

**Department of Community Planning and Economic Development – Planning Division**  
Variances and Site Plan Review  
BZZ-5774

**Date:** October 15, 2012

**Applicant:** Scott Nelson, on behalf of Rusty Turpen

**Address of Property:** 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast

**Project Name:** n/a

**Contact Person and Phone:** Scott Nelson, DJR Architecture, Inc., (612) 676-2714

**Planning Staff and Phone:** Aly Pennucci, (612) 673-5342

**Date Application Deemed Complete:** September 18, 2012

**End of 60-Day Decision Period:** November 17, 2102

**Ward:** 3      **Neighborhood Organization:** Marcy-Holmes Neighborhood Association

**Existing Zoning:** R5 Multiple Family Residence District and the UA University Area Overlay District

**Proposed Zoning:** Not applicable for this development

**Zoning Plate Number:** 15

**Legal Description:** Lots 9 and 10, Block V, TUTLE'S ADDITION TO ST. ANTHONY, Hennepin county, Minnesota

**Proposed Use:** Multiple-family residence with 34 dwelling units

**Concurrent Review:**

**Conditional use permit:** to increase the height from 4 stories (56 feet) to 5 stories (56 feet 8 inches)

**Variance:** to reduce the required side yard setback from 15 feet to 5 feet

**Variance:** to reduce the required front yard setback along 5<sup>th</sup> Street Southeast from 15 feet to 8 feet

**Variance:** Variance to reduce the minimum parking requirement from 59 spaces to 45 spaces.

**Variance:** to increase the maximum lot coverage from 70 percent to 81 percent.

**Site plan review:** for a five story addition, with 16 new dwelling units.

**Applicable zoning code provisions:** Chapter 525, Article VII Conditional Use Permits; Chapter 525, Article IX, Variances, specifically Section 525.520(1) “to vary the yard requirements, including permitting obstructions into required yards not allowed by the applicable regulations;” 525.520(6) “To vary the applicable minimum and maximum number of required off-street parking, stacking or loading spaces;” and 525.520(15) “To vary the maximum lot coverage and impervious surface coverage requirements;” and Chapter 530, Site Plan Review

**Background:** The development site is located on the northwest corner of the intersection of 15<sup>th</sup> Avenue Southeast and 5<sup>th</sup> Street Southeast. The site is comprised of one parcel and is occupied by four residential structures (one duplex and three multi-family dwellings with six units each). The site is zoned R5 Multiple Family District and is located in the UA University Area Overlay District. The proposed project is a five story addition, with 16 new dwelling units and enclosed parking, attached to three existing 3.5 story apartment buildings. The addition will be attached to the three existing buildings to create one principal structure on the lot. The existing two-family dwelling on the property will be demolished to accommodate the addition. With the new addition there will be a total of 34 dwelling units on site. The applicant proposes 45 enclosed parking stalls; 20 spaces on the main level of the building and 25 spaces on one level of underground parking accessed through a car elevator. The proposal also includes a bicycle storage room.

In the R5 District, the maximum height of a multiple-family dwelling is 4 stories, not to exceed 56 feet. The proposed addition is 5 stories and measures 56 feet 8 inches at the highest point. The applicant has requested a conditional use permit to increase the allowable height.

Several variances have also been requested for the project. Multiple-family dwellings in the R5 district have a minimum side and rear yard setback requirement of 5+2X (where x is the number of stories above the first floor). The required side yard setback for the proposed addition are 13 feet along the north and west property lines. The first floor of the building will be located 5 feet from the west property line and 5 feet 10 inches from the north property line; setback variances have been requested accordingly. In the R5 district the required front yard setback is 15 feet or the established front yard of the closest principal building originally designed for residential purposes located on the same block face. The adjacent residential property to the west along 5<sup>th</sup> Street Southeast is setback 13 feet from the front property line, less than the required district setback. The project was originally noticed for a variance to reduce the established front yard setback from 22 feet to 8 feet; however, after further review of the survey staff realized that the adjacent building is setback only 13 feet from the front property line along 5<sup>th</sup> Street Southeast. The proposed addition is located 8 feet from the property line along 5<sup>th</sup> Street Southeast; a variance has been requested.

