

Department of Community Planning and Economic Development
Conditional Use Permit and Site Plan Review
BZZ-6032

Date: May 20, 2013

Applicant: Schafer Richardson

Addresses of Property: 900 3rd Street North

Project Name: Gurley Candy Factory Rehabilitation Project

Contact Person and Phone: Maureen Michalski, (612) 359-5842

CPED Staff and Phone: Aaron Hanauer, (612) 673-2494

Date Application Deemed Complete: May 7, 2013

End of 60-Day Decision Period: July 6, 2013

Ward: 5 Neighborhood Organization: North Loop Neighborhood Association

Existing Zoning:B4N/Downtown Neighborhood District and DP/Downtown Parking Overlay District(^99)

Proposed Zoning: N/A

Zoning Plate Number: 13

Lot Area: 22,391 square feet or 0.51 acres

Legal Description: N/A

Proposed Use: Mixed use building with retail/restaurant and office space on the first floor and 30 residential units on the upper floors.

Concurrent Review: Maureen Michalski, on behalf of Schafer Richardson, has submitted the following applications:

- Conditional use permit to allow for an expansion of an accessory parking lot from 10 vehicles to 13 vehicles;
- Site plan review application.

Applicable zoning code provisions: Chapter 525, Article VII, Conditional Use Permits and Chapter 530 Site Plan Review.

Department of Community Planning and Economic Development
BZZ-6032

Background: The Gurley Candy Factory Building, which was built in 1919, is located within the Minneapolis Warehouse Historic District. It is a four-story rectangular structure designed in a plain Commercial Style. The façade is articulated through a series of enframed brick panels. A semicircular arch above the entry is one of the only decorative building features. By 1949, Fanny Farmer Candies owned the building. Between 1949 and 1955 Fanny Farmer built the addition on the northwestern side of the property based on the original construction. The addition was built to an equal height of the original construction for two bays; the last bay is two stories tall. Most recently, the building has been used for office and storage.

In 2008, the City Planning Commission approved a redevelopment proposal for the Gurley Candy Factory that would have converted the building to an office use with a first floor restaurant. The proposal included a 1,796 square foot, two floor addition at the northwest portion of the building. The former applicant received the following land use approvals that have now lapsed:

- A variance to reduce the number of off-street parking stalls from 190 to 45 where 36 are grandfathered.
- Site plan review application for a building addition.

At the time of the 2008 review, the subject property was zoned I2/Medium Industrial District with the Industrial Living Overlay District and Downtown Parking Overlay District. In 2011, the property was rezoned to B4N/Downtown Neighborhood District, while maintaining the DP/Downtown Parking Overlay District. A major difference in the new primary zoning district (B4N/Downtown Neighborhood District) is the substantial reduction in off-street parking requirements for permitted uses.

The building currently has office space on the first floor; the remainder of the building is vacant. Until recently, the second and third floors had been used as self-service storage. The proposed renovation includes three types of uses. The first floor would have approximately 3,556 square feet of retail/restaurant, 6,445 square feet of office, and a lobby for the 30 residential units on the upper floors. The residential unit mix is proposed to be four studios, twelve one-bedrooms, 13 two-bedrooms, and one three-bedroom (14%).

As part of the renovation project, the applicant is proposing the following exterior work:

- Repointing of masonry,
- Replacement of windows and doors to match the original size on the northeast, southeast, and southwest elevations,
- Construction of a new loading dock along 9th Avenue North to interpret the original loading dock that was removed in 2010,
- Construction of rooftop additions,
- Installation of new window openings and windows on the northwest elevation,
- Site modifications.

The Heritage Preservation Commission is scheduled to review the rehabilitation project at their May 14, 2013 meeting. CPED is recommending that the project be approved with the following conditions of approval:

1. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approval is substantially begun and proceeds in a

Department of Community Planning and Economic Development
BZZ-6032

continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than May 14, 2015.

2. By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.
3. Community Planning and Economic Development staff shall review and approve the final plans and elevations prior to building permit issuance.
4. New mortar shall duplicate the original mortar's composition, color, texture, joint width, and joint profile. When completing the repointing work, abrasive cleaning techniques, such as sandblasting or high-pressure water wash shall not be used.
5. Glazing shall be clear. Low E and other energy-efficient glazing is acceptable.
6. The rooftop mechanical equipment shall not exceed 14 feet in height measured from the structural roof deck of the existing building.
7. The parking area along 9th Avenue North shall be screened by a landscaped yard three feet in depth and plantings three feet in in height and not less than sixty (60) percent opaque.

It's expected that the actions of the HPC meeting will be final after the publication of the land use staff report. CPED will provide a memo to the Planning Commission with an update on the HPC's actions prior to the May 20 City Planning Commission meeting discussion.

As of the writing of this report, CPED has received one public comment; a letter from the North Loop Neighborhood Association which supports the project.

