

Department of Community Planning and Economic Development – Planning Division
Conditional Use Permit and Site Plan Review
BZZ-3722

Date: September 17, 2007

Applicant: Mostafa Chatraei

Address of Property: 3446 Bloomington Avenue S.

Project Name: Addition to an existing building

Contact Person and Phone: Mostafa Chatraei, 763-551-1945

Planning Staff and Phone: Michael Wee, 612-673-5468

Date Application Deemed Complete: August 29, 2007

End of 60-Day Decision Period: October 28 2007

End of 120-Day Decision Period: Not applicable

Ward: 9 **Neighborhood Organization:** Powderhorn Park

Existing Zoning: C1 Neighborhood Commercial District

Proposed Zoning: Not applicable for this application.

Zoning Plate Number: 26

Legal Description: Not applicable for this application.

Proposed Use: Addition to an existing automobile repair facility.

Appropriate Section(s) of the Zoning Code: Chapter 548 Article II – Neighborhood Commercial District; Chapter 541 Article VII – Parking Area Design and Maintenance; Chapter 530 Site Plan Review; and Chapter 551 Article VI, Shoreland Overlay District.

Background:

Mostafa Chatraei owns the business and the property at 3446 Bloomington Avenue S that is currently zoned C1 Neighborhood Commercial District which allows a minor automotive repair shop with conditional use permit, if existing on the effective date of the city ordinance. The property has four indoor service bays and the applicant is proposing to add one more service bay, which will be tucked in the northwest corner of the existing building. The cars from the service bays will get in and out through a drive that has access to both Bloomington Avenue and 35th Street E. There are 14 onsite parking spaces. The existing parking configuration has not changed since the site plan approval on September

28, 1998 (PR-444). Current code requires 2 spaces per service bay and one per 300 GFA excluding the service bays. The total number of parking spaces required is 11 as provided by Table 541-1 of the zoning code. The site will have a total of 12 parking spaces. Initially staff thought there would be 19 spaces required and a bring the drive aisle to code minimum, but these were corrected to only 11 spaces and a drive aisle of 21 feet as approved in 1998. Both variance applications were noticed, but returned to the applicant.

The proposed addition was reviewed by the Preliminary Development Review (PDR) on June 27, 2007 without major issues. The applicant will work with Minnehaha Creek Watershed District to address possible sewer design issues. The property is mostly impervious except for the landscaping area along the right-of-ways which accounts to 16% of the net site. The approved site plan (PR-444) included a condition to increase landscaping up to 20 percent, and installation of wood on wood fence along the alley and along the north property line. The fence was installed but using chain link. Landscaping that was installed were largely in the ROW and includes all perennial plantings along both right-of-ways, but these do not count towards the requirements of Chapter 530 of the zoning code.

Table 530-1 of the zoning code requires a site plan review for automotive service uses. The property is located in a Shoreland Overlay District, but since it does not have a steep slope, no conditional use permit is necessary to develop in a Shoreland Overlay.

At the time of writing this staff report, no comments were received from the neighborhood associations. Staff will forward comments, if any are received, at the City Planning Commission meeting.

CONDITIONAL USE: to allow the addition of one service bay to an existing minor automobile repair building at 3446 Bloomington Avenue S.

Findings as required by the Minneapolis Zoning Code:

The Community Planning and Economic Development Planning Division has analyzed the application and from the findings above concludes that the establishment, maintenance, or operation of the proposed conditional use to add one service bay to an existing automobile repair building at 3446 Bloomington Avenue S.

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

Automotive repair, minor, is permitted in C1 District with conditional use permit if already existing on the effective date of the ordinance. The property at 3446 Bloomington Avenue S. was established years before 1970 and was purchased by the applicant in 1998. The proposed addition of one service bay will be enclosed in the building, and interior wall will be removed to make the entire service bay areas all in an open plan. Per Chapter 520 of the zoning code, a minor automotive repair will have limited services it can provide to include only muffler replacement, oil change and lubrication, tire repair and replacement. The site also shows some outdoor storage around the building including disabled vehicles. Planning staff believes the proposed additional service bay will not be detrimental to or endanger the public health, safety, comfort or general welfare of the surrounding neighborhood provide all building codes are complied with.