The minimum vehicle parking requirement for residential uses in the UA Overlay District is .5 spaces per bedroom, but not less than one space per dwelling unit. In this case, there are 34 dwelling units and 130 bedrooms so the requirement is 65 parking spaces. The site qualifies for a ten percent reduction in parking because it is located within three hundred (300) feet of a transit stop with midday service headways of thirty (30) minutes or less in each direction.

The reduced parking requirement for the use is 59 stalls. The applicant is providing 45 parking stalls and has requested a variance accordingly.

In the R5 district, principal and accessory structures cannot cover more than seventy (70) percent of any zoning lot. With the proposed addition, the principal structure will cover 81 percent of the zoning lot; a variance has been requested.

Staff received a letter of support from the Marcy Holmes neighborhood with the following conditions related to the 3 existing buildings that will remain:

- New porches and steps at 15<sup>th</sup> Avenue SE entrances to building
- Refurbish entry doors and entry alcove area to original conditions
- Replace large windows with new windows that are consistent with the historical nature of the buildings
- Install a 6-ft wrought iron style fence around street sides of building
- Well-designed landscaping to include flowering bushes and evergreens for winter color
- Rebuild cornices and tuck pointing on all three existing buildings

The applicant has addressed many of the conditions above in the submission; however, a six foot tall fence is not permitted around the street sides of the building. The applicant has proposed a four foot tall fence to meet the intent of this recommendation and to comply with the zoning regulations. Any additional correspondence, if received, will be forwarded to the Planning Commission for consideration.

**CONDITIONAL USE PERMIT** : to increase the maximum height in the R5 district from 4 stories (56 feet) to 5 stories (56 feet 8 inches).

**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.**

The maximum height in the R5 district is 4 stories or 56 feet. The applicant is proposing a building addition with a height of 56 feet 8 inches at the highest point. The majority of the addition is proposed at five stories, 54 feet 8 inches; the area that extends above that height includes the elevator and stairway overrun and elevator lobbies. Increasing the permitted height essentially 8 inches will not be detrimental to or endanger the public health, safety, comfort or general welfare. The proposed project accommodates an addition for a development at a residential density that is desired in the R5 district.

Floors 2 through 5 will be setback from the west property line approximately 9 to 14 feet and will be located 22 feet, at the closest point, to the residential structure to the west. Floors 2 through 5 will be setback 15 to 23.5 feet from the north property line and is located behind the adjacent residential structure to the north.

- 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.**

The subject site is located in a fully developed area. Increasing the height of the proposed addition will not be injurious to the use and enjoyment of other property in the vicinity nor should it impede on possible future development. The proposed building addition will be located more than 20 feet from the adjacent residential structure to the west and over 30 feet from the adjacent residential property to the north. Adopted City policies encourage both high and very high density in this location. In order to achieve the desired density in a sensitive manner and to maintain the 3 existing brownstone buildings, an increase in height above the district standards is appropriate.

- 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 will be accessed from 5<sup>th</sup> Street Southeast. The Public Works Department will review the project for appropriate drainage and stormwater management as well as to ensure the safety of the position and design of improvements in or over the public right of way.

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

The additional height of the development should have no effect on the traffic congestion in the area. The applicant will be removing a curb cut along 15<sup>th</sup> Avenue Southeast that will improve the pedestrian realm. While the proposal requires a parking variance from 58 stalls to 45 stalls the parking provided exceeds 1 space per dwelling unit and the site is located in an area well served by transit. Off-street parking for the proposed development is further analyzed below in the variance section of the staff report.

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

In the *Minneapolis Plan for Sustainable Growth*, the future land use designation for this site is urban neighborhood and is located on a designated Community Corridor (15<sup>th</sup> Avenue Southeast). Community Corridors can support up to high density (50-120 dwelling units per acre) in appropriate areas. The University of Minnesota is designated as a Growth Center. High to very high density can be supported within Growth Centers. In addition, the site is located across the street from the northeastern boundary of the

Dinkytown Activity Center. The proposed height would be consistent with the applicable principles and policies of the comprehensive plan including the following:

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

1.2.1 Promote quality design in new development, as well as building orientation, scale, massing, buffering, and setbacks that are appropriate with the context of the surrounding area.

