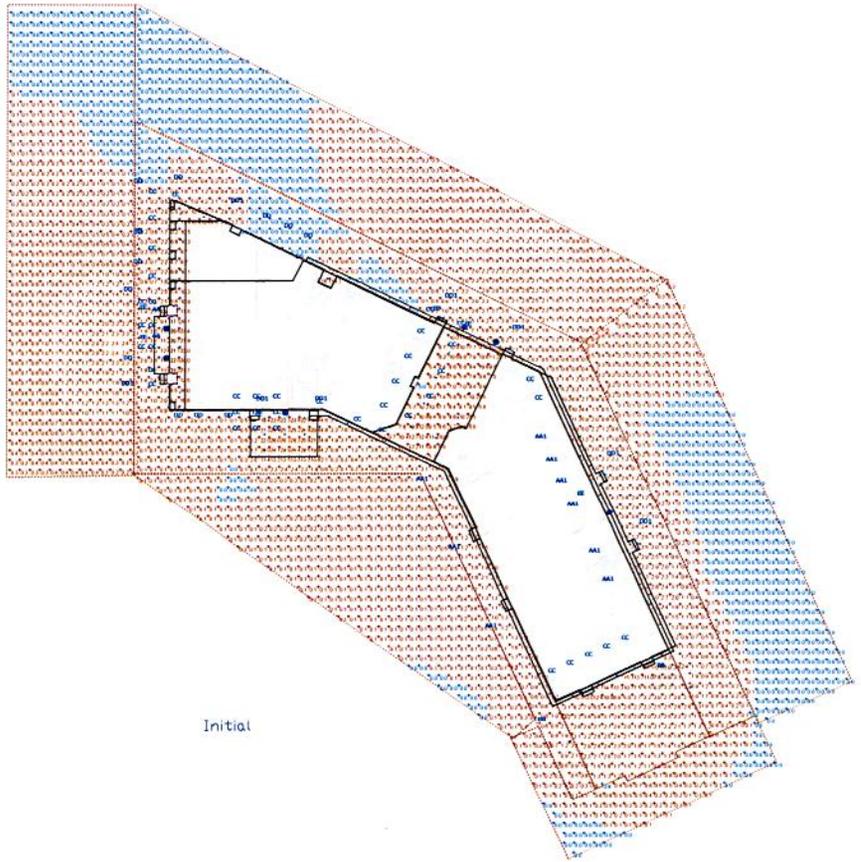
HURON HOTEL, LLC
HURON HOTEL, PROPOSED EXPANSION - PLANS AND ELEVATIONS

Item	Description	Quantity	Unit	Material	Notes
1
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Item	Description	Quantity	Unit	Material	Notes
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12
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17
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19
20



Maintained



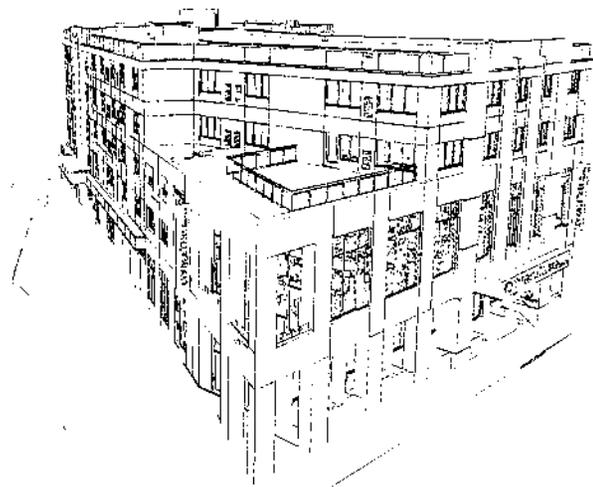
Initial

Plan View
Scale: 1" = 30'

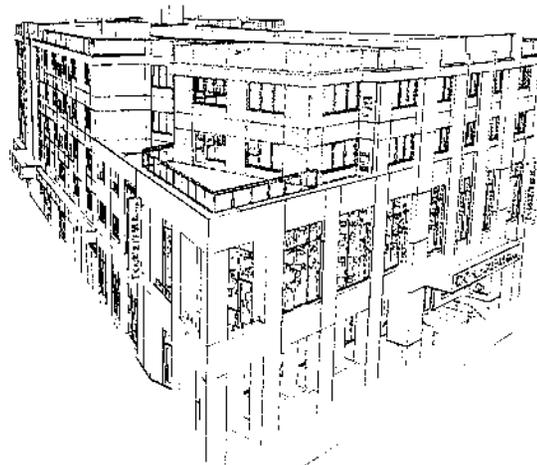
Note
This is proprietary information and the property of Robber States Electric and is not to be used as a for bid document.