The following land use applications are required for the proposed rehabilitation project:

- A conditional use permit is required for an accessory parking lot in the DP/Downtown Parking Overlay District. The applicant is proposing to increase the number of surface parking stalls from 10 to 13 and restripe the parking lot in a different configuration.
- Site plan review is required for any new use with 5 or more dwelling units.

CONDITIONAL USE PERMIT – To allow for an expanded parking from 10 spaces to 13 spaces in the DP (Downtown Parking) Overlay District.

Findings as Required by the Minneapolis Zoning Code:

The Community Planning and Economic Development Department – Planning Division has analyzed the application and from the findings above concludes that the establishment, maintenance, or operation of the proposed conditional use:

1. Will be detrimental to or endanger the public health, safety, comfort or general welfare.

In recent history, there has been vehicle parking along the northeast property line and along the northwest elevation of the building. The parking spaces are currently unmarked. CPED estimated that there are a total of 10 existing parking spaces total on site. The applicant is proposing 13 parking stalls. There would be 10 spaces along the northeast property line and a maximum of three spaces next to the building's northwest elevation. As proposed, the three spaces along the building's northwest elevation do not meet the size requirements outlined in section 541.330. In

Department of Community Planning and Economic Development
BZZ-6032

order to provide parking at this location the applicant will likely have to design parallel parking spaces to the building. It is realized that the three parking spaces(or less with the redesign) next to the building would be located within a foot of the building and that there are proposed residential uses on the upper floors. However, there has historically been parking and loading at this location and the proposed parking area would be 23 feet below the proposed window openings. The parking stalls would be used for the office, retail/restaurant, and residential users.

Approving a conditional use permit to allow for a parking lot restriping and increase in parking stalls (from 10 spaces to 13 spaces) in the DP Overlay District would not be detrimental to or endanger the public health, safety, comfort or general welfare. The proposed 13 spaces are well below the parking maximum for the site. It has not been determined if there will be a restaurant or retail use on the first floor. If the project has retail uses on the first floor, the maximum parking allowed for the overall project would be 62 off-street parking stalls. If the project has restaurant uses on the first floor, the maximum parking allowed would be 74 off-street parking stalls. In addition, the applicant has taken measures to reduce the conflict between vehicles and pedestrians by providing accessible parking as close as possible to the 9th Avenue North public sidewalk and entrance. In addition, the applicant is proposing to provide landscape buffers and separation between the parking spaces and the drive isle for the three parking spaces along the building's northwest elevation. Furthermore, the applicant has attempted to provide landscaping throughout the site to reduce the negative visual impacts of surface parking; currently 900 3rd Street North does not have any landscaped areas

2. Will be injurious to the use and enjoyment of other property in the vicinity and will impede the normal or orderly development and improvement of surrounding property for uses permitted in the district.

Approving a conditional use permit to allow for an expansion of a parking lot from 10 spaces to 13 spaces in the DP Overlay District for the proposed development will not be injurious to the use and enjoyment of other property in the vicinity nor would it impede the normal or orderly development and improvement of surrounding property for uses permitted in the district. The increase of three additional stalls will reduce the demand for on-street parking while not sacrificing the dense, vibrant, and mixed-use character of the North Loop neighborhood. As stated in Finding #1, the proposed development is well below the maximum parking allowed for the development. The applicant has designed a site plan that provides additional parking spaces and additional landscaping. The additional landscaping will be a positive visual improvement for the users of the site as well as adjacent property owners and users.

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

The applicant will 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 to ensure that all procedures are followed in order to comply with city and other applicable requirements. Although the accessory parking areas maintain impervious surfaces, the applicant has proposed measures to retain rainwater onsite. These efforts include the proposal to

install flat gutters at the location of landscaped areas to allow storm water to sheet into the planting area.

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

Adequate measures have been provided in regard to minimizing traffic congestion from a parking perspective. The additional three parking stalls will provide a few extra short-term off-street parking for the retail/restaurant, office, and residential users. By providing this parking on site, it will help reduce the demand for on-street parking and help minimize traffic congestion without exceeding the maximum allowed by the zoning code or sacrificing the dense, vibrant, and mixed-use character of the North Loop neighborhood

There is no minimum vehicle parking requirement for the proposed project. If the project has retail uses on the first floor, the maximum parking allowed for the overall project would be 62 off-street parking stalls. If the project has restaurant uses on the first floor, the maximum parking allowed would be 74 off-street parking stalls. The applicant is proposing 13 parking stalls. In addition, the applicant is exceeding their bicycle parking requirement for the residential uses by providing 30 bike racks in the basement (parking requirement is bike racks for 15 bikes). As a condition of approval, the applicant shall provide bike four bike parking stalls for the office and retail/restaurant users on site or within the public-right of way (see site plan review application for further analysis).

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

The future land use map in *The Minneapolis Plan for Sustainable Growth* designates the site as mixed use. According to the policies outlined in *The Minneapolis Plan for Sustainable Growth*, the following apply to this proposal:

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

Urban Design Policy 10.18 states “Reduce the visual impact of automobile parking facilities.” The policy includes the following applicable implementation steps: (10.18.1) “Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses”; (10.18.3) “Locate parking lots to the rear of interior of the site”.