**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.

10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.

The site is also located within the boundaries of the Master Plan and Urban Design Plan for the Marcy-Holmes Neighborhood. The Urban Design Plan states that the three and a half blocks between 14<sup>th</sup> and 15<sup>th</sup> Avenues SE should be designed as a transitional edge of the Marcy-Holmes neighborhood. New developments should resemble the scale of buildings across 14<sup>th</sup> Avenue. Taller buildings on 15<sup>th</sup> Avenue should be stepped back from the street so as to not overwhelm the street and sidewalk.” The plan notes that this site is appropriate for taller buildings and greater density.

**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.**

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

**ADDITIONAL STANDARDS TO INCREASE MAXIMUM HEIGHT**

In addition to the conditional use standards, the city planning commission shall consider, but not be limited to, the following factors when determining the maximum height:

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

The increase in height should have little effect on the access to light and air of surrounding properties. The building addition will be located over 20 feet from the adjacent residential property to the west and over 30 feet from the adjacent residential property to the north.

**2. Shadowing of residential properties or significant public spaces.**

As stated above, floors 2-5 of the proposed addition will be located over 20 feet from the adjacent residential property to the west and over 30 feet from the adjacent residential property to the north. The proposed addition will cast shadows on the adjacent residential properties to the west and north. However the addition is only 8 inches taller than what is allowed in the R5 zoning district so the impacts are negligible.

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

The scale and character of the buildings as well as the architectural styles of the surrounding properties in this area are varied. The proposal is compatible with the existing and planned for scale and character of other buildings in the area. The scale and character of the area vary from 2 to 3 story low to medium density residential uses, to institutional and commercial uses across the street. The proposed addition will be the first development on this block that implements the proposed height and densities outlined in the adopted small area plan. The design and allocation or distribution of height on the site will be compatible with the surrounding uses.

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

There are no landmark buildings, significant open spaces or water bodies near the development site that would be affected by the height of the proposed building.

**VARIANCE:** to reduce the north interior side yard setback from the required 13 feet to 5 feet 10 inches and to reduce the west interior side yard setback from the required 13 feet to 5 feet

**Findings as Required by the Minneapolis Zoning Code for the Variance:**

**1. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.**

The applicant is seeking a variance to reduce the north interior side yard setback from 13 feet to 5 feet 10 inches and to reduce the west interior side yard setback from 13 feet to 5 feet to allow for an addition attached to the existing buildings. Floors 2 through 5 will be setback approximately 15 to 24 feet from the north property line and 9 to 14 from the west property line. The existing unenclosed surface parking area is located 5 feet from the north property line and 3 feet from the west property line. Practical difficulties exist in complying with the ordinance. Due to the configuration of the existing structures, accommodating increased density on this site is difficult without requiring variances. While the height of the building is responsible, in part, for the degree of the variance requested, the proposed height is not inappropriate given its location on a commercial

corridor and in an area designated in the small area plan as appropriate for this height. In addition, eliminating the setback variances would make it difficult to provide enclosed parking on this site.

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

The request to allow a reduced setback along the north and west interior property lines is reasonable and is in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of having yard controls is to provide for the orderly development and use of land and to minimize conflicts between adjacent land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The proposed addition will not diminish light, air or open space for the adjacent properties. As mentioned above, the majority of the building will be setback more than 5 feet from the north and west property lines. Further, the addition will be located over 20 feet from the adjacent residential property to the west and over 30 feet from the adjacent residential property to the north.

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

Granting the variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. Again, the majority of the building will be setback more than 5 feet from the north and west property lines and will be located over 20 feet from the adjacent residential property to the west and over 30 feet from the adjacent residential property to the north.

**VARIANCE:** to reduce the required front yard setback along 5<sup>th</sup> Street Southeast from 15 feet to 8 feet

**Findings as Required by the Minneapolis Zoning Code for the Variance:**

- 1. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.**

This property is a reverse corner lot.<sup>1</sup> For a reverse corner lot, both lot lines that abut a street are considered front lot lines and a required front yard needs to be provided and maintained along each of the lot lines. In the R5 district, the minimum front yard requirement is 15 feet or the established setback of the adjacent residential structure, whichever is greater. The front wall of the adjacent building is set back 13 feet from the front lot line; therefore the addition is subject to the district setback of 15 feet. The applicant has requested a variance to reduce the front yard setback from 15 feet to 8 feet along 5<sup>th</sup> Street Southeast to accommodate the proposed addition. The existing structure on the subject site that the addition will extend back from is located less than 1 foot from the front property line along 5<sup>th</sup> Street Southeast. Due to the reverse corner lot configuration and the location of the existing structure it is practically difficult to allow for an addition outside of the required front yard.