Engineer
Amber Forester
Date: 1/21/2016
Scale: Not to Scale
Drawing No.: LO
Summary: Site Lighting Calculations

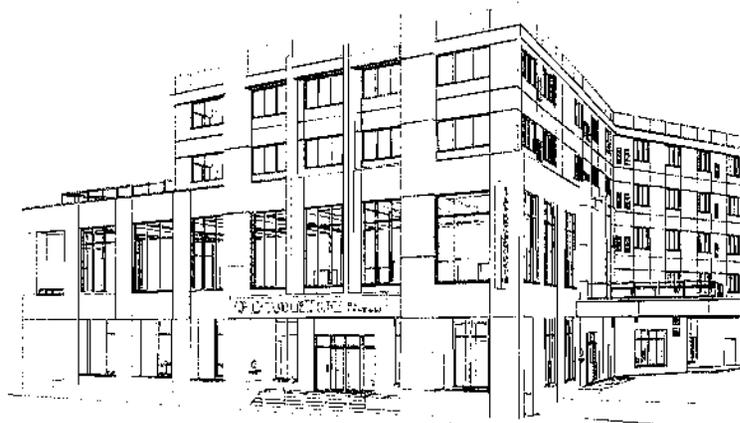
Huron Hotel



00 | PERSPECTIVE - CURRENT DESIGN



01 | PERSPECTIVE - PROPOSED DESIGN



02 | PERSPECTIVE - CURRENT DESIGN



03 | PERSPECTIVE - PROPOSED DESIGN

CPM DJR
ARCHITECTS

PROJECT: HURON HOTEL PROPOSED EXPANSION - PERSPECTIVES
DATE: 08/14/2014
DRAWN BY: [Signature]
CHECKED BY: [Signature]

SCALE: AS SHOWN
SHEET: 01 OF 01
DATE: 08/14/2014

HURON HOTEL LLC
HURON HOTEL PROPOSED EXPANSION - PERSPECTIVES



CURRENT DESIGN (VIEW 2)



PROPOSED DESIGN (VIEW 2)



CURRENT DESIGN (VIEW 1)



PROPOSED DESIGN (VIEW 1)

Huron Hotel - Proposed Addition and Signage

Minneapolis, Minnesota

April 25, 2016

Exterior Perspectives

140126

DJR ARCHITECTURE INC. **CPM** COMPANIES **LAWRENCE** GROUP



Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Southwest Perspective

14-0120

DJR
ARCHITECTURE INC.

CPM
COMPANIES

LAWRENCE
GROUP



Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Northwest Perspective

14-0129

DJR
ARCHITECTURE INC.

CPM
COMPANIES

LAWRENCE
GROUP



Land Use Application - Amendment

HURON & ESSEX HOTEL

Minneapolis, Minnesota

June 15, 2016

Bird's Eye Perspective

14-0126

DJR
ARCHITECTURE INC.

CPM
COMPANIES

LAWRENCE
GROUP

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PHONE: (847) 520-1255 FAX: (847) 520-1543
www.kieffersigns.com

CUSTOMER: HILTON Double Tree
LOCATION: Minneapolis, MN
SALESMAN: L. Jones
DESIGNER: MSO
DATE: 12/4/15

Artwork
 Design
 Survey
All Issues checked to Enter Order



COMPANION FILES

PRODUCTION PROCESSING

Kieffer Item # _____
Job # _____
-001 _____
-002 _____
-003 _____
-004 _____

REVISION:	INITIALS:	DATE:
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F Ref. Drwg.
B70136D
for Specifications
5" F.C.O. LETTER SET

G Ref. Drwg.
B70136D
for Specifications
5" F.C.O. LETTER SET

H Ref. Drwg.
B70136E
for Specifications
D/F BLADE SIGN

Northeast Elevation

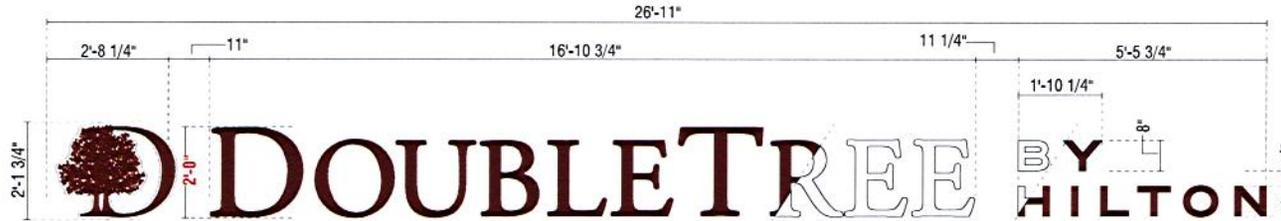
Scale: 1/16" = 1'-0"

