



CPED STAFF REPORT
Prepared for the City Planning Commission

CPC Agenda Item #2
November 10, 2014
BZZ-6859

LAND USE APPLICATION SUMMARY

Property Location: 2823-2827 Central Avenue Northeast
Project Name: Turbo Tim's Anything Automotive
Prepared By: Aaron Hanauer, Senior City Planner, (612) 673-2494
Applicant: Positively Central LLC
Project Contact: Frank Stone
Request: To allow for a minor auto repair facility
Required Applications:

Conditional Use Permit	To allow for a building conversion into a minor auto repair facility
Site Plan Review	To allow for a building conversion into a minor auto repair facility

SITE DATA

Existing Zoning	C2/Neighborhood Corridor Commercial District
Lot Area	24,426 square feet / 0.56 acres
Ward(s)	I
Neighborhood(s)	Within Audubon Park Neighborhood Borders Columbia Park Neighborhood
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor
Small Area Plan(s)	Audubon Park Neighborhood Master Plan Central Avenue Small Area Plan

Date Application Deemed Complete	October 14, 2014	Date Extension Letter Sent	N/A
End of 60-Day Decision Period	December 13, 2014	End of 120-Day Decision Period	N/A

BACKGROUND

SURROUNDING PROPERTIES AND NEIGHBORHOOD.

The project site, 2823-2827 Central Avenue Northeast, is located on the east side of Central Avenue Northeast in the Audubon Park neighborhood and along the Central Avenue Commercial Corridor. The eastern side of Central Avenue Northeast from 27th Avenue to 30th Avenue contains one and two-story buildings with a variety of uses, includes a restaurant, funeral parlor, offices, gas station, residential and minor auto repair facilities. On the other side of Central Avenue Northeast is the Shoreham Round House, a City of Minneapolis designated landmark, St. Anthony's Cemetery, Columbia Park and Columbia Golf Club. To the east of the subject property is primarily low-density residential consisting of one and two-family buildings.

The future land use of the project site and eastern side of Central Avenue Northeast from Lowry Avenue Northeast to 30th Avenue Northeast is mixed use. The mixed use designation allows for a variety of retail, office and residential uses within a building or within a district. However, there is no requirement that every building be mixed use. The project site and the other properties along the eastern portion of Central Avenue Northeast from 28th Avenue Northeast past 30th Avenue Northeast are zoned C2/Neighborhood Corridor Commercial District. The adjacent residential properties to the east, which are separated by an alley from the subject property, are zoned R2B/Two-Family Residential.

SITE DESCRIPTION AND PRESENT USE.

The project site is made up of two parcels with a combined lot area of 24,426 square feet (138' x 177'). An alley behind the project site divides the predominately commercial properties along Central Avenue Northeast from the residential structures to the east. The project site includes a one-story, 15,824 square foot building (92'x172') that was built in 1957. The building is built out to the front property line and setback 4.5 feet from the rear property line. According to the applicant, the subject building was the location of the Central Parlor Frame Company for decades; however, the building has been vacant for approximately 7 years. The northern portion of the project site is undeveloped. The applicant, Frank Stone, purchased the two properties earlier this year.

PROJECT DESCRIPTION.

The applicant is proposing to convert the existing building into a minor automobile repair facility that will be the new location of Turbo Tim's Anything Automotive; the only proposed use for the building. Currently, Turbo Tim's is located five blocks to the south at 2319 ½ Jackson Street Northeast and have been at this location for eight years. Turbo Tim's completes general automotive repair including: brakes, suspension work, tune ups, oil, tire repair, tire balancing, oil changes and detailing. Turbo Tim's is looking to move to the new location as it provides space to expand their operation.

As part of the proposed project, the applicant is proposing to complete the following work to the site and building:

- Provide 24 off-street vehicle parking spaces and six bike parking spaces; 10 of the vehicle parking spaces would be within the building and 14 surface parking spaces would be located in a newly constructed parking lot to the north of the building.
- Install two new windows and restore three of the steel sash windows on the Central Avenue elevation with clear glazing to allow views in and out of the building.
- Paint the concrete masonry unit (CMU) on the sides and rear of the building to match the tan brick on the south elevation.

- Create a new vehicle entrance door to the building on the north elevation as the main vehicular access point.
- Replace the rear elevation overhead door with a new overhead door.
- Close off the curb cut along Central Avenue Northeast to the building and install a new 8' x 8' glass overhead door.
- Remove the mechanical equipment on the roof from the former tenant.

RELATED APPROVALS.