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

The request to allow a reduced front yard setback along 5<sup>th</sup> Street Southeast is reasonable and is in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of having yard controls is to provide for the orderly development and use of land and to minimize conflicts between adjacent land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The proposed addition steps in 7 feet from the existing building and will not diminish light, air or open space for the adjacent property.

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

Granting the variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. As mentioned above, the existing structure on the corner of this lot is located less than 1 foot from the front property line and the addition steps in to be more consistent with the adjacent residential structure to the west.

**VARIANCE:** to reduce the minimum parking requirement from 59 spaces to 45 spaces

**Findings as Required by the Minneapolis Zoning Code for the Variance:**

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<sup>1</sup> The zoning code defines a reverse corner lot as “A corner lot that includes more than one (1) lot line adjacent to streets of which one (1) lot line is substantially a continuation of the front lot line of the adjacent property to the rear.”

- 1. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.**

The minimum vehicle parking requirement for residential uses in the UA Overlay District is .5 spaces per bedroom, but not less than one space per dwelling unit. In this case, there are 34 dwelling units and 130 bedrooms so the requirement is 65 parking spaces. The site qualifies for a ten percent reduction in parking because it is located within three hundred (300) feet of a transit stop with midday service headways of thirty (30) minutes or less in each direction. The reduced parking requirement for the use is 59 stalls. The proposed reduction in parking spaces from 59 spaces to 45 spaces for the development is appropriate given the location and the availability of alternative forms of transportation due to the sites proximity to the University of Minnesota. Several bus lines are within walking distance from the site and the applicant further states that 45 parking spaces is adequate to serve the existing and proposed residential units. Currently the 22 surface parking stalls provided for the existing 18 dwelling units with 66 bedrooms is 27 percent or 8 spaces below the minimum required. The applicant will provide more than 1 parking space per dwelling unit and is seeking a variance to reduce the required number of off-street parking stalls 24 percent, or 14 parking stalls. In order to accommodate additional dwelling units in this high-density district and maintain the three existing brownstone apartment buildings on this zoning lot makes it practically difficult to comply with the ordinance.

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

The proposal to reduce the required off-street parking from 59 spaces to 45 spaces is reasonable and in keeping with the spirit and the intent of the ordinance. The reduction in parking will still provide more than 1 parking stall per dwelling unit.

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

The reduction in the off-street parking requirement will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. The reduction will not be detrimental to the health, safety, or general welfare of the public or those utilizing the property or nearby properties. As stated above, the site is located in close proximity to the University of Minnesota and high frequency transit service

**VARIANCE:** to increase the maximum lot coverage from 70 percent to 81 percent

**Findings as Required by the Minneapolis Zoning Code for the Variance:**

- 1. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.**

The maximum lot coverage permitted in the R5 district is 70 percent. The applicant is proposing a lot coverage equivalent to 81 percent of the total site and a variance has been requested. The site is 21,802 square feet and the building footprint is 17,594 square feet. The proposed addition will cover an area currently occupied by a duplex, a surface parking area and a front yard. Practical difficulties exist in complying with the maximum lot coverage requirement. The site is currently nonconforming to the zoning code requirement which limits no more than one residential structure per zoning lot. The proposed addition will connect to all three existing apartment buildings, bringing the site in to compliance with this regulation. The footprint of the addition for the first level is larger than floors 2 through 5 to accommodate fully enclosed parking. These circumstances are unique to the property.

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

Allowing the applicant to exceed the maximum lot coverage requirement to accommodate an addition is reasonable and would be in keeping with the spirit and intent of the ordinance. The maximum lot coverage requirements are established to preserve open space in residence and office residence districts. The site is on a corner lot and the applicant has proposed new and enhanced landscaping around the perimeter of the addition, between the existing buildings and in the public right-of-way. Allowing an addition to add dwelling units to this residential property in a high-density multiple family district is reasonable.