CPED finds that the proposed three additional parking spaces are in conformance with the above listed policies and implementation steps of *The Minneapolis Plan for Sustainable Growth*.

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 application, site plan review application, and CPED's recommended conditions of approval this development would meet the applicable regulations of the B4N/Downtown Neighborhood District and DP/Downtown Parking Overlay District. As previously stated, the applicant will need to redesign the parking spaces along the northwest building wall in order to comply with the size requirements outlined in section 541.330. The applicant has proposed to add landscaping and screening to the site, which currently does not have any. CPED is supportive of the applicant's request for alternative compliance and has added landscaping and screening conditions of approval (see site plan review section below for additional analysis).

For surface parking lots in the DP Overlay District, section 551.760 states that 1) the parking lot shall be located on the same zoning lot as the principal use served 2) the number of parking spaces shall not exceed 20 spaces. The proposed surface parking area will meet both of these requirements. The parking spaces along the northwest building wall do not meet minimum parking space and aisle dimension requirements outlined in section 541.330. CPED is recommending that parking stalls along the northwest building wall be redesigned to meet these size requirements.

SITE PLAN REVIEW

Findings as Required by the Minneapolis Zoning Code:

- 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
BZZ-6032

- 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, windows, and active functions:
 - 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.

- g. In multiple tenant buildings, each individual ground level tenant space that faces a public street, public sidewalk, public pathway, or on-site parking lot shall comply with the minimum window requirements of this section.**
- **Minimum window area shall be measured as indicated in section 530.120 of the zoning code.**
 - **Ground floor active functions: Except for industrial uses in Table 550-1, Principal Industrial Uses in the Industrial Districts, the first floor or ground level of buildings shall be designed to accommodate active functions by ensuring that parking, loading, storage, or mechanical equipment rooms are limited to no more than thirty (30) percent of the linear building frontage along each wall facing 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. In addition to compliance with minimum window requirements, principal and accessory parking garages shall comply with provisions requiring active functions on the ground floor. In the downtown districts, the more restrictive parking garage provisions of Chapter 549, Downtown Districts, shall apply.**

CPED RESPONSE:

- The placement of the building, which is an existing condition, reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation. The building is built out to the corner of 3rd Street North and 9th Avenue North with pedestrian entrances on both streets. If approved, the proposed rehabilitation project will significantly increase the amount of visibility and natural surveillance that the building will provide as the applicant is proposing to open up a majority of the existing window openings to their original extent and add new windows on the northwest elevation, which currently has few windows.
- The first floor of the building is located at the property line along 3rd Street North and 9th Avenue North.
- There is no space between the building and the lot lines on either 3rd Street North or 9th Avenue North.
- The building is oriented so that a principal entrance faces both 3rd Street North and 9th Avenue North. The 3rd Street North entrance provides access to the office space and the entrance along 9th Avenue North provides access to the residential lobby. The retail/restaurant space on the first floor would have pedestrian access via an entrance at the northeast loading dock.
- The subject property currently has ten parking stalls at the rear or interior of the site. The applicant is proposing a slight redesign of the off-street parking that will provide 13 parking stalls. All parking stalls will be at the rear or interior of the site.
- The subject building is an existing building built in a simple Commercial Style. The façade is articulated through a series of enframed brick panels. A semicircular arch above the entry is one of the only decorative building features. Over the years, the large steel divided light windows were reduced to half their size and infilled with brick. With the proposed project, the applicant will be

Department of Community Planning and Economic Development
BZZ-6032

opening up a majority of the existing window openings to their original extent, which will improve the appearance of the building and increase security of adjacent outdoor spaces by maximizing natural surveillance and visibility.