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

The property is located in a designated neighborhood commercial node where retail or service uses to residents of surrounding neighborhoods is encouraged. The existing business has been at the same location since before 1970 and few improvements were added over time as evidenced by the building permits issued. There is no evidence that the proposed addition will impede the normal or orderly development and improvement of surrounding property for uses permitted in the district, provided building codes are adhered.

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

The site is served by existing infrastructure, and deemed adequate even with the addition of one new service bay. No changes to existing curb cuts are proposed. However, landscaping area will be required to comply with Section 530.160 of the zoning code. The applicant will work with Minnehaha Creek Watershed District on drainage issues as required by PDR.

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

Code requirement is one space per 300 GFA less the service bays and two spaces per bay. The property has 14 onsite parking, and requires 11 spaces (5 bays x 2 + 1 per 300 gfa = 11) to be in compliance with Table 541-1 of the zoning code. All of the 2,725 square feet building floor area are occupied by service bays except 260 square feet of office space. There are vehicles parked on the driveways in front and at the rear of the building. Parking on the driveway is prohibited and shall be removed.

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

Policy 4.5 Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small scale retail sales and commercial services and are compatible with adjacent residential areas.

Relevant Implementation Steps:

- *Support the continued presence of small-scale retail sales and commercial services in Neighborhood Commercial Nodes.*
- *Limit the territorial expansion of Neighborhood Commercial Nodes, but encourage rehabilitation and reinvestment in existing buildings.*
- *Ensure that commercial uses do not negatively impact nearby residential areas.*

The existing business was established prior to 1970 and has continued at the same location for many years. The adjoining property is also zoned C1 with retail commercial use. Residential uses are located all around the established Neighborhood Commercial Node. The proposed addition will be tucked in the northwest corner of an existing building to face the interior side yard of the lot. Planning staff believes that the new addition will be compatible with surrounding residential uses provided appropriate screenings are implemented along its north and west property line at the rear. A decorative fence not to exceed 6 feet from its finished grade line is recommended in the north and west property lines, while a three-foot decorative fence is recommended in the front and corner side yards.

6. And, does in all other respects conform to the applicable regulations of the district in which it is located upon approval of this conditional use permit.

A minor automotive repair existing on the effective date of the ordinance in C1 district is a conditional use. Under applicable regulations of C1 District, the proposed addition can be in compliance with the code. Parking at the rear is appropriately fenced with a 6 foot chain link fence. The parking layout has not changed since the commission approval of a site plan review in 1998. A site plan review is required for establishment or expansion of any automotive service uses per Table 530-1 of the code. Staff feels that it is not practical to remove parking spaces to comply with landscaping requirements of Section 530.170 when alternative compliance can be reasonably accommodated for screening requirements in the rear property line adjacent to the alley. Therefore, as a condition of approval, staff recommends replacing the chain link fence with decorative materials and opacity as stipulated in Section 530.160(b) of the zoning code.

VARIANCE: to reduce the required drive aisle from 22 feet to 21 feet as provided by Table 541-4 Minimum Parking Space and Aisle Dimensions.

VARIANCE: to reduce the required parking from 19 to 12 spaces as provided by Table 541-4 Minimum Parking Space and Aisle Dimensions.

The existing building was constructed prior to 1970 and the applicant was also granted approval for a site plan review on September 28, 1998 (PR-444). There are no changes to its parking configuration, therefore, the two variances above are returned.

Required Findings for Site Plan Review

A. The site plan conforms to all applicable standards of Chapter 530, Site Plan Review. (See Section A Below for Evaluation.)

B. The site plan conforms to all applicable regulations of the zoning ordinance and is consistent with applicable policies of the comprehensive plan and applicable small area plans adopted by the city council. (See Section B Below for Evaluation.)

Section A: Conformance with Chapter 530 of Zoning Code

BUILDING PLACEMENT AND DESIGN:

- Placement of the building shall reinforce the street wall, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation.
- First floor of the building shall be located not more than eight (8) feet from the front lot line (except in C3S District or where a greater yard is required by the zoning ordinance). If located on corner lot, the building wall abutting each street shall be subject to this requirement.
- The area between the building and the lot line shall include amenities.
- The building shall be oriented so that at least one (1) principal entrance faces the public street. In the case of a corner lot, the principal entrance shall face the front lot line.
- Except in the C3S District, on-site accessory parking facilities shall be located to the rear or interior of the site, within the principal building served, or entirely below grade.