Minneapolis, MN

B70136B



24" Illuminated Remote Logo & Channel Letters
Brown Day / White Night



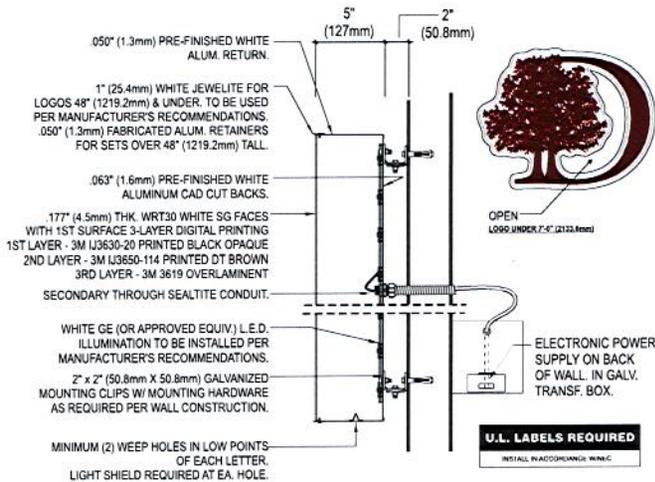
A

LOGO & LETTER DETAIL

PORTE COCHERE SIGNAGE

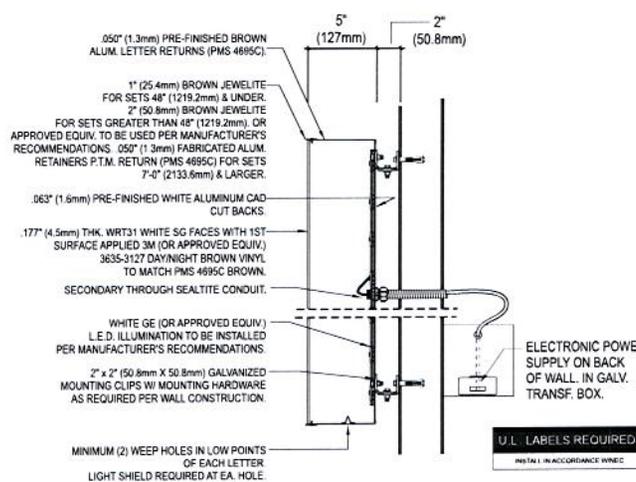
SCALE: 3/8" = 1'-0"

(1) SET REQUIRED - MFR. AND INSTALL



LOGO SECTION UNDER 7'-0" (2133.6mm)

ALL ILLUMINATED SIGNAGE REQUIRE THE CLIENT'S ELECTRICIAN TO FURNISH & INSTALL. A COMPLETE PHOTOCELL AND/OR TIME CLOCK TO ALLOW SIGNS TO OPERATE AT DESIGNATED INTERVALS. HOWEVER, SIGN SHALL NEVER OPERATE ON A 24/7 BASIS.



"DOUBLE TREE" LETTER SECTION (BROWN DAY/ WHITE NIGHT)

"BY HILTON" LETTER SECTION (BROWN DAY/ WHITE NIGHT)



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PHONE: (847) 520-1255 FAX: (847) 520-1543
www.kieffersigns.com

CUSTOMER: HILTON Double Tree
LOCATION: Minneapolis, MN
SALESMAN: L. Jones
DESIGNER: MSO
DATE: 12/4/15

- Artwork
 - Design
 - Survey
- All items checked to Enter Order



COMPANION FILES

PRODUCTION PROCESSING
Kieffer Item # _____
Job # _____
-001 _____
-002 _____
-003 _____
-004 _____