- The Gurley Candy Factory, with a footprint of approximately 12,640 square feet (including the northeast loading dock), is a modest sized building compared to neighboring warehouses and contemporary development. However, the existing building contains architectural elements such as brick detail around the window openings and transom windows above pedestrian entrances that provides the building additional depth and visually interesting details. In addition, the applicant is proposing to expand the window opening on primary elevations to their original size and to set the new windows in the same plane as the original windows (recessed one brick). This will significantly improve the appearance of the building and provide additional shadow lines.
- As proposed, the building would not have a portion of the building without windows or entries exceeding 25 feet in length.
- The exterior materials are durable. The building has a dark red masonry on three of the four elevations. On the northwest elevation, the applicant is proposing to maintain the existing concrete masonry unit exterior.
- The exterior material of northeast, southeast, and southwest elevations is red brick. The northwest elevation has a concrete masonry unit. This has been an existing condition for at least 58 years. The applicant is proposing to maintain this exterior material, but reduce the amount of CMU by expanding existing window openings and adding new window openings.
- The northwest elevation, which currently contains concrete block, faces a residential building; however, it is an existing condition and has been for at least 58 years.
- The 9th Avenue North elevation is a principal entrance for the residential units on the upper floors. The applicant is proposing to install a transom window above the entrance that matches the building's original design. This proposed modification will clearly define and emphasize the residential entrance while maintaining the building's architectural design. The applicant is proposing separate entrances for each of the uses. With the exception of the residential lobby, the first floor is dedicated to nonresidential uses. The windows on the first floor are analyzed in the next bullet point. With the proposed rehabilitation project, the applicant will substantially increase the amount of window coverage on the upper floors. Each of the upper floors (floors 2 through 4) will have a minimum of 22 percent glazing, well exceeding the 10 percent window requirement. In addition, all of the windows will be vertical in proportion and distributed in an even manner.
- The nonresidential principal entrance on 3rd Street North is clearly defined and emphasized through the use of a semicircular window above and transom windows on the side. In addition, the nonresidential entrances on the northeast elevation are clearly defined and emphasized through the existing metal canopy that is proposed to be maintained.
- The building was built in 1919 with an elevated first floor that is approximately three feet above grade. Given the higher first floor, the bottom of a majority the windows on the first floor are six feet from grade. When measuring existing condition window coverage on the first floor compared to proposed conditions, the applicant is maintaining the window percentage on one elevation and increasing the window percentage on three elevations. The applicant is proposing to maintain 28 percent window coverage on the southwest elevation. On the southeast elevation, the applicant is proposing to increase the window coverage from 21 percent to 24 percent. On the northeast elevation, the applicant is proposing to increase the window coverage from seven percent to 16 percent, and on the first floor of the northwest elevation, the applicant is proposing to increase the

window coverage from five percent to 12 percent. All of the existing and proposed windows are vertical in proportion and distributed in an even manner. As conditioned, the windows will have clear glass and will not have shelving, mechanical equipment or other fixtures blocking views into and out of the building.

- The first floor is designed to accommodate active functions. None of the linear building frontage is devoted to parking, loading, storage, or mechanical equipment rooms. The flat roof of the existing building is similar to surrounding buildings.
- The applicant is not proposing a parking garage.

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.**

CPED RESPONSE:

- The entrance on 3rd Street North is proposed to lead directly to the sidewalk. The entrance on 9th Avenue North will also be connected to the public sidewalk. The 9th Avenue North entrance is approximately 3'-8" above grade. A loading dock was originally at this location. The loading dock was removed in 2010 and not replaced. As part of the heritage preservation review the applicant is proposing to reconstruct a loading dock that provides an accessible entrance. Within the site, the applicant is proposing to restrip the building's parking area along the northeast property line and along the building's northwest elevation. These parking areas currently do not have a walkway four feet in width and there is not enough real estate to provide the required dimensions for parking stalls, two-way drive isle and a walkway. The applicant, however, has taken steps to improve pedestrian safety. This includes providing an accessible entrance as close as possible to the off-street parking spaces along 9th Avenue North and additional landscaping buffers on the northwest side of the building to protect pedestrians from vehicular traffic.
- The applicant is not proposing a transit shelter.
- Vehicular access and circulation are designed to minimize conflicts with pedestrian traffic. The applicant is proposing to provide accessible parking as close as possible to the 9th Avenue North loading dock and the accessible entrance on 9th Avenue North. Within the site, the applicant is proposing landscaped buffers for the parking spaces along the northwestern elevation and a landscaped yard between the drive isle and the alley loading dock that will help protect pedestrian traffic. In addition, the one-way drive isle along the northwest elevation is lower in elevation compared to the neighboring property. The grade separation will help confine vehicles on the subject site to a limited area.
- As proposed, traffic will be directed to minimize the impact upon residential properties. The site is laid out with vehicle access and exiting on 9th Avenue North (two-way drive isle), and vehicle

exiting on 3rd Street North (one-way drive isle). The one-way drive isle exiting onto 3rd Street North is 12 feet in width, the minimum width required by the zoning code. The narrow drive isle will assist in lowering vehicle speed when exiting the site. The site plan minimizes the use of impervious surfaces. Currently the entire site does not have any pervious surface. The applicant is proposing to add 521 square feet of landscaping. In addition, the applicant is proposing to include flat curbs around the planting areas to capture some stormwater runoff.

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.**

CPED RESPONSE:

- The composition and location of the proposed landscaped areas complement the scale of the development and its surroundings. The Gurley Candy Factory is within the Minneapolis Warehouse District, which historically has had minimal landscaping. Chapter 530 of the zoning code requires that at least 20 percent of the site not occupied by a building be landscaped. The lot

Department of Community Planning and Economic Development
BZZ-6032

area of the project site is 22,391 square feet and the building footprint is 12,690 square feet. Therefore, the net lot area is 9,751 square feet, of which 20 percent (1,951 square feet) is required to be landscaped. The site also requires four canopy trees (one for each 500 square feet of required landscaped area) and 20 shrubs (one for each 100 square feet of required landscaped area) to satisfy the minimum parking requirement. Currently, the site does not have any landscaping. The applicant is proposing to add 521 square feet of landscaping (or 5.3 percent of the lot), two canopy trees and five shrubs. Alternative compliance is requested to allow a deviation from the minimum landscape area and planting requirements. The proposed landscape areas and proposed plantings, while deficient of the minimum requirement is appropriate due to the existing conditions of the site and the industrial context of the Minneapolis Warehouse District, which historically had minimal landscaping.