Department of Community Planning and Economic Development – Planning Division
BZZ -3722

- For new construction, the building walls shall provide architectural detail and shall contain windows as required by Chapter 530 in order to create visual interest and to increase security of adjacent outdoor spaces by maximizing natural surveillance and visibility.
- In larger buildings, architectural elements, including recesses or projections, windows and entries, shall be emphasized to divide the building into smaller identifiable sections.
- Blank, uninterrupted walls that do not include windows, entries, recesses or projections, or other architectural elements, shall not exceed twenty five (25) feet in length.
- Exterior materials shall be durable, including but not limited to masonry, brick, stone, stucco, wood, metal, and glass.
- The exterior materials and appearance of the rear and side walls of any building shall be similar to and compatible with the front of the building.
- The use of plain face concrete block as an exterior material shall be prohibited fronting along a public street, public sidewalk, public pathway, or adjacent to a residence or office residence district.
- Entrances and windows:
 - Residential uses:

Principal entrances shall be clearly defined and emphasized through the use of architectural features such as porches and roofs or other details that express the importance of the entrance. Multiple entrances shall be encouraged. Twenty (20) percent of the walls on the first floor and ten (10) percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows as follows:

 - a. Windows shall be vertical in proportion.
 - b. Windows shall be distributed in a more or less even manner.
 - Nonresidential uses:

Principal entrances shall be clearly defined and emphasized through the use of architectural features such as roofs or other details that express the importance of the entrance. Multiple entrances shall be encouraged. Thirty (30) percent of the walls on the first floor and ten (10) percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows as follows:

 - a. Windows shall be vertical in proportion.
 - b. Windows shall be distributed in a more or less even manner.
 - c. The bottom of any window used to satisfy the ground floor window requirement may not be more than four (4) feet above the adjacent grade.
 - d. First floor or ground floor windows shall have clear or lightly tinted glass with a visible light transmittance ratio of 0.6 or higher.
 - e. First floor or ground floor windows shall allow views into and out of the building at eye level. 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. However, window area in excess of the minimum required area shall not be required to allow views into and out of the building.
 - f. Industrial uses in Table 550-1, Principal Industrial Uses in the Industrial Districts, may provide less than thirty (30) percent windows on the walls that face an on-site parking lot, provided the parking lot is not located between the building and a public street, public sidewalk or public pathway.

Minimum window area shall be measured as indicated in section 530.120 of the zoning code.
- The form and pitch of roof lines shall be similar to surrounding buildings.
- Parking Garages: The exterior design shall ensure that sloped floors do not dominate the appearance of the walls and that vehicles are screened from view. At least thirty (30) percent of the first floor building wall that faces a public street, public sidewalk or public pathway shall be occupied by active uses, or shall be designed with architectural detail or windows, including display windows, that create visual interest.

The proposed addition is located in the rear of an existing building, tucked in the northwest corner where it faces the rear alley. The existing building was constructed prior to 1970 and is set back 27 feet

from the front lot line and 7 feet from the interior side property line. There is a 40 foot rear set back where parking is also located.

Perennial landscaping were installed on the ROW along Bloomington Avenue and 35th Street, which do not meet the landscaping and screening requirements of Section 530.170 of the zoning code. The 1998 site plan approval seemed to not require trees and shrubs for screening purposes. Staff encourages the applicant to provide trees along Bloomington Avenue and 35th Street in compliance with the requirements of Chapter 530 of the zoning code. An alternative compliance is required for not meeting the 20% requirement of Section 530.160 of the zoning code.

The building has an existing principal door that faces Bloomington Avenue. Two roll-up doors for the service bays are also facing the street. The garage doors windows do not count toward the requirements of Section 530.120(b) for windows.

Onsite parking areas are both located in the front and rear of the building. This parking configuration will not change, except two spaces will be lost for the landscaping yard as required by Section 530.170 of the code.