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

The proposed variance should not alter the character of the surrounding area or be injurious to the use and enjoyment of other property in the vicinity. Although providing the required amount of open space has many benefits, granting the variance would likely have little effect on the health, safety or welfare of the general public or the surrounding properties and the site will be adequately landscaped. In addition, the applicant has proposed extending the enhanced landscaping into the public right-of-way which will be an additional amenity.

## **SITE PLAN REVIEW**

### **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.
- 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 531.20 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.
- **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.

#### **PLANNING DIVISION RESPONSE:**

- The first floor of the addition to the building will be located 8 feet from the lot line adjacent to 5<sup>th</sup> Street Southeast. The three existing apartment buildings are located less than 1 foot from the property line along 15<sup>th</sup> Avenue Southeast.
- Between the building and 5<sup>th</sup> Street Southeast, landscaping and a walkway is proposed. As a condition of approval the concrete paving area or patio must be removed because it is not permitted in a required yard.
- Principal entrances face the street.
- All parking will be fully enclosed within the building or underground.
- The proposed building addition includes recesses and projections and other architectural elements, such as windows and balconies, to divide the building into smaller identifiable sections.
- There will not be any blank, uninterrupted walls that do not include windows, entries, recesses or projections or other architectural elements that exceed 25 feet in length.
- The primary exterior materials will be durable and include stucco, cementitious siding, metal cladding, rock face CMU and glass.

- All sides of the building addition will be similar to and compatible with each other. The addition aligns with the floor plates of the existing building but uses materials that are different but compatible with the existing buildings to distinguish the addition from the original structures. In addition, the project includes needed repairs and maintenance to the existing structures so that those buildings are more compatible with the new addition. Staff is recommending a condition of approval that requires this needed maintenance and repair of the existing buildings.
- Plain face concrete block would not be used as a primary exterior building material.
- The principal entrances will be clearly defined and emphasized through the use of roofs and surrounded by windows to emphasize the importance.
- At least 20 percent of the first floor and at least 10 percent of the upper floors of the building walls in the addition facing 5<sup>th</sup> Street Southeast are required to be windows. The percentage of windows on the first floor is 27 percent and the percentage of windows on the second through sixth floors of the building is greater than 10 percent. Additional windows are provided on the first floor that do not count toward the minimum requirement because they are located in the entrance and garage doors.
- Windows will be vertical in proportion and distributed in a more or less even manner.
- More than 70 percent of the linear frontage of the ground floor building wall facing 5<sup>th</sup> Street Southeast will accommodate spaces with active functions.
- The proposed roofline is flat, consistent with other buildings in the area.

#### **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.

#### **PLANNING DIVISION RESPONSE:**

- All of the principal entrances leading into and out of the building open directly to a walkway leading to the public sidewalk. The walkway proposed for the new entrance to the addition is more than 8 feet wide. The applicant will be required to reduce the width of the walkway to not more than 8 feet.
- No transit shelters are proposed as part of this development.
- Vehicle access has been designed to minimize conflicts with pedestrian traffic. There will be one curb cut serving the entire site along 5<sup>th</sup> Street Southeast which will provide access to the enclosed parking. The existing curb cut along 15<sup>th</sup> Avenue Southeast will be closed. The site is not adjacent to a public alley.
- The maximum impervious surface permitted in the R5 district is 85 percent; 84.5 percent is proposed.

**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.**

**PLANNING DIVISION RESPONSE:**

- The zoning code requires that a least 20 percent of the site not occupied by buildings be landscaped. The lot area of the site is approximately 21,802 square feet. The building footprint with the proposed addition is approximately 17,594 square feet. The lot area minus the building footprint therefore consists of approximately 4,208 square feet. At least 20 percent of the net site area (842 square feet) must be landscaped. Approximately 3,367 square feet of the site will be landscaped. That is equal to 80 percent of the net lot area.
- The zoning code requires at least one canopy tree for each 500 square feet of required green space and at least one shrub for each 100 square feet of required green space. The tree and shrub requirement for this site is 2 and 8 respectively. Two canopy trees and 24 shrubs are proposed on-site. Two additional canopy trees, 7 ornamental trees and 32 additional shrubs are proposed in the right-of-way.
- The remainder of the landscaped area will be covered with perennials, grasses and mulch. The plan indicates that rock mulch will be used in the planting areas. Rock mulch has proven problematic in the past when it migrates to the public right-of-way. Staff is recommending that the planning commission not allow rock mulch to be used where planting areas are disturbed. The applicant is also proposing extending the landscaping into the right-of-way.