INITIALS: DATE: _____

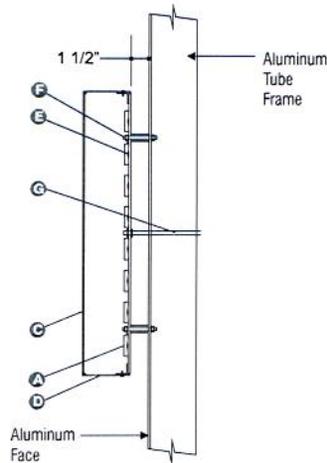
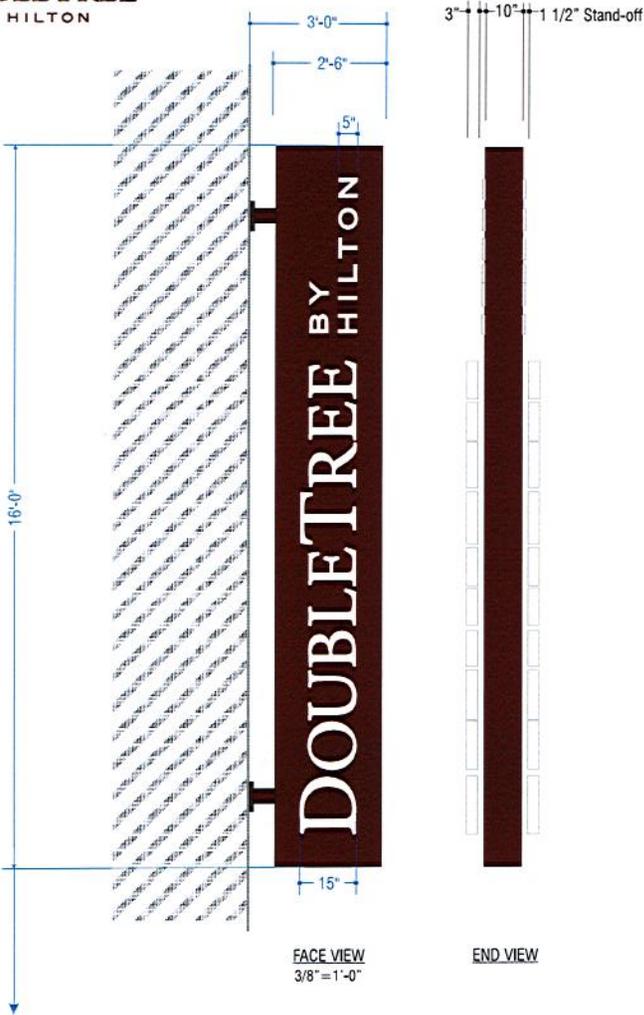
REVISION:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
-----------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----

B70136C

Minneapolis, MN



D/F Internally Illuminated Blade Sign w/ Reverse Channel LED Letter Set **(2) Req.**



LETTER SPECIFICATIONS

(A) ILLUMINATION	LED / COLOR	WHITE LED GE MINI
(B) POWER SUPPLY	TYPE	GE
(C) FACE	LOCATION	WITHIN SIGN CABINET
	MATERIAL	.100 ALUMINUM
(D) RETURN	COLOR	WHITE
	VINYL	NA
(E) BACK	MATERIAL	.065 ALUMINUM
	DEPTH	3" MIN. DEPTH
(F) MOUNTING	MATERIAL	.150 POLYCARBONATE
	COLOR	2447 WHITE DIFFUSER
(G) ELECTRICAL	FASTENER	1/4-20NC BOLT/WASHER
	TYPE	PASS THRU
(H) SWITCH	TYPE	DISCONNECT/TOGGLE
	LOCATION	BY ELECTRICIAN

*CAULK REQUIRED.
*UL LISTED PRODUCT

Fabricated D/F aluminum cabinet constructed using tubular aluminum framing w/ .100 aluminum facing & .080 aluminum filler.
Cabinet faces & filler to be painted to match PMS 4695c Brown.
"DOUBLE TREE" Letters to be Halo Lit mounted to aluminum face w/ 1-1/2" Stand-off.
"BY HILTON" letters to be 1" (3/4" Actual) Clear acrylic push thru.
vinyl diffuser on letter back / white opaque vinyl applied to letter face.

Tube supports w/ plate at end
Paint to match PMS 4695c Brown

Electrical to be run out tube at BOTTOM

Electrical Requirements:
(1) 20 amp circuit, 120 volt



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PHONE: (847) 520-1255 FAX: (847) 520-1543
www.kieffersigns.com

CUSTOMER: HILTON Double Tree
LOCATION: Minneapolis, MN
SALESMAN: L. Jones
DESIGNER: MSO
DATE: 12/4/15

Artwork
 Design
 Survey
All items checked to Enter Order.

