



October 05, 2018

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City of Minneapolis – Community Planning and Economic Development  
250 4th Street South – Room 300  
Minneapolis, MN 55415

**RE: 1930 Hennepin Avenue, Minneapolis MN 55403**

**Project Description:** The proposed project on 1930 Hennepin Avenue will replace what was most recently the location of the Bradstreet Crafthouse Bar and Restaurant. The existing one-story building has long hosted a number of restaurants on the property with drive access off of Colfax Avenue and exiting south on Hennepin Avenue. The proposed project will remove the existing building and replace it with 41-units of housing over structured parking. On the main floor the parking will be lined on three sides with active uses including office, residential lobby amenity and a dedicated bike room. The residential lobby will host a 24/7 concierge and provide access points off of Hennepin and Colfax. The building has a mix of one bedroom and studio units. The units are intended to attract a mix of residents and range in size from 460 sq.ft. to 660 sq. ft. One of the floors will be dedicate to the housing of foster youth coming out of juvenile foster care. These tenants will have the benefit of on-site support from the office tenant which will provide the necessary means to transition these youth into independent residents. The concierge also helps support the programming and the youth tenants. The units will be geared to more affordable budgets with the smaller sizing, and the possibility of reducing automobile dependence. The project will be promoting alternative transportation choices.

The site has the unique condition of fronting Colfax Avenue to the west and Hennepin Avenue to the east. The adjacent properties utilize both sides of their respective sites for their business needs. The proposed project has provided a pedestrian connection from Colfax to Hennepin to allow active program to be utilized on three sides of the project to provide better pedestrian and bike connectivity in a high traffic area, and to allow the office and 24/7 concierge to have better site lines throughout the site. Access to the office space will be off of this pedestrian connection near Colfax while the residential access will be focused off of Hennepin avenue.

The building design is broken into three and four-story volumes with an emphasis payed to the scale, materiality, pedestrian realm and the existing context of both streetscapes. The Hennepin Avenue side (east) aligns with existing classic retail storefronts while the Colfax Avenue side (west) will be stepped back to provide a needed landscape buffer that makes the transition into the existing residential

neighborhood. Both street elevations relate to the existing scales of the adjacent buildings on their respective streets. The Hennepin elevation responds contextually to the Burch restaurant with similar windows and street façade rhythm. The Colfax elevation also responds to the Burch as well as the adjacent apartments on Colfax and is intended to be a contextual addition to the neighborhood. The building in general is set up to provide active use as a front to the parking facility at the first floor.. The proposed project creates a vibrant mixed-use facility on a very small site with activity on three sides. The restaurants have always had vehicle access on Hennepin and on Colfax which had made this an auto dominated zone. The current use of the Burch has located service along Colfax. The proposal locates the residential service offices on Colfax as a transition into the neighborhood, and making sure there is active use on Colfax and limiting vehicle access so that Colfax remains a strong pedestrian street. The vehicle access is located to Hennepin where there has always been a curb cut. This vehicle access is indented to reduce the impact of the garage door. Residential lounges, common spaces and bike access flank the vehicle access providing activity along Hennepin avenue.

**Materials:** The building will be comprised of masonry, metal and metal accent panels. Pervious pavers and plantings will round out the site accents and help enhance the pedestrian walkway. Hennepin Avenue will have storefronts, glass garage access door and rhythmic bays that will reinforce the active uses of the existing pedestrian realm.

	MATERIAL	EAST	SOUTH	WEST	NORTH
1A	NORMAN FACE BRICK	1,365 SF	1,523 SF	1,993 SF	2,218 SF
1B	MODULAR ACCENT FACE BRICK	99 SF	498 SF	61 SF	564 SF
2	CORRUGATED METAL PANEL	832 SF	987 SF	115 SF	2,272 SF
3	CONCRETE WALL	127 SF	823 SF	371 SF	
4	ALUM. GUARDRAIL WITH PICKETS				
5	ILLUMINATED SIGNAGE (SEPARATE PERMIT REQUIRED)				
6	ALUMINUM CURTAIN WALL SYSTEM (COLOR:ANONIZED ALUMINUM)	495 SF	472 SF	252 SF	
7	COMPOSITE WINDOWS (COLOR: SILVER)				
8	8" PREFIN. METAL FLASHING (COLOR: SILVER METALLIC)				
9	WOOD				
10	STRUCTURAL CLAY BLOCK				1,279 SF
* ALL MATERIALS BREAKS @ INSIDE CORNERS UNLESS NOTED					

**Unit Mix:** There are 41 total units. The building is a mixture of one-bedroom and studio units, but predominately smaller studio units. The units range in size from 460 square feet to 660 square feet. The project is looking to attract a mix of residents looking for quality housing on a budget with extremely good access to transit and amenities the neighborhood provides.

**Height:** The building is four stories and forty-eight (44'-7") in height on Hennepin Avenue and (40'-7") along Colfax Avenue. The fourth-floor changes material to align with the look of the existing massing (Burch) on Franklin Avenue to the South.