**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.

**PLANNING DIVISION RESPONSE:**

- All of the parking associated with the development will be fully enclosed within the building or underground.
- The proposed building addition should not impede views of important elements of the city.
- Although this development will cast shadows on surrounding properties, the effects will be minimal. The building addition will be located over 20 feet from the adjacent residential property to the west and over 30 feet from the adjacent residential property to the north.
- The building addition is designed with recesses and projections to minimize the generation of wind currents at the ground level.
- The development includes some environmental design elements to prevent crime. To allow natural surveillance and visibility, windows exceeding the minimum requirements are provided on all levels. There are multiple entrances facing both 5<sup>th</sup> Street Southeast and 15<sup>th</sup> Avenue Southeast. Lighting is proposed on the new addition.
- The existing structures are not locally designated. The applicant has obtained a Historic Review Letter from CPED to determine whether or not the structure proposed for demolition is a historic resource that may be eligible for local historic designation. Staff determined that this property is not a potentially 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 site is zoned R5 Multiple-family District with the UA Overlay District. A multiple family dwelling with 5 or more units is a permitted use in the R5 district.

**Parking and Loading:**

*Minimum automobile parking requirement:* Generally, the minimum parking requirement is one space per unit. In the UA overlay district, 0.5 spaces per bedroom, but not less than one space per dwelling unit, is required. In this case, there are 34 dwelling units and 130 bedrooms resulting in a minimum parking requirement of 65 parking spaces. The site qualifies for a ten percent reduction in parking because it is located within three hundred (300) feet of a transit stop with midday service headways of thirty (30) minutes or less in each direction. The reduced parking requirement for the use is 59 stalls. The applicant is providing 45 parking stalls and has requested a variance accordingly. At least two accessible spaces are required. Two accessible spaces will be provided. Not more than 25 percent of the required spaces can be compact spaces. In other words, at least 44 spaces must comply with the dimensions required for standard spaces. No compact spaces are proposed.

*Maximum automobile parking requirement:* There is not a maximum parking requirement for dwellings except for parking that is not enclosed. All parking spaces will be enclosed.

*Bicycle parking requirement:* In general, the minimum bicycle parking requirement is equal to one space per two dwelling units. In the UA overlay district, one bicycle or one scooter parking space is required per bedroom. Not less than 90 percent of the required bicycle parking spaces must meet the standards for long term parking. All required bicycle parking spaces must be accessible without 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. In the UA overlay district, the required spaces also cannot be located in any required yard or between the principal building and the public street. The total minimum requirement is 130 spaces, of which at least 117 must meet the long-term parking requirements. The applicant has proposed 85 long-term bicycle spaces. As a condition of approval the project must include a minimum of 130 bicycle parking spaces, 117 of which must meet long-term parking requirements.

*Loading requirement:* A loading space is not required for multi-family dwellings with less than 100 units. No on-site loading space is proposed.

**Proposed Lot Area:** The proposed lot area is 21,802 square feet.

**Maximum Floor Area:** The maximum FAR allowed in the R5 District is 2.0. The development qualifies for a 20 percent density bonus because all required parking will be located within the building. Therefore the maximum FAR increases to 2.4. The building will have a total of 46,044 square feet, which is an FAR of 2.1.

**Minimum Lot Area:** The minimum lot area requirement in the R5 district is 700 square feet per dwelling unit; this results in 31 permitted units with a lot area of 21,802 square feet. The development qualifies for a 20 percent density bonus because all required parking will be located within the building, resulting in 37 units permitted on the zoning lot; 34 units are proposed.

