

MEMORANDUM

To: City Planning Commission, Committee of the Whole
Prepared By: Shanna Sether, Principal City Planner, (612) 673-2307
Date: August 18, 2022
Subject: 613 Van Buren, 613 Van Buren St NE
Request: A new, six-story residential building with 65 dwelling units.

SITE DATA

Existing Zoning	R1A Multiple-Family District BFC6 Corridor 6 Built Form Overlay District
Lot Area	14,763 square feet / 0.34 acres
Ward(s)	Ward 3
Neighborhood(s)	St. Anthony East ; adjacent to Marcy-Holmes
Future Land Use	Neighborhood Mixed Use
Goods and Services Corridor	Central Ave NE
Built Form	Corridor 6

SITE DESCRIPTION

The subject property is a single-family dwelling with an attached garage. The structure was built in 1974.

PROJECT DESCRIPTION

The applicant is proposing to construct a new six-story, multiple-family dwelling with 65 dwelling units. The proposed structure would have underground parking with 20 parking spaces.

The subject property is located at the south end of the block bounded by Van Buren St NE, Spring St NE, and Central Ave NE. Central Ave NE is a Goods and Services Corridor. The site is just south of an “L-shaped” public alley, which would be used to access the underground parking garage. The property is a through/corner lot with two required front yards along both Van Buren St NE and Central Ave NE and a required corner side yard along Spring St NE. The applicant is proposing a residential lobby at the northwest corner of the property, accessed via Van Buren ST NE. There are five additional walk-up units accessed from Van Buren St NE.

The property has access to high-frequency transit including the #10 Metro Transit bus on Central Ave NE and the #17 Metro Transit Bus on Monroe St NE, three blocks west. The #10 Metro Transit bus is scheduled for upgraded service to the METRO F Line, an Arterial Bus Rapid Transit line, and the line is planned to begin construction in 2025. The planned METRO Stations will be located along Central Ave NE at Spring St NE, across the street from the subject property.

The gross floor area of the building is 52,878 square feet, for a floor area ratio of 3.58, where 3.0 is allowed in the BFC4 Corridor 4 Built Form Overlay District without premiums. The applicant is proposing the enclosed parking premium, worth 0.65, to increase the permitted floor area ratio from 3.0 to 3.65.

1. Enclosed parking

- a. *All off-street parking on the zoning lot, other than temporary drop-off and pick-up spaces, shall be located within the building, entirely below grade, or in a parking garage of at least two (2) levels.*
- b. *All drive aisles that facilitate maneuvering into and out of parking spaces shall be located within the structure. Exception: In the Interior 3 District, drive aisles and vehicle maneuvering areas may be located outdoors.*

The proposed project includes more than 50 dwelling units and is subject to a minor Travel Demand Management Plan (TDMP). The minor TDMP requires a minimum of four points. The proposed project intends to comply with the following standards:

1. Limited vehicle parking (3 points)

- a. *No more than one-half (0.5) space per residential unit shall be provided when the residential use requires a travel demand management plan.*
- b. *Off-street parking less than or equal to thirty (30) percent of the maximum parking requirement for the development shall be provided when the non-residential use requires a travel demand management plan.*
- c. *A development shall not qualify for points for both the zero vehicle parking strategy and the limited parking strategy.*

2. Unbundling and pricing of parking (1 point)

- a. *In a residential use subject to a travel demand management plan, parking spaces for residential units shall be leased or sold separately from the rental or purchase price of the housing units.*
- b. *In a non-residential use subject to a travel demand management plan, a fee shall typically be charged for long-term customer and employee parking.*
- c. *Points for this strategy shall not be awarded for both this strategy and the Zero Vehicle Parking strategy.*

APPLICATIONS

Based on staff’s preliminary review, the following land use applications have been identified:

- 1. Petition to rezone 613 Van Buren St NE from R1A Multiple-Family District to R3 Multiple-Family District, retaining the BFC6 Corridor 6 Built Form Overlay District.
- 2. Variance to reduce the minimum front yard setback along Van Buren St NE established by the adjacent property to the north from 29 feet to 15 feet.
- 3. Variance to reduce the minimum front yard setback along Central Ave NE from 15 feet to five feet four inches.
- 4. Minor Travel Demand Management Plan.
- 5. Site plan review

Additional applications may be required, depending on the plans that the applicant formally submits.