There have been no land use applications for the subject properties in recent history. In the past two years, two minor-auto repair facilities have been approved within two blocks of the subject property. In 2012, a conditional use permit and site plan was approved to allow for minor auto repair facility at 3001 Central Avenue Northeast (BZZ-5722). In 2013, a conditional use permit and site plan was approved to allow for a minor auto repair facility at 2801 Central Avenue Northeast (BZZ-6285).

PUBLIC COMMENTS.

As of November 4, 2014, no public comments have been received. Any correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a conditional use permit application to allow for a building conversion into a minor auto repair facility at 2823-2827 Central Avenue Northeast based on the following [findings](#):

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

The proposed minor automobile repair use will not be detrimental to or endanger the public health, safety, comfort, or general welfare. The applicant is aware of the specific development standards for the proposed use as outlined in the zoning ordinance and is willing to adhere to these standards. This includes: having all repairs be performed within a completely enclosed building, all service vehicles associated with the establishment being parked or stored in an enclosed structure after business hours, and employing best management practices regarding the venting of odors, gas and fumes away from residential uses. In addition, the applicant is proposing to install landscaping and screening of the new parking lot that meets zoning code requirements for commercial properties that are adjacent to a residence district.

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

As conditioned, the proposed minor auto repair facility will not be injurious to the use and enjoyment of other property in the vicinity or impede the normal or orderly development and improvement of surrounding property. The proposed use is consistent with activity allowed in the

C2 Zoning District, and the uses which specifically operate in the vicinity of this site. The applicant is proposing an adaptive reuse of an existing commercial building which is encouraged by the zoning code. Based on the proposed building modifications and site improvements, it is anticipated that the proposal would help improve the aesthetic appearance of the building, site and area and assist in having an active storefront along a commercial corridor. The proposed site and building improvements include installing windows and a new overhead door with clear glazing to allow views in and out of the building, installing landscaping and screening of the proposed parking lot along Central Avenue Northeast and the alley as well as painting the sides and rear of the building.

As conditioned, the proposed minor auto repair facility will not have vehicular alley access. The applicant has designed the surface parking lot not to have access to the alley that serves the residential properties to the east, which CPED supports. However, the applicant is proposing to use the existing access door along the rear elevation for occasional inoperable vehicle tows. Per section 530.150, CPED is recommending that alley access to the building shall be prohibited in order to minimize conflict with the surrounding residential uses. This requirement is consistent with the conditions of approval for two nearby minor auto repair facilities: Maxi Auto at 2801 Central Avenue Northeast (BZZ-6285, 2013) and Blaine Auto Repair at 3001 Central Avenue Northeast (BZZ-5722, 2012). If the applicant is allowed to have vehicular alley access to the building, CPED believes that if the back door is allowed for vehicle tows, this would negatively affect the livability of the residential uses that share the same block and alley.

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

Adequate access roads will be provided. The applicant is proposing to maintain having only one access point to the project site along Central Avenue Northeast, which is supported by CPED and Public Works. The applicant is proposing to install a new surface parking lot to the north of the building that is accessed from Central Avenue Northeast and remove the curb cut to the building along Central Avenue Northeast. The site is also served by an alley and the existing building has an overhead door that provides access directly from the alley to the building. However, as conditioned, CPED is recommending that vehicular alley access to and from the site shall be prohibited in order to protect the livability of the residential uses that share the same block.

Utilities are adequate and drainage of the site will have to meet City of Minneapolis stormwater management requirements. Should the applications be approved, the applicant will be required to 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. This would be required to ensure that all procedures are followed and that the development complies with all City and other applicable requirements.

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

As conditioned, adequate measures have been taken to minimize traffic congestion in the public streets. The applicant is proposing to exceed their off-street vehicle parking requirement (19 spaces are required and the applicant is proposing to have 22 spaces) and install bike parking for six bikes even though none are required. The applicant is also proposing to maintain having only one curb cut to the project site along Central Avenue Northeast, which will help control traffic to and from the site along Central Avenue Northeast.

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*

The future land use of the project site is mixed use and the site is located on a Commercial Corridor. The proposed use is consistent with the applicable land use and urban design policies and implementation steps of the comprehensive plan:

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

Implementation Step 1.2.3 Lessen the negative impacts of non-residential uses on residential areas through controls on noise, odors, and hours open to the public.

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.

Implementation Step 1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.

Land Use Policy 1.7: Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.

Implementation Step 1.7.2 Direct auto-oriented uses to locations on Commercial Corridors that are not at the intersection of two designated corridors, where more traditional urban form would be appropriate.

Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities.

Implementation Step 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 Department of Community Planning and Economic Development areas, and areas of transition between land uses.

Urban Design Policy 10.22: Use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.

Implementation Step 10.22.1 Integrate “eyes on the street” into building design through the use of windows to foster safer and more successful commercial areas in the city.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

The proposed use will conform to the applicable regulations of the district in which it is located. The applicant has confirmed that the proposed project will meet the specific development standards outlined in chapter 536 of the zoning ordinance for minor auto repair facilities, which include the following:

1. All vehicles waiting for repair or pick-up shall be stored on the site in an enclosed building or in parking spaces in compliance with Chapter 541, Off-Street Parking and Loading.
2. Except in the I3 District, all repairs shall be performed within a completely enclosed building.
3. All vehicles parked or stored on-site shall display a current license plate with a current license tab. Outdoor storage of automotive parts or storage of junk vehicles is prohibited.
4. The sale of vehicles shall be prohibited.

5. In the C1, C2 and C3S Districts, all service vehicles associated with the establishment shall be parked or stored in an enclosed structure after business hours.
6. The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.
7. The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
8. Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application for 2823-2827 Central Avenue Northeast based on the required [findings](#) and [applicable standards](#) in the site plan review chapter:

I. Conformance to all applicable standards of Chapter 530, Site Plan Review.

Building Placement and Design – Meets requirements

- The existing building reinforces the street wall. The applicant's proposal to install clear glazing in the existing window openings along Central Avenue will improve natural surveillance and visibility. The applicant proposal to maintain the two pedestrian entrances along the Central Avenue elevation will facilitate pedestrian access and circulation.
- The first floor of the building is located at the property line along Central Avenue Northeast.
- The building is oriented with two main entrances facing Central Avenue Northeast.
- The applicant is proposing parking in two locations: within the principal building being served and a new on-site accessory parking lot that will be to the interior of the site (north side).
- There is no new building construction proposed as part of the project.
- The front and rear elevation of the existing building meets the requirement that there shall not be blank, uninterrupted walls. The back half of the south interior elevation and the back quarter of the interior north do have blank walls. However, these are existing conditions.
- The main exterior materials of the existing building are brick, glass and concrete block.
- The front elevation of the existing building is a red brick. The front half of the south elevation is tan brick and the rear half is concrete block. The north and east elevations are concrete block. The applicant is proposing to paint the concrete block on the side and rear elevations to match the tan brick on the south elevation.
- The existing building contains plain face concrete block on the rear elevation, which faces a residential district to the east. As previously stated, the applicant is proposing to paint the concrete block to match the tan brick on the south elevation.
- The principal entrance to the building along Central Avenue is proposed to have a canopy overhead to help express the importance of the entrance. Currently, the existing building has windows along Central Avenue Northeast that are opaque. The applicant is proposing to install new glazing in these window openings that will meet the site plan review standards of having windows be clear or lightly tinted glass with a visible light transmittance of 0.6 or higher. This will increase the percentage of windows that are in compliance with the site plan review standard from 0 to 10 percent (138 square feet of glazing). CPED is recommending that these windows shall allow views into and out of the building at eye level and that 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. There are window openings on the north elevation that face the proposed parking lot, however the bottom of the windows are seven feet above grade, which exceeds the site plan review requirement of not being higher than four feet above grade. In addition, these windows do not meet the site plan review visible light transmittance ratio of 0.6 or higher. The applicant is not proposing changes to these windows.

- With the proposed reuse of the building, the applicant is proposing to have a lobby and waiting room (active uses) along the entire Central Avenue Northeast elevation; none of this space is proposed to be used for parking, loading, or mechanical rooms.
- The applicant is proposing to maintain the existing flat roof of the building, which is consistent with the other commercial properties located nearby on Central Avenue Northeast.

Access and Circulation – Requires alternative compliance

- With the building located up to the property line along Central Avenue Northeast, the front entrances leads directly to the sidewalk.
- The applicant is not proposing a transit shelter.
- In general, vehicular access and circulation are designed to minimize conflicts with pedestrian traffic and surrounding residential uses. The applicant is proposing to maintain having only one curb cut along Central Avenue Northeast for the project site and to not allow alley access from the proposed surface parking lot. However, the applicant is proposing to use the existing overhead door on the alley for the occasional towing of inoperable vehicles. Per section 530.150, alley access is prohibited for automobile service uses when located on a block containing residential uses. Alternative compliance is required.
- The site plan has minimized the use of impervious surface and will meet the site plan review requirement of having 20 percent of the lot not occupied by building landscaped with pervious surfaces and plantings.