**Dwelling Units per Acre:** The applicant is proposing 34 dwelling units on a .5 acre site for a density of 68 dwelling units per acre. This level of density is considered high density per the comprehensive plan. The site is located on a Commercial Corridor as identified in *The Minneapolis Plan for Sustainable Growth*. High density is appropriate for the subject site based on the adopted policies for this land use feature.

**Building Height:** The maximum height allowed in the R5 district is 4 stories or 56 feet, whichever is less. The height is determined by the vertical distance from the natural grade measured at a point 10 feet away from the front center of the building to the average distance between the eave edge and the ridge level for a gable roof. The proposed height is 5 stories or 56 feet 8 inches. The applicant has requested a conditional use permit to increase the maximum height allowed (see analysis above).

**Yard Requirements:**

*Front yard requirements:* The property is a reverse corner lot. For a reverse corner lot, both lot lines that abut a street are considered front lot lines and a required front yard needs to be provided and maintained along each of the lot lines. In the R5 district, the minimum front yard requirement is 15 feet or the established setback of the adjacent residential structure, whichever is greater. The front wall of the adjacent building to the west is set back 13 feet from the front lot line; therefore the addition is subject to the district setback of 15 feet. The applicant has requested a variance to reduce the front yard setback from 15 feet to 8 feet along 5<sup>th</sup> Street Southeast to accommodate the proposed addition (see analysis above)

*Interior side yard requirements:* Multiple-family dwellings in the R5 district have a minimum side and rear yard setback requirement of 5+2X (where x is the number of stories above the first floor). The required side yard setbacks for the proposed addition are 13 feet along the north and west property lines. The first floor of the building will be located 5 feet from the west property line and 5 feet 10 inches from the north property line; setback variances have been requested accordingly (see analysis above). Floors 2 through 5 will be setback approximately 15 to 25 feet from the north property line and 9 to 15 from the east property line.

**Lot Coverage:** The maximum lot coverage permitted in the R5 district is 70 percent. The site is 21,802 square feet and the building footprint is 17,594 square feet. The applicant is proposing a lot coverage equivalent to 81 percent of the total site and a variance has been requested (see analysis above).

**Impervious Surface Coverage:** The maximum impervious surface coverage allowed in the R5 district is 85 percent. For the proposed site, 18,532 square feet of coverage is allowed. The

proposed amount of impervious surface is approximately 18,435 square feet, which covers 84.6 percent of the site.

**Specific Development Standards:** Not applicable for dwellings.

**Signs:** Signs are subject to the requirements of Chapter 543 of the Zoning Code. In the R5 District, a multiple-family dwelling on a lot between 10,000 and 43,559 square feet can have one nonilluminated, flat wall identification sign not exceeding thirty-two square feet with a maximum height of fourteen feet or top of the wall, whichever is less. On a corner lot, two (2) such signs per building are allowed. The applicant has indicated that no signage is proposed. Any new signage will require Zoning Office review, approval, and permits.

**Refuse Screening:** Refuse and recycling storage containers are required to be enclosed on all four sides by screening compatible with the principal structure not less than two feet higher than the refuse container or shall be otherwise effectively screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. The refuse and recycling storage containers will be located inside the building in the enclosed parking area.

**Screening of Mechanical Equipment:** All mechanical equipment is required to be arranged so as to minimize visual impact by using screening and must comply with Chapter 535 and district requirements.

**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 Chapters 535 and 541 and Planning Staff shall review the details of the fixtures in the final review prior to permit issuance.

## **MINNEAPOLIS PLAN**

In the *Minneapolis Plan for Sustainable Growth*, the future land use designation for this site is urban neighborhood and it is located on a designated Community Corridor (15<sup>th</sup> Avenue Southeast). Community Corridors can support up to high density (50-120 dwelling units per acre) in appropriate areas. The University of Minnesota is designated as a Growth Center. High to very high density can be supported within Growth Centers. In addition, the site is located across the street from the northeastern boundary of the Dinkytown Activity Center. In addition to the principals and policies identified in the conditional use permit section of this staff report, the following policies of the Comprehensive Plan apply to this project and this site:

**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.

- 1.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.