UL LISTED
COMPANION FILES

PRODUCTION PROCESSING
Kieffer Item # _____
Job # _____
-001 _____
-002 _____
-003 _____
-004 _____

REVISION: **AA** Rev "by Hilton" to push thru
BB _____
CC _____
DD _____
EE _____
FF _____
GG _____
HH _____
II _____
JJ _____
KK _____
LL _____
MM _____
NN _____
OO _____
PP _____
QQ _____
RR _____
SS _____
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UU _____
VV _____
WW _____
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YY _____
ZZ _____

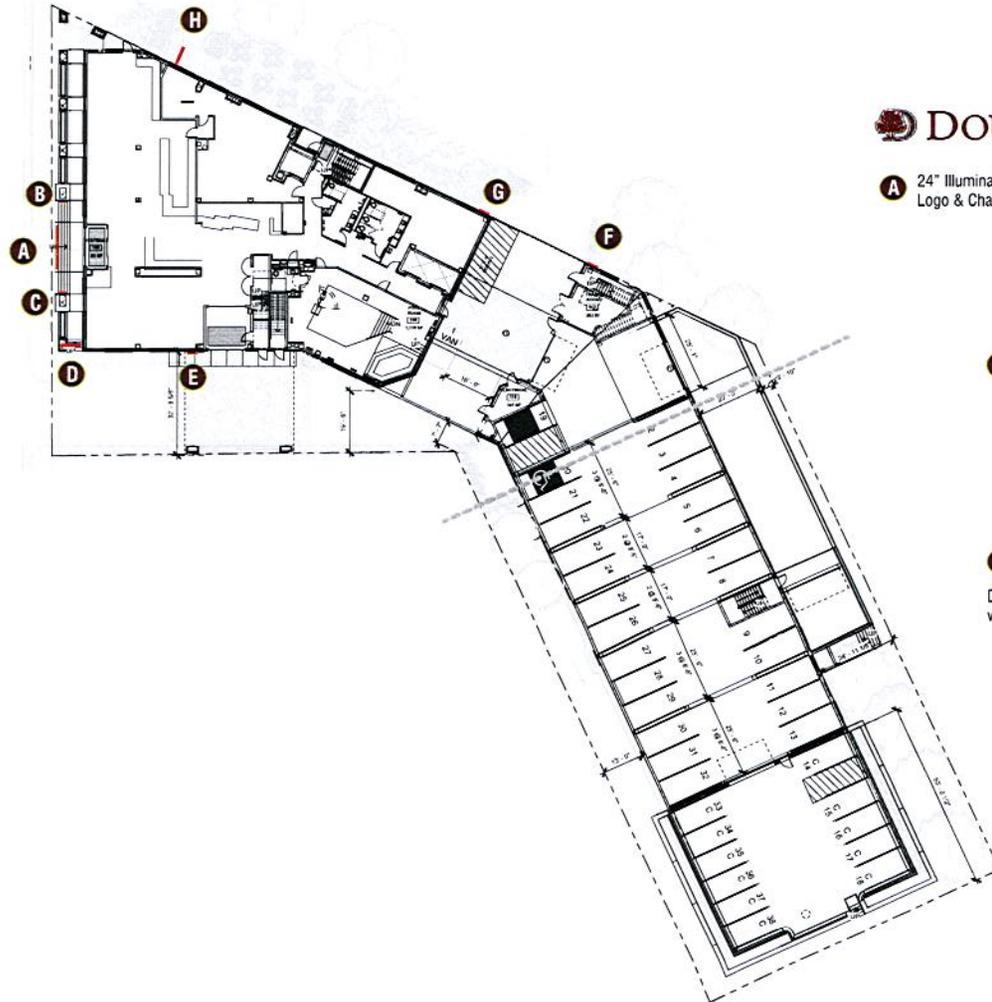
INITIALS: DATE: MSO 12/10/15

B70136E

Minneapolis, MN



SITE PLAN



A 24" Illuminated Remote Logo & Channel Letters



D H
D/F Internally Illuminated Blade Sign w/ Reverse Channel LED Letter Set



Minneapolis, MN



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PHONE: (847) 520-1255 FAX: (847) 520-1543
www.kieffersigns.com

CUSTOMER: HILTON Double Tree
LOCATION: Minneapolis, MN
SALESMAN: L. Jones
DESIGNER: MSO
DATE: 12/4/15

Artwork
 Design
 Survey
All boxes checked to Enter Order

C UL US LISTED

COMPANION FILES

PRODUCTION PROCESSING

Kieffer Item # _____
Job # _____
-001 _____
-002 _____
-003 _____
-004 _____

INITIALS: DATE: 12/14/15
MSO

REVISION: Relocate Sign E

A	
B	
C	
D	
E	
F	
G	
H	
I	
J	

SITE