Landscaping and Screening – Meets requirements

- The composition and location of landscaped areas shall complement the scale of the development and its surroundings. The applicant is proposing to have 1,718 square feet of landscaping, which meets the requirement of having 20 percent of the site not occupied by the building to be landscaped as specified by section 530.160a. The applicant will also meet their canopy tree and shrub requirement as they are proposing to have three canopy trees and 18 shrubs.
- The proposed screening is also in compliance with the site plan review standards. The applicant is proposing to have a three-foot hedge that meets the 60 percent opacity requirement along Central Avenue Northeast and install a six-foot high privacy fence along the alley that will be in compliance with the 95 opacity requirement. The applicant is also proposing to have a tree within the landscaped area along Central Avenue Northeast that will meet the requirement that not less the one tree shall be provided for each 25 linear feet of parking frontage.
- The proposed landscape plan also complies with the landscaped yards requirement. The applicant is proposing a landscaped yard of 23 feet deep along Central Avenue Northeast and a landscaped yard seven feet deep along the alley that borders a residence district.
- The proposed surface parking lot design does not create corners that are unavailable for parking or vehicular circulation.
- The proposed 12-space surface parking lot is designed to have each of the parking spaces within 50 feet of the center for an on-site deciduous tree.
- The proposed main ground cover for the landscaping area will be cedar mulch.

Table I. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	24,426	N/A
Building footprint	15,905	N/A
Remaining Lot Area	8,521	N/A
Landscaping Required	1,704 sq. ft.	1,718 sq. ft.
Canopy Trees (1: 500 sq. ft.)	3 trees	3 trees
Shrubs (1: 100 sq. ft.)	17 shrubs	18 shrubs

Additional Standards – Meets requirements

- The proposed parking area is designed with wheel stops. The applicant is proposing a continuous curb for the parking lot. However, the applicant is also proposing on-site retention of stormwater with a rain garden and the directing of roof drains to landscaped areas.
- The proposed project and existing building will not obstruct views of important elements of the City such as parks and greenways, significant buildings and water bodies.
- The existing one-story building will not cast shadows on public spaces nor adjacent properties.
- The site plan includes crime prevention design elements includes greater natural surveillance compared to existing conditions with the applicant proposing to install 138 square feet of glazing that meets the city’s opacity requirement, new down lighting in the parking area that is in compliance with zoning code requirements for lighting, territorial reinforcement with the proposed parking lot screening, and natural access control in having only one access point from Central Avenue Northeast.
- The existing building is not locally designated; however, the applicant is proposing to adaptively reuse the building.

2. Conformance with all applicable regulations of the zoning ordinance.

Minor automobile repair facilities have specific development standards and are a conditional use in the C2 District. The applicant is aware of the specific development standards associated with the use and has stated they will meet all of them (see conditional use permit finding #6). If the conditional use permit and site plan review are approved, the proposal would comply with all applicable provisions of the zoning code.

Off-street Parking and Loading – Meets requirements

- The applicant’s proposed off-street parking plan is in compliance with the off-street parking minimum and maximum requirement for vehicles (see Table 3 below).
- The minimum vehicle parking requirement for a minor automobile repair facility is one space per 500 square feet of gross floor area excluding service bays plus two spaces per service bay. The applicant is proposing to have 2,434 square feet of gross floor area outside of the service bays. This will require five parking spaces. The remainder of the building will have seven service bays, which will require 14 off-street parking spaces. Therefore, the total off-street parking requirement is 19 spaces. The applicant is proposing 22 off-street parking spaces.
- The maximum parking requirement for a minor automobile repair facility is one space per 200 square feet of gross floor area excluding service bays plus two spaces per service bay. The applicant is proposing to have 2,434 square feet of gross floor area outside of the service bays. The maximum parking allowed for this portion of the building is 12 parking spaces. The proposed seven service bays will require 14 off-street parking spaces. Therefore, the maximum

off-street parking requirement is 26 spaces. The applicant is proposing 22 off-street parking spaces, which is below the maximum allowed.

- There is no bicycle parking requirement for an automobile service use. However, the applicant is proposing three bike racks that will accommodate six bikes near the building’s main entrance.
- There is a loading space requirement for minor automobile repair facilities with 10,000 or more square feet. The proposed minor automobile repair facility, excluding drive aisle, parking and storage areas is 4,754 square feet. Even though a dedicated loading space is not required for this sized minor-automobile repair facility, the applicant will be able to provide adequate on-site space for shipping and receiving activity.