**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

**Land Use Policy 1.9:** Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

- 1.9.4 Discourage the conversion of existing residential uses to commercial uses outside of Neighborhood Commercial Nodes.
- 1.9.5 Encourage the development of low- to medium-density housing on Community Corridors to serve as a transition to surrounding low-density residential areas.
- 1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

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

- 1.15.3 Encourage the development of high- to very high-density housing within Growth Centers

**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.

- 3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

**Urban Design 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.
- 10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock

**Urban Design Policy 10.5:** Support the development of multi-family residential dwellings of appropriate form and scale.

- 10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.

**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.

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 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.
- 10.6.6 Integrate transit facilities and bicycle parking amenities into the site design.

**Urban Design Policy 10.16:** Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

- 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
- 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.
- 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

*Staff comment:* An addition to add 16 dwelling units connected to the existing multi-family buildings is consistent with the above policies of the Comprehensive Plan. The density

proposed is appropriate for this site.

### **SMALL AREA PLANS**

The site is also located within the boundaries of the Master Plan and Urban Design Plan for the Marcy-Holmes Neighborhood. In addition to the principals and policies identified in the conditional use permit section of this staff report, the following policies apply to this project and this site:

- Eventual and gradual redevelopment of these three and a half blocks should attempt to preserve architecturally significant and contributing buildings as part of a larger redevelopment effort.
- Parking should not be accessed from 15<sup>th</sup> Avenue Southeast. Access from side streets is preferred.
- The block should be developed with a variety of building heights. The north corner of the block should be lower scale, and in scale with the neighborhood.

*Staff comment:* The proposed addition adds height and density to this area and maintains the three existing brownstone apartment buildings on the development site. The project will include needed maintenance and repairs to the existing structures.

### **ALTERNATIVE COMPLIANCE**

**The Planning Commission 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.**

Alternative compliance is not requested by the applicant.

### **RECOMMENDATIONS:**

**Recommendation of the Community Planning and Economic Development Department – Planning Division for the Conditional Use Permit:**

The Community Planning and Economic Development Department – Planning Division recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to increase the maximum building height from 4 stories (56 feet) to 5 stories (56 feet 8 inches) for the property located at 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.

**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 **approve** the application for a variance to reduce the required north interior side yard from 13 feet to 5 feet 10 inches and to reduce the required west interior side yard from 13 feet to 5 feet for the property located at 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast.

**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 approve the application for a variance to reduce the required front yard setback along 5<sup>th</sup> Street Southeast from 15 feet to 8 feet for the property located at 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast.

**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 approve the application for a variance to reduce the minimum parking requirement from 59 spaces to 45 spaces for the property located at 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast.

**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 approve the application for a variance to increase the maximum lot coverage from 70 percent to 81 percent for the property located at 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast.

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

The Department of Community Planning and Economic Development– Planning Division recommends that the City Planning Commission **approve** the site plan review application for a five story addition, with 16 new dwelling units for the property located at 501 15<sup>th</sup> Avenue Southeast/1423 5<sup>th</sup> Street Southeast, subject to the following conditions:

1. All site improvements shall be completed by October 15, 2014, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. Community Planning and Economic Development Department – Planning Division staff review and approval of the final elevations, floor, site, lighting and landscape plans before building permits may be issued.
3. The width of the new walkway on the 5<sup>th</sup> Street Southeast elevation shall not exceed 8 feet. The area between the building and 5<sup>th</sup> Street Southeast that is not the walkway shall be landscaped and shall not include a patio.
4. Landscaped areas not covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs, trees or edible landscaping shall be covered with wood mulch or other similar materials. Rock mulch shall not be used.
5. A minimum of 130 bicycle parking spaces shall be provided, 117 of which must meet long-term bicycle parking requirements.
6. The existing buildings shall be repaired and renovated as needed so the existing building is compatible with the new addition. This shall include repairing or replacing existing porches, steps, entry doors, alcoves and windows, providing a fence in compliance with the zoning code along 15<sup>th</sup> Avenue Southeast, repairing or rebuilding cornices and tuck pointing existing brick exteriors as noted on the elevations.

**Attachments:**

1. Statement of findings and project description

Department of Community Planning and Economic Development – Planning Division  
BZZ-5774

2. Historic Review Letter
3. Correspondence
4. Zoning map
5. Site plan, floor plans and elevations
6. Color renderings
7. Photos