- The applicant is proposing ten parking spaces at the northwest end of the lot. Per section 530.170 of the site plan review chapter, screening consisting of a masonry wall, fence, berm or hedge or combination thereof that forms a screen three feet in height and not less than sixty percent opaque is required fronting a public street. The landscaped yard is required to be seven feet in depth. As a condition of approval and form of alternative compliance, CPED is recommending that the area of the lot between the parking area and the street have plantings three feet in depth and three feet in in height and not less than sixty (60) percent opaque. This will balance the zoning code and North Loop neighborhood's request for additional landscaping while also preserving the industrial nature of the site and the Minneapolis Warehouse District.
- Parking areas abutting a permitted residential use is required to have a landscaped yard at least seven feet wide and screening that is three feet in height and 95 percent opaque. In the case of the subject property the landscaped yard and screening is required along the northeast property line that abuts the residential development under construction at 915 Washington Avenue North as well as along the northwest property line which abuts 918 3rd Street North. The applicant is requesting alternative compliance in both instances (see alternative compliance section for analysis). Section 530.170 also requires that not less than one tree shall be provided for each twenty-five linear feet or fraction thereof of parking or loading area lot frontage. The proposed project has 18 linear feet of parking along 9th Avenue North, and therefore requires one tree at this location. As previously stated, CPED is recommending that applicant install plantings three feet in height at this location. CPED is supportive of the applicant's request for alternative compliance for not planting a tree at this location. With additional plantings at this location, the applicant will balance the zoning code and North Loop neighborhood's request for additional landscaping while also preserving the industrial nature of the site and the Minneapolis Warehouse District. The interior property line along 9th Avenue North is shared with an office use and is not required to provide landscaping. Finally, in parking lots of ten spaces or more, no parking space shall be located more than 50 feet from the center of an on-site deciduous tree. The four parking spaces nearest 9th Avenue North are more than 50 feet from the center of a deciduous tree. The applicant is requesting alternative compliance for not meeting this tree requirement. CPED is supportive of the applicant's proposal. The applicant's proposal to provide tall shrubs (Candian Yews) near the northeast loading dock will provide additional greening of the area, while maintaining the warehouse district's industrial feel and appearance.
- The northwest corner of the proposed surface parking area is proposed to be a snow storage area.
- The 521 square feet of proposed landscaping will be covered by turf grasses, native grasses, or other perennial flowering plants, vines, mulch, shrubs or trees.

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.**

CPED RESPONSE:

- The applicant has taken measures to provide on-site retention of stormwater. The applicant is proposing two-foot wide flat curbs next to the planting area by the northeast elevation loading dock and the planting area on the northwest elevation to allow storm water to run into these pervious areas.
- As proposed, the site plan will minimize the blocking of views of important elements of the city. On the roof, the applicant is proposing a staircase penthouse, a three foot addition on top of the elevator penthouse, and mechanical equipment. However, none of these additions are greater than 550 square feet in area and will have minimal or no effect on blocking of views of Downtown for neighboring property owners looking west from upper floors.
- The modest sized rooftop additions, which will not exceed 16 feet in height, will not have an impact on shadowing of public spaces and adjacent properties.
- The impact of wind currents at ground level should not be an issue with the proposed building.
- The site plan includes crime prevention design elements including natural surveillance of the site and adjacent properties, territorial reinforcement with plantings and shrubs, and natural access control. The applicant's proposal to increase the size of existing opening and add new openings will significantly improve the natural surveillance and visibility compared to existing conditions.
- Lighting levels will be required to comply with Chapter 535.
- The site plan includes the rehabilitation and reuse of the Gurley Candy Factory, which is a contributing building to the Minneapolis Warehouse District.

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:

Use: The proposed retail/restaurant, office, and residential uses are permitted uses in the B4N/Downtown Neighborhood District.

Parking and Loading:

Minimum automobile parking requirement: Per Table 541-2, Specific Off-Street Parking Requirements - Downtown Districts, the proposed retail, office, and 30-unit residence does not have a minimum parking requirement.

Maximum automobile parking requirement: Per Table 541-2, Specific Off-Street Parking Requirements - Downtown Districts Table 541-2, the maximum parking allowance for a retail use is one space per 500 square feet and the maximum parking allowance for a food and beverage use is one space per 200 square feet. The applicant is proposing approximately 3,556 square feet of retail and/or restaurant space. A tenant has not been finalized. The maximum allowed parking for a potential retail use would be eight spaces, and the maximum parking for a potential restaurant use would be 20 spaces. The maximum parking allowance for an office use is one space per 1,000 square feet of gross floor area. The applicant is proposing approximately 6,445 square feet of office space. Therefore, the maximum parking allowed would be six spaces. The maximum parking allowance for a residential use is 1.6 spaces per unit. The applicant is proposing 30 units. Therefore, the maximum parking for the residential portion of the project is 48 spaces. If the building has a retail, office, and residential mix, the maximum automobile parking requirement would be 62 spaces. If the building has a restaurant, office, and residential mix the maximum automobile parking requirement would be 74 stalls. The applicant is proposing 13 off-street surface parking spaces.

Bicycle Parking: The proposed development is in a downtown district. Section 541.180 (c) requires development in downtown with 500,000 square feet of new or additional gross floor area to provide bicycle parking and bicycle facilities as required by Chapter 549, Downtown Districts. The proposed development is not creating new or additional gross floor area and therefore is not subject to this requirement.

All other developments in the downtown districts is required to provide one secure bicycle parking space for every twenty automobile spaces provided, but in no case shall fewer than four or more than thirty (30) bicycle parking spaces be required (residential uses are still subject to Table 541-3). As conditioned, the applicant shall provide four bicycle parking spaces on site for the retail/restaurant and office uses. For the purposes of this section, a secure bicycle parking space shall include a bicycle rack which permits the locking of the bicycle frame and one (1) wheel to the rack, and which supports the bicycle in a stable position without damage to wheels, frame or components.

In general, the minimum bicycle-parking requirement for a multiple-family dwelling is equal to one space per two dwelling units. Not less than 90 percent of the required bicycle parking must meet the standards for long-term parking. All required bicycle parking spaces must be accessible without

Department of Community Planning and Economic Development
BZZ-6032

moving another bicycle and its placement shall not result in a bicycle obstructing a required walkway. Bicycle racks shall be installed to the manufacturer's specifications, including the minimum recommended distance from other structures. In addition, required long-term bicycle parking spaces must be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas accessory to dwelling units. The minimum requirement for the proposed 30 residential units is 15 spaces, of which at least 14 bike parking spaces must meet the long-term parking requirements. The applicant is proposing to provide 30 bicycle parking spaces which will meet the long-term location requirement (confirmed via email).

Loading: The proposed development is not subject to a loading requirement. General retail sales and services as well as restaurants require a small loading space when there is between 20,000 to 50,000 square feet. The proposed retail and/or restaurant component of the project will have less than 4,000 square feet. Office uses require a small loading space when there is between 10,000 and 20,000 square feet. The proposed office component of the project will have 6,445 square feet of office space. Multi-family projects require a small loading space when there is between 100 to 250 units. The proposed residential component of the project will have 30 residential units.

Minimum and Maximum Floor Area: The proposed project is in compliance with the floor area ratio requirements. Per section 549.570, the minimum floor area ratio for properties in the B4N zoning district is two; there is no maximum floor area ratio. The proposed renovation of the Gurley Candy Factory Building with the modest rooftop additions will have a floor area ratio of 2.2. The four floors, small mezzanine (between the first and second floors), and rooftop structures have a total of 48,574 square feet. The subject parcel is 22,391 square feet.

Height: The proposed renovation of the Gurley Candy Factory meets the zoning code requirements for height. The maximum height for all principal structures located in the B4N District shall be ten stories or 140 feet in height, whichever is less. The four-story Gurley Candy Factory Building, with existing penthouses, will maintain its height of 70 feet in height.

Minimum Lot Area: The proposed development meets the minimum lot area requirements set forth in Table 549-2 for the B4N District. There is no minimum lot area or minimum lot width requirement for general retail sales and services, food and beverage uses (without a drive-through facility), or office uses. Residential uses require a minimum lot area of 5,000 square feet and a minimum of 40 feet in width. The proposed development has a lot area of 22,391 square feet and a lot width of 110 feet.

Dwelling Units per Acre: With 30 dwelling units on a site having 22,391 square feet of lot area (0.51 acres), the proposal would include approximately 59 dwelling units per acre.

Yard Requirements: Front – along 3rd Street North is 0 feet
Interior side yard along the northwest property line is 11 feet
Interior side yard along the northeast property line is 0 feet

Specific Development Standards: There are no specific development standards for general retail sales and service uses, office uses, or multiple-family dwellings in the B4N Zoning District. There are development standards for restaurant uses. If the proposed spaces on the first floor contain restaurant use(s), they will be subject to the specific development standards outlined in chapter 536.

Signs: The applicant has not submitted a sign proposal at this time. Table 543-3 outlines the specific zoning standards for signs in the downtown districts. In addition to the zoning code regulations, proposed signs will be required to comply with the heritage preservation design guidelines for on-premise signs and awnings.

Dumpster Screening: The building's main refuse and recycling areas will be located inside of the building on the first floor along the northwest elevation.

Lighting: A photometric plan was not submitted as part of the application. All lighting will need to be downcast and shielded to avoid undue glare. All lighting shall comply with Chapter 535. Planning Staff shall review the details of the fixtures in the final review prior to permit issuance.

MINNEAPOLIS PLAN: According to *The Minneapolis Plan for Sustainable Growth*, the project site is designated as urban neighborhood. Urban neighborhoods are defined, as residential area with a range of densities, with highest density to be concentrated around identified nodes and corridors. Although 1st Street North or 4th Avenue North is not an identified node or corridor, the development site is within a community activity center zoning district and the scale, massing, and density is compatible with the surrounding area, in particular along 1st Street North.

The proposed project and site plan review is consistent with the following land use, house, heritage preservation, and urban design policies of the *Minneapolis Plan for Sustainable Growth*.

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan. (1.1.5) Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

Land Use Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit. (1.3.1) Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users. (1.4.4) Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide "eyes on the street".

Department of Community Planning and Economic Development
BZZ-6032

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses. (1.8.1) Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Housing Policy 3.1: Grow by increasing the supply of housing. (3.1.1) Support the development of new medium- and high-density housing in appropriate locations throughout the city.

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

Housing Policy 3.6: Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types. (3.6.1) Promote the development of housing suitable for people and households in all life stages that can be adapted to accommodate changing housing needs over time. (3.6.2) Promote housing development in all communities that meets the needs of households of different sizes and income levels.

Heritage Preservation Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture. (8.1.2) Require new construction in historic districts to be compatible with the historic fabric.

Heritage Preservation Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis. (8.5.1) Identify and protect important historic and cultural landscapes.

Urban Design Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements. (10.2.1) The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk. (10.2.2) The street level of buildings should have windows to allow for clear views into and out of the building.

Policy 10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development. (10.4.1) Maintain and strengthen the architectural character of the city's various residential neighborhoods.

Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level. (10.6.2) Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water. (10.6.5) Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities. (10.18.3) Locate parking lots to the rear or interior of the site. (10.18.4).

SMALL AREA PLAN MINNEAPOLIS PLAN: The applicant's proposal is in compliance with the following North Loop Small Area Plan principles that were adopted by the City Council on April 16, 2010:

- Pedestrian and Bicycle accessibility and connections are important aspects of livability for the residents, employees, and visitors of the North Loop.
- Neighborhoods of choice such as the North Loop enjoy a high level of neighborliness through mixed-use development and design standards that acknowledge the interconnectedness of land uses.
- Historic character of the private and public realm is highly valued by residents, employees, and visitors of the North Loop Neighborhood.
- The unique uses and built form of Downtown neighborhoods require a specialized regulatory environment that supports the historic character of the area while acknowledging the need for adaptive reuse and context sensitive design in redevelopment.

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.**

CPED RESPONSE:

The applicant's proposal requires alternative compliance for six landscaping requirements.

At least 20 percent of the site not occupied by a building shall be landscaped. Per Chapter 530.160(a), 20 percent of the site not occupied by buildings is required to be landscaped. For the proposed development, the applicant would be required to provide 1,951 square feet of landscaped area to meet the landscaped yard requirement. Currently, the site does not have any landscaped area. As proposed, the applicant is adding 521 square feet of landscaped area and bringing the landscape percentage of the site not occupied by building up to 5.3 percent (from 0 percent). CPED recommends approval of the applicant's request for alternative compliance given the existing conditions of the site and the Warehouse District's industrial context, which historically has had minimal landscaping. In addition, the applicant has proposed flat curbs at the location of the landscaping to allow storm water runoff into the landscaped areas and to reduce the surface runoff.

Department of Community Planning and Economic Development
BZZ-6032

Not less than one canopy tree for each 500 square feet, or fraction thereof. Per Chapter 530.160(a) (1), not less than one canopy tree is required for each 500 square feet of landscaped area. For the proposed development, the applicant would be required to provide four canopy trees to meet the tree requirement. The applicant is proposing to add two canopy trees on site. There are four canopy trees in the 3rd Street North public-right-of-way, however, these do not count towards the tree requirement. CPED recommends approval of the applicant's request for alternative compliance given the existing conditions of the site, the applicant's effort to increase the landscaping of the site, while maintaining the industrial and warehouse character of the site and the Minneapolis Warehouse District.

Not less than one shrub for each 100 square feet, or fraction thereof. Per Chapter 530.160 (a) (2), not less than one shrub is required for each 100 square feet of landscaped area. For the proposed development, the applicant would be required to provide 20 shrubs. The applicant is proposing to add five shrubs. CPED recommends approval of the applicant's request for alternative compliance given the existing conditions of the site, the applicant's effort to increase the landscaping on the site, while maintaining the industrial and warehouse character of the site and Minneapolis Warehouse District.

Not less than one tree shall be provided for each 25 linear feet or fraction thereof of parking or loading area lot frontage. Section 530.170 (b) (3) requires that not less than one tree shall be provided for each twenty-five linear feet or fraction thereof of parking or loading area lot frontage. The proposed project has 18 linear feet of parking along 9th Avenue North, and therefore requires one tree at this location. CPED recommends approval of the applicant's request for alternative compliance. The applicant has balanced the zoning code and North Loop neighborhood's request for additional landscaping while also preserving the industrial nature of the site and the Minneapolis Warehouse District. Instead of a tree, CPED is recommending that the applicant plant shrubs three feet in height between the 9th Avenue property line and the parking stalls to help reduce the negative aesthetic impacts of surface parking.

Parking areas abutting a permitted residential use shall have a landscaped yard at least seven feet wide and shall have three foot high screening that is at least 95 percent opaque. The landscaped yard and screening is required along the northeast property line that abuts the residential development under construction at 915 Washington Avenue North and along the northwest property line shared with 918 3rd Street North. CPED is recommending as a form of alternative compliance that the applicant provide a landscaped yard along the entire northeast property at least 2 ½ feet in depth and to provide plantings three feet in in height and not less than sixty (60) percent opaque.

Along the northwest property line, there is currently a three foot high retaining wall along the property line for the southern 130 feet, which helps maintain vehicles on the subject property. CPED is not recommending that the applicant provide a landscaped yard along the property line. There is likely not enough real estate at this location to provide a landscaped yard, when also accommodating parking, a drive isle and driveway. In addition, CPED is not recommending screening along this property line to help protect the view corridor of the Great Northern spur line corridor (the east west alley), which is a significant landscape feature to the Minneapolis Warehouse District.

Parking and loading fronting along a public street shall have a landscaped yard at least seven feet wide. Section 530.170 (b) (1) requires that parking and loading areas fronting a public street shall have a landscaped yard at least seven feet in width. The applicant is proposing a landscaped yard of three feet

Department of Community Planning and Economic Development
BZZ-6032

in width. CPED recommends approval of the applicant's request for alternative compliance. The applicant has balanced the zoning code and North Loop neighborhood's request for additional landscaping while also preserving the industrial nature of the site and the Minneapolis Warehouse District. In addition, the applicant is trying to accommodate the northwestern corner of their lot for a modest sized (260 square foot) snow storage area.

No parking space shall be located more than fifty (50) feet from the center of an on-site deciduous tree. Section 530.170 (e) requires that in parking lots of 10 spaces or more, no parking space shall be located more than fifty feet from the center of an on-site deciduous tree. The applicant is proposing that the six western parking spaces be within 50 feet of a deciduous tree, but that the four eastern parking stalls not meet this requirement. Although the four eastern parking stalls would not be within 50 feet of a tree, they would be within 50 feet of planting areas and shrubs. CPED recommends approval of the applicant's request for alternative compliance. The applicant has balanced the zoning code and North Loop neighborhood's request for additional landscaping while also preserving the industrial nature of the site and the Minneapolis Warehouse District.

RECOMMENDATIONS:

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

The Community Planning and Economic Development Department recommends that the Planning Commission adopt the above findings and **approve** the application for a conditional use permit to allow for an expansion of an accessory parking lot from 10 vehicles to 13 vehicles in the B4N/Downtown Neighborhood District and DP/Downtown Parking Overlay Districts, on the property located at 900 3rd street North, subject to the following conditions of approval:

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. The parking spaces along the northwest building wall shall be redesigned to comply with the size requirements outlined in section 541.330.

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

The Community Planning and Economic Development Department recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application for the renovation of the Gurley Candy Factory with retail/restaurant and office space on the first floor and 30 units on the floors above at 900 3rd Street North subject to the following conditions:

1. Approval of the final site, elevation, landscaping and lighting plans by the Department of Community Planning and Economic Development.

Department of Community Planning and Economic Development
BZZ-6032

2. All site improvements shall be completed by May 20, 2015, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. Lighting levels shall meet the requirements outlined in Section 535.590 of the zoning code.
4. Windows will have clear glass and will not have shelving, mechanical equipment or other fixtures blocking views into and out of the building.
5. The parking spaces along the northwest building wall shall be redesigned to comply with the minimum parking space and aisle dimension requirements outlined in section 541.330.
6. The parking area along 9th Avenue North shall be screened by a landscaped yard three feet in depth and plantings three feet in in height and not less than sixty (60) percent opaque. The northeast property line shall contain a landscaped yard at least 2 ½ feet in depth and plantings shall be installed that are three feet in in height and not less than sixty (60) percent opaque.
7. Four secure bicycle parking spaces shall be provided on site or in the public right-of way (with permission of the city engineer).

Attachments:

1. Applicant's project purpose and statement to the findings
2. City council and neighborhood notification
3. Public comments: North Loop Neighborhood Association letter
4. Zoning map
5. Image key and images
6. Plan set: survey, vicinity plan, site plan, floor plans, elevations, axions