The proposed addition wall faces the public alley. A roll-up door is also provided for the service bay. The applicant will request an alternative compliance for the blank wall on the left elevation, which is the wall of the proposed addition. The applicant will use the same materials for the proposed addition as the existing building. The rear wall of the building currently uses plain cement blocks. Staff recommendation is to paint these walls to same color as the rest of the building.

There is an existing principal entrance located on the front elevation. Windows do not meet the 30% requirement of Chapter 530; however, these are in place since 1998.

ACCESS AND CIRCULATION:

- Clear and well-lighted walkways of at least four (4) feet in width shall connect building entrances to the adjacent public sidewalk and to any parking facilities located on the site.
- Transit shelters shall be well lighted, weather protected and shall be placed in locations that promote security.
- Vehicular access and circulation shall be designed to minimize conflicts with pedestrian traffic and surrounding residential uses.
- Traffic shall be directed to minimize impact upon residential properties and shall be subject to section 530.150 (b) related to alley access.
- Site plans shall minimize the use of impervious surfaces.

The property is almost entirely impervious except the landscaping yard along the streets. Existing paved sidewalks and well-lighted walkways connect to the building entrances and to parking areas on the site.

There is no transit shelter in the vicinity of the building.

Vehicular access and circulation will not interfere with pedestrian traffic and the surrounding residential

uses. Most of the parking spaces are located behind the building with access drive from 35th Street. The public alley is located just a few feet west of this drive. There is a grade difference between the alley and the site grade. A fence separated the alley from the property. There is no access from the alley to the property.

The required additional landscaping and screening will reduce the impervious surface in the front yard.

LANDSCAPING AND SCREENING:

- **The composition and location of landscaped areas shall complement the scale of the development and its surroundings.**
 - **Not less than twenty (20) percent of the site not occupied by buildings, including all required landscaped yards, shall be landscaped as specified in section 530.160 (a).**
- **Required screening shall be six (6) feet in height, unless otherwise specified, except in required front yards where such screening shall be three (3) feet in height.**
- **Except as otherwise provided, required screening shall be at least ninety-five (95) percent opaque throughout the year. Screening shall be satisfied by one or a combination of the following:**
 - **A decorative fence.**
 - **A masonry wall.**
 - **A hedge.**
- **Parking and loading facilities located along a public street, public sidewalk or public pathway shall comply with section 530.170 (b), including providing landscape yards along a public street, public sidewalk or public pathway and abutting or across an alley from a residence or office residence district, or any permitted or conditional residential use.**
- **The corners of parking lots where rows of parking spaces leave areas unavailable for parking or vehicular circulation shall be landscaped as specified for a required landscaped yard. Such spaces may include architectural features such as benches, kiosks or bicycle parking.**
- **In parking lots of ten (10) spaces or more, no parking space shall be located more than fifty (50) feet from the center of an on-site deciduous tree. Tree islands located within the interior of a parking lot shall have a minimum width of seven (7) feet in any direction.**
 - **All other areas not governed by sections 530.160 and 530.170 and not occupied by buildings, parking and loading facilities or driveways, shall be covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees.**
 - **Installation and maintenance of all landscape materials shall comply with the standards outlined in section 530.210.**
 - **The city planning commission may approve the substitution or reduction of landscaped plant materials, landscaped area or other landscaping or screening standards, subject to section 530.80, as provided in section 530.220.**

There are no trees and hedge to screen the loading and unloading areas. In compliance with Section 530.170 of the code, there should be no less than two canopy trees are required along Bloomington Avenue S. and no less than four canopy trees are required along 35th Street E. Hedge for screening shall be three (3) feet in height and not less than sixty (60) percent opaque as required in Section 530.170 of the code. Plant materials shall also comply with Section 530.200 of the code, including installation and maintenance requirements of the code. Existing perennials were planted on the ROW and outside the property line. Staff strongly is recommending an alternative compliance for the required landscaping and screening.

There is no onsite parking of 10 spaces in a row. All other areas not occupied by buildings, parking and

loading facilities or areas governed by sections 530.160 and 530.170 shall be covered with turf grass or perennial flowering plants and mulch.

The rear parking is currently fenced using chain link; which is not the approved site plan (PR-444) has conditioned. Staff is recommending removing the chain link fence, and replacing with decorative materials that would be more compatible with neighborhood character.

ADDITIONAL STANDARDS:

- All parking lots and driveways shall be designed with wheel stops or discontinuous curbing to provide on-site retention and filtration of stormwater. Where on-site retention and filtration is not practical, the parking lot shall be defined by six (6) inch by six (6) inch continuous concrete curb.
- To the extent practical, site plans shall minimize the blocking of views of important elements of the city.
- To the extent practical, buildings shall be located and arranged to minimize shadowing on public spaces and adjacent properties.
- To the extent practical, buildings shall be located and arranged to minimize the generation of wind currents at ground level.
- Site plans shall include crime prevention design elements as specified in section 530.260 related to:
 - Natural surveillance and visibility
 - Lighting levels
 - Territorial reinforcement and space delineation
 - Natural access control
- To the extent practical, site plans shall include the rehabilitation and integration of locally designated historic structures or structures that have been determined to be eligible to be locally designated. Where rehabilitation is not feasible, the development shall include the reuse of significant features of historic buildings.

The existing parking provided wheel stops on every parking space. The existing one story building does not block any views of important elements of the city, and will not create shadowing issues on public spaces and adjacent properties, nor will it alter wind currents.

The property is fenced at the rear and the existing building has front and side windows facing the streets as design elements. Sufficient exterior lighting is also provided around the building. The building is not a potential historic resource.

Section B: Conformance with All Applicable Zoning Code Provisions and Consistency with the Comprehensive Plan and Applicable Small Area Plans Adopted by the City Council

ZONING CODE: The proposed use is conditional use in the C1 District because the auto repair use is existing on the effective date of the ordinance.

Off-Street Parking and Loading: The zoning code requires 11 parking spaces and there are 12 spaces on site.

Maximum Floor Area: The maximum FAR in the C1 District is 1.7. The lot in question is 9,248 square feet in area. The applicant proposes an addition of 390 square feet to an existing 2,335 square feet building. Total gross floor area is 2,725 square feet, an FAR of 0.29.

Department of Community Planning and Economic Development – Planning Division
BZZ -3722

Building Height: Building height in the C1 District is limited to two and one-half (2.5) stories or 35 feet, whichever is less.

Minimum Lot Area: There is no minimum lot area for automotive service in the C1 District.

Dwelling Units Per Acre: Not applicable for this application.

Yard Requirements: There are no yard requirements for this application because the property borders a C1 district to the north.

Specific Development Standards: Specific Development Standards for automobile repair (minor) are the following:

- 1) All vehicles waiting for repair or pick-up shall be stored on the site in an enclosed building or in parking spaces in compliance with Chapter 541, Off-Street Parking and Loading.
- 2) Except in I3 District, all repairs shall be performed within a completely enclosed building.
- 3) All vehicles parked or stored on-site shall display a current license plate with a current license tab. Outdoor storage of automotive parts or storage of junk vehicles is prohibited.
- 4) The sale of vehicles shall be prohibited.
- 5) In the C1, C2 and C3S Districts, all service vehicles associated with the establishment shall be parked or stored in an enclosed structure after business hours.
- 6) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.
- 7) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
- 8) Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

Hours of Operation: In the C1 District, uses may be open to the public during the following hours: Sunday through Thursday from 6:00 a.m. to 10:00 p.m.; Friday and Saturday from 6:00 a.m. to 11:00 p.m.

Signs: Signs are subject to 531 and 543 of the Zoning Code. All new signs are required to meet the requirements of Chapter 543 of the zoning code. No new signs are proposed.

Refuse storage: Refuse storage containers will be relocated to the north side of the proposed addition. It shall be completely enclosed as provided by Section 535.80 of the zoning code.

Lighting: There are sufficient exterior lighting onsite, including the parking areas. No changes are proposed. The use must maintain compliance with the lighting requirements of section 535.590 of the zoning code.

MINNEAPOLIS PLAN:

**Department of Community Planning and Economic Development – Planning Division
BZZ -3722**

The proposed expansion of an existing business is consistent with the Minneapolis Plan as discussed under number 5 of Conditional Use analysis above.

Alternative Compliance. The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding any of the following:

- **The alternative meets the intent of the site plan chapter and the site plan includes amenities or improvements that address any adverse effects of the alternative. Site amenities may include but are not limited to additional open space, additional landscaping and screening, green roof, decorative pavers, ornamental metal fencing, architectural enhancements, transit facilities, bicycle facilities, preservation of natural resources, restoration of previously damaged natural environment, rehabilitation of existing structures that have been locally designated or have been determined to be eligible to be locally designated as historic structures, and design which is similar in form, scale and materials to existing structures on the site and to surrounding development.**
- **Strict adherence to the requirements is impractical because of site location or conditions and the proposed alternative meets the intent of this chapter.**
- **The proposed alternative is consistent with applicable development plans or development objectives adopted by the city council and meets the intent of this chapter.**

Blank Wall on North Elevation.

The proposed service bay addition will create a blank wall of 26 feet. This wall faces north to a property that is also zoned C1 district. The applicant plans on storing a fully screened refuse container next to this wall. Interior walls over 25 feet in length that do not face a parking lot, public street or public alley requires that they have recess and projections or other architectural details. Staff is recommending that the wall be painted to the same color as the rest of the building. Materials using rock face blocks for this wall are encouraged to create architectural interest.

Strict adherence to the window requirement on this wall is impractical because the use of the space is to store mechanical tools and equipments for an auto repair shop.

The proposed alternative is consistent with the development objectives of Chapter 530 of the zoning code.

Landscaping and Screening.

The existing landscaping consisted of perennial planting along Bloomington Avenue and 35th Street. These are largely located outside the property line in the right-of-way. The code requires 20% of the area not covered by the building to be landscaped. The existing condition, if considering the perennial plantings, is approximately 11 percent. An alternative compliance is requested for the required landscaping and screening. However, it is encouraged that existing plantings shall not be removed.

The purpose of the required landscaping and screening is to buffer the parking view from a public street and also to establish delineation between private and public spaces. Strict adherence to the landscaping and screening requirement is impractical given the lot is mostly impervious. Removing the two front parking spaces will increase the landscaped area from 11% to 14% of the required 20 percent. Staff is recommending that the applicant keep the perennial plantings; and in addition, no less than two canopy trees along Bloomington Avenue, and no less than 4 canopy trees along 35th Street be installed along with a 3-foot decorative wrought iron fence along these right-of-ways.

The proposed alternative compliance is consistent with the development objectives and intent of Chapter 530 of the zoning code.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development – Planning Division for the conditional use permit:

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the above findings and **approve** the conditional use permit to allow the addition of one service bay to an existing automotive repair building located at 3446 Bloomington Avenue S. 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 one year of approval.
2. Compliance of the specific development standards enumerated above as required by Chapter 536 of the zoning code. All outdoor storage shall be removed, and no parking shall be allowed in the driveway.
3. Refuse storage containers shall be fully screened or stored indoor as required by Section 535.80 of the zoning code.

Recommendation of the Department of Community Planning and Economic Development – Planning Division for the variance:

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the above findings and **returned** the variance application to reduce the required drive aisle from 22’ to 21’ for an existing automotive repair building located at 3446 Bloomington Avenue S.

Recommendation of the Department of Community Planning and Economic Development – Planning Division for the variance:

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the above findings and **returned** the variance application to reduce the required parking spaces from 13 to 12 spaces for an existing automotive repair building located at 3446 Bloomington Avenue S.

Recommendation of the Department of Community Planning and Economic Development – Planning Division for the site plan review:

Department of Community Planning and Economic Development – Planning Division
BZZ -3722

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the above findings and **approve** the site plan review to allow the addition of one service bay to an existing automotive repair building located at 3446 Bloomington Avenue S. subject to the following conditions:

1. Paint all rear exterior walls of the proposed addition, including the unpainted portions, to match existing building color.
2. CPED Planning staff review and approval of the final site plan prior to issuance of building permits.
3. Compliance of the fencing conditions of PR-444 approved on September 28, 1998.
4. A decorative 3-foot wrought iron fence shall be installed along property lines on Bloomington Avenue S. and along 35th Street E. A six foot decorative fence along north and west property lines is recommended to replace the chain link fence.
5. All site improvements shall be completed by September 17, 2008, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

Attachments:

1. Statement of use
2. Findings
3. Zoning map
4. Plans
5. Photos
6. PDR report
7. Permits Issued
8. PR-444 conditions of approval