APPLICABLE POLICIES

The following policies from the comprehensive plan, Minneapolis 2040 (2020), apply to future development on this site:

Future Land Use	Guidance	Staff Comment
Neighborhood Mixed Use	Neighborhood Mixed Use includes individual commercial uses and small collections of commercial uses, located primarily away from major streets, that should continue to serve their existing commercial function. Commercial zoning is appropriate, while expansion of commercial uses and zoning into surrounding areas is not encouraged. Semi-permanent or temporary commercial retail establishments such as farmer’s markets are also appropriate in this category.	The neighborhood mixed use designation allows for a variety of buildings including residential buildings.
Goods and Services Corridor	Guidance	Staff Comment
Central Ave NE	Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.	Good and Services Corridors encourage greater residential density to support nearby commercial uses.
Built Form	Guidance	Staff Comment
Corridor 6	New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.	The proposed building would be six-stories, 69 feet 7 3/8 inches tall. The proposed structure exceeds the minimum height of two stories and is less than the maximum height of six stories/84 feet.

The following goals from *Minneapolis 2040 (2020)* apply to this proposal:

Goal 1. Eliminate disparities: In 2040, Minneapolis will see all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion, or zip code having eliminated deep-rooted disparities in wealth, opportunity, housing, safety, and health.

To achieve the goal of eliminating disparities, the City of Minneapolis will work to undo the legacy that remains from racially discriminatory housing policies by increasing access to opportunity through a greater diversity of housing types, especially in areas that lack housing options as a result of discriminatory housing policy.

Goal 2. More residents and jobs: In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.

To achieve the goal equitably benefiting from that growth, the City of Minneapolis will create new opportunities for people to live throughout the city by allowing and encouraging the development of new multifamily housing of various sizes and affordability levels, including in areas that today contain primarily single-family homes.

Goal 9. Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

To achieve the goal of access to daily needs via walking, biking and public transit, the City of Minneapolis will allow more housing to be built in places close to transit, retail services and employment areas.

The following policies and action steps from *Minneapolis 2040 (2020)* apply to this proposal:

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- a. Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- b. Allow the highest-density housing in and near Downtown.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- d. In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- c. Require windows and window treatments on buildings that allow clear views into and out of the building.
- d. Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive exterior walls through provision of windows, multiple entrance doors, green walls, and architectural details.
- e. Integrate components in building designs that offer seasonal protection to pedestrians, such as awnings and canopies, to encourage pedestrian activity along the street.
- g. Encourage building placement that where possible enables solar access and allows light and air into the site and surrounding properties and supports energy efficient lighting.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.

- I. Eliminate the requirement for off-street parking minimums throughout the city, acknowledging that demand for parking will still result in new supply being built, and re-evaluate established parking maximums to better align with City goals.

Policy 80. Development Near METRO Stations: Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

- a. Allow and encourage a dense mix of housing, employment, and commercial goods and services near METRO stations.
- c. Require a minimum level of development near METRO stations to ensure that land is used efficiently near major transit investments.
- d. Ensure that METRO stations are accessible via sidewalks and bicycle facilities including to those with mobility challenges.
- e. Identify and implement strategic investments to increase connectivity and support development.

FEEDBACK REQUESTED

Staff is requesting feedback on the following items:

1. The future land use designation is Neighborhood Mixed Use, although commercial uses are not proposed. This designation allows for buildings without active or retail uses. Staff is seeking feedback about the proposed use of residential.
2. The subject property is encumbered by increased front yard setbacks along Van Buren St NE, established by the adjacent residential property to the north. Further, the property has a front yard setback along Central Ave NE of 15 feet. The applicant is proposing a 15-foot corner side yard setback to allow for an appropriate site triangle at the controlled intersection of Central Ave NE and Spring St NE. The applicant has set the building back more than 33 feet from the north interior side property line. Staff is requesting feedback on the proposed setbacks of the structure. Through/corner lot
3. Central Ave is a goods and services corridor, and staff would like to discuss adding a more prominent, principal entrance and improving the street scape facing Central Ave NE.
4. The applicant is proposing the lobby location at the northwest corner of the building facing Van Buren. The proposed building has a very prominent corner on the south side and the property is accessible from three adjacent streets. Staff would like to discuss the proposed lobby location.
5. The proposed bicycle room is accessed via Central Ave NE. Staff would like to discuss the most appropriate location for the bike room.