**Floor Area Ratio:** The site is 11,421 square feet. The allowable FAR in C1 is 1.7. We believe there are three density bonuses per 548.130. One 20% bonus for mixed use. The second is all required parking enclosed within the building and the third for affordable housing.

**Parking:** Parking is located on the first floor of the building with access off of the existing curb cut on Hennepin Avenue. Loading/Trash for residential use will be done on a dedicated street spot along Hennepin Avenue. The parking access has been recessed on the first floor of the building allowing vehicles to not encroach over the property line, providing a safe and efficient means of vehicular access.

**Parking Matrix: 41 units, 13 Total Stalls provided**

	standard	compact	handicap	Total Vehicle	bicycle
<b>TOTAL</b>	<b>08</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>46</b>

**Bike Parking: Parking required 21 residential + 03 Office = 24 bike stalls required.** A dedicated residential bike room along Hennepin Avenue will provide easy in and out secured access for the residences. 2 spaces will be provided on site along Hennepin for visitors. One bicycle space will be provided for every unit. **46 total bicycle stalls will be provided.**

**Commercial: table 541.1** Minimum 03, Maximum parking 1 space per 200 = 09 Stalls

**Residential: table 541.5** In a project with less than 50 units within one-quarter mile of a bus transit stop with midday service headways of fifteen minutes or less, a 100% reduction can be achieved.

**Transit Service:** The site is located less than ¼ mile from the intersection of Franklin and Hennepin which is serviced by routes 2,5,6,12,114.

03 Commercial Stalls Required 00 Residential Stalls required, 13 stalls provided. It is unknown at this point how many stalls will be needed for the operation of the office function in the project, but the remainder of the stalls provided in the project will be for residential visitors and tenants.

**Density Bonuses:** (a) *Bonus for enclosed parking.* (b) *Bonus for mixed commercial-residential buildings* (c) *Bonus for affordable housing*

**Building Metrics per zoning:**

C1 zoning	allowed	provided
Front setback	0	0
Rear and interior side setback	6'	5'
density	-	157 du/acre
FAR	1.7 x 1.2 x 1.2 x 1.2 = 2.937 =3,888 sf allowable	2.7 proposed
Height (stories/ feet)	2.5 stories 35'	4/44'-7"

Lot coverage		78%
Impervious surface		80%

11,421 SF lot area

**Process:**

**02.21.2017 – Met with CM Lisa Goodman (5 Stories, 47 Units, FAR – 3.57)**

**03.14.2017 – Met with CM Lisa Goodman (4 Stories, 41 Units, FAR – 2.9)**

*Alterations made to the building based on CM Goodman’s comments*

- Matching the height of the Burch restaurant and surrounding buildings
- Good materials that match the quality of the neighborhood
- Lower FAR

**09.05.2017 – Met with LHNA (4 Stories, 41 Units, FAR – 2.9)**

**03.01.2018 – Meeting with CM Goodman and Neighbors (4 Stories, 41 Units, FAR – 2.7)**

*Alterations made to the building based on LHNA’s comments*

- Added 8’-0” step back and green space along Colfax to enhance the streetscape
- Reduced impact of retail parking by moving the offices to the first floor providing an immediate tenant and activation at the ground level

**05.01.2018 – Meeting with LHNA (4 Stories, 41 Units, FAR – 2.7)**

*Alterations made to the building based on LHNA’s comments*

- Removed building access from Colfax and moved it to the existing curb cut location on Hennepin
- Move the office program to Colfax to successfully activate the base of the project along three sides improving: safety site lines, pedestrian connections from Colfax to Hennepin and providing parking access that will not encroach over the property line
- Hennepin and Colfax building streetscapes are design to emulate the adjacent context

**Conditional Use Permit:** A Conditional Use Permit is required for height.

1. The conditional use will not be detrimental or endanger the safety of the public. The proposed use will provide active users for the site, and meets the zoning and density standards as zoned.
2. The proposed building will replace an existing vacant restaurant. The design of the building is intended to compliment the massing of the neighborhood, provide immediate active and safe pedestrian paths while not requiring auto heavy uses. The use is comparable to the buildings along Hennepin and Colfax and due to these issues, the property should not negatively impact the property values of neighborhood.
3. Adequate access and drainage will be provided as part of the proposed project.

4. The proposed circulation and traffic patterns will be comparable to the existing traffic patterns with all of the residential/office parking being located within the building the tenants would exit as they are currently with a right in right out situation on Hennepin Avenue.
5. The proposed use is consistent with the pedestrian overlay plan and the existing zoning.
6. The conditional use in other respects than listed shall conform to the regulations of the district.

Overall, we have designed the building to be a contextual, well scaled project that responds to the conditions of fronting two separate streets. The building provides immediate occupancy at the ground level, windows and active uses along three sides of a unique site. It preserves the existing character of the adjacent street fronts while providing non-high impact automobile-oriented uses.

Please let me know if any of the items need additional information or clarifications.

Sincerely,  
COLLAGE ARCHITECTS

A handwritten signature in black ink, appearing to read 'Pete Keely', written in a cursive, stylized script.

Pete Keely, A.I.A.  
*President*