Table 2. Vehicle Parking Requirements Per Use (Chapter 54I)

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Minor auto repair facility	19	N/A	19	26	22

Table 4. Bicycle Parking and Loading Requirements (Chapter 54I)

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed Bicycle parking	Loading Requirement	Proposed
Minor auto repair facility	N/A	N/A	N/A	6	none	0

Building Bulk and Height – Meets requirements

- There is not a minimum lot area requirement for a minor auto repair facility in the C2 Zoning District.
- The maximum floor area ratio of all structures in the C2 Zoning District is 1.7. The existing building has a F.A.R. of 0.7.
- The maximum height allowed in the C2 Zoning District is four stories or 56 feet. The existing building is one story and 19 feet high.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Existing/Proposed
Minimum Lot Area	N/A	19,782 sq. ft. / 0.45 acres
Gross Floor Area (GFA)	N/A	62,787 sq. ft.
Maximum Floor Area Ratio (GFA/Lot Area)	1.7	0.7
Maximum Building Height	4 stories/56 feet, whichever is less	1 story/19 feet

Residential Lot Requirements –Not applicable

- The proposed development is a nonresidential use, therefore, does not have residential lot requirements.

Yard Requirements – Not applicable

- The existing building is built at the property line along Central Avenue Northeast and the southern interior property line. The building is 4.5 feet from the rear property line that borders residential property to the east. If the building was built today, it would be required to be five feet from the property line since it borders a residential district.

Signs – Not applicable

- All new signs are required to meet the requirements of Chapter 543 of the zoning code. Separate permits are required from the Zoning Office for any proposed signage. The applicant states the signage for the proposed minor automobile repair facility is to be determined.

Dumpster Screening – Meets requirements

- The applicant’s proposal for screening of refuse and recycling containers meets requirements. Refuse storage containers are required to be screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. The applicant is proposing to have the refuse and recycling containers within the building.

Screening of Mechanical Equipment – Meets requirements

- The applicant is not proposing additional mechanical equipment on the roof or outside of the building. In addition, the applicant is proposing to remove the large mechanical equipment at the rear of the building that is not screened and is not needed for the proposed use.

Lighting – Meets requirements

- The applicant is proposing to install down lighting on the north elevation that is in compliance with section 535.590 of the zoning code.

Impervious Surface Area – Not applicable

- The C2 Zoning District does not have an impervious surface requirement. The project will meet its landscaping requirement as outlined above.

Specific Development Standards – Meets requirements

- A minor auto repair facility is required to meet specific development standards. As stated in conditional use permit finding #6 above. The applicant is aware of and will comply with these specific development standards.

3. Conformance with the applicable policies of *The Minneapolis Plan for Sustainable Growth*.

The proposed minor automobile repair facility at 2823-2827 Central Avenue Northeast is in compliance with *The Minneapolis Plan for Sustainable Growth*. The future land use of the project site is mixed-use and the proposed use is commercial development. The proposed project is in compliance with the comprehensive plan's land use and urban design policies and implementation steps (see conditional use permit finding 5 for a list of the applicable policies and implementation steps).

4. Conformance with applicable development plans or objectives adopted by the City Council.

There are two plans that provide guidance for the project site. The Central Avenue Small Area Plan (June 2008) and the Audubon Park Neighborhood Small Area Plan (May 2008). The proposed project is in compliance with the Central Avenue Small Area Plan's project goals of having an appropriate residential-commercial transition and generating employment opportunities by supporting a range of job types and increasing the day time population. The proposed project is also consistent with the recommendations for auto-oriented uses along the corridor by having entrances oriented towards the sidewalk and having a well-defined parking lot with edges and landscaping. The Central Avenue Small Area Plan's recommendations for the north segment, the properties located between 27th Avenue Northeast and 37th Avenue Northeast, primarily focus on the redevelopment of the Shoreham Yards and new construction. The proposed project of adaptively reusing an existing building for a minor-auto repair facility will not adversely impact the plan's recommendations for these other areas.

The proposed project is also consistent with the Audubon Park Neighborhood Small Area Plan goals and policies. The proposed project will reinforce mixed-use development along appropriate corridors (i.e. Central Avenue Commercial Corridor), renovate an existing commercial building to its original appearance and improve bike accessibility with the installation of bike racks.

5. Alternative compliance.

The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding that project meets one of three criteria required for [alternative compliance](#). Alternative compliance is requested for the following requirements:

- **Vehicular alley access on a block containing a residence district.** The applicant is proposing to use the existing overhead door that faces the alley. Per section 530.150, vehicular alley access for automobile service uses is prohibited when located on a block containing any residence. The applicant states that the service door would only be used occasionally for inoperable vehicle tows. Section 530.150 (c) does provide the opportunity for city planning commission to approve exceptions of this requirement where strict adherence is impractical of site location or conditions and the exception meets the intent of this section. In making an exception, the following factors should be considered:
 - The number of residential uses on the block and their use of the alley.
 - The number of commercial uses on the block and their use of the alley.
 - The location of the site on the block and its proximity to the end of the block.
 - Other access to/from the site.
 - The nature of the use and the number of vehicle trips the site is expected to generate.

- Public safety and crime prevention.
- The hours and days of operation of the use.
- Alley design and traffic safety impacts.

The applicant has provided a statement to the factors that are considered for an exception. CPED, however, finds that strict adherence to this zoning code requirement is not impractical. It is recognized that Central Avenue Northeast is unique with a median that will not allow southbound traffic to directly access the proposed parking lot. However, southbound traffic will still easily be able to access the proposed parking lot from Central Avenue Northeast. In addition, the adjacent block to the east is entirely residential including two residential structures that face 28th Avenue Northeast and are located within five feet of the alley. The proposed use is located near the middle of the block, rather than an end of the block. Furthermore, the two most recent conditional use permits within two blocks of the project site were not allowed to have alley access (2801 Central Avenue Northeast (BZZ-6285) and 3001 Central Avenue Northeast (BZZ-5722).

RECOMMENDATIONS

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

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to allow for a building conversion into a minor auto repair facility at 2823-2827 Central Avenue Northeast, subject to the following conditions:

- I. 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 for the Site Plan Review:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application to allow for a minor auto repair facility at 2823-2827 Central Avenue Northeast, subject to the following conditions:

1. Vehicular alley access to and from the site is prohibited. The curb cut leading to the building along Central Avenue Northeast shall be removed and the boulevard shall be reestablished as proposed by the applicant.
2. The existing rooftop mechanical equipment on the roof shall be removed. Any new mechanical equipment shall be screened to be in compliance with section 535.70.
3. The Central Avenue Northeast windows shall have clear or lightly tinted glass with a visible light transmittance ratio of 0.6 or higher and the ground floor will have windows that allow views into and out of the building at eye level without shelving, mechanical equipment or other similar fixtures that block views into and out of the building in the area between four (4) and seven (7) feet above the adjacent grade for the required window calculations.

4. The installation and maintenance of all landscape materials shall comply with section 530.210 of the zoning code. The landscaping and screening adjacent to the parking lot shall be completed by August 31, 2015.
5. Department of Community Planning and Economic Development staff review and approval of the final building elevations, floor, site, lighting and landscape plans.
6. All other site improvements required by Chapter 530 or by the City Planning Commission and proposed by applicant shall be completed by November 10, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

ATTACHMENTS

1. Project description, statement to findings and statement to vehicular alley access exception
2. Zoning map and aerials
3. Architectural plan set: survey, site plan, floor plan and elevations
4. Images

City of Minneapolis
Community Planning & Economic Development
Development Services Division
205 South 4th. St., Room 300
Minneapolis MN 55415

To whom it may concern:

I am applying for a conditional use permit for a building my partner and I own and wish to lease to Tim Suggs for use as a minor auto repair facility. He has been in the auto repair business for over 8 years and is presently operating out of a 6000 ft. building in an alley off Central Ave. NE and 23rd Ave. His business has grown to such an extent that neighbors are complaining about cars parked on city streets waiting for service.

I have spoken to his city licensing inspector Dan Jacobson, who has spoken highly of Tim's operation, stating that he is a good operator in cramped conditions, managing to do a good job. I own a building and parking lot adjacent to Turbo Tim's present location and have found him to be responsible and reasonable in every regard. In adverse circumstances, he has not endangered the public health, safety, comfort, or general welfare and with enlarged and upgraded facilities I am confident he will not in the future. He is proud of his reputation as a "green" shop.

Because there is another auto repair business next door to the south of the building in question, with many cars visible from Central Ave. we have designed a water garden green space using 3 of our valuable parking spaces along Central to soften the automotive repair look of our streetscape.

Questions 3-6 in this checklist can all be answered in the affirmative.

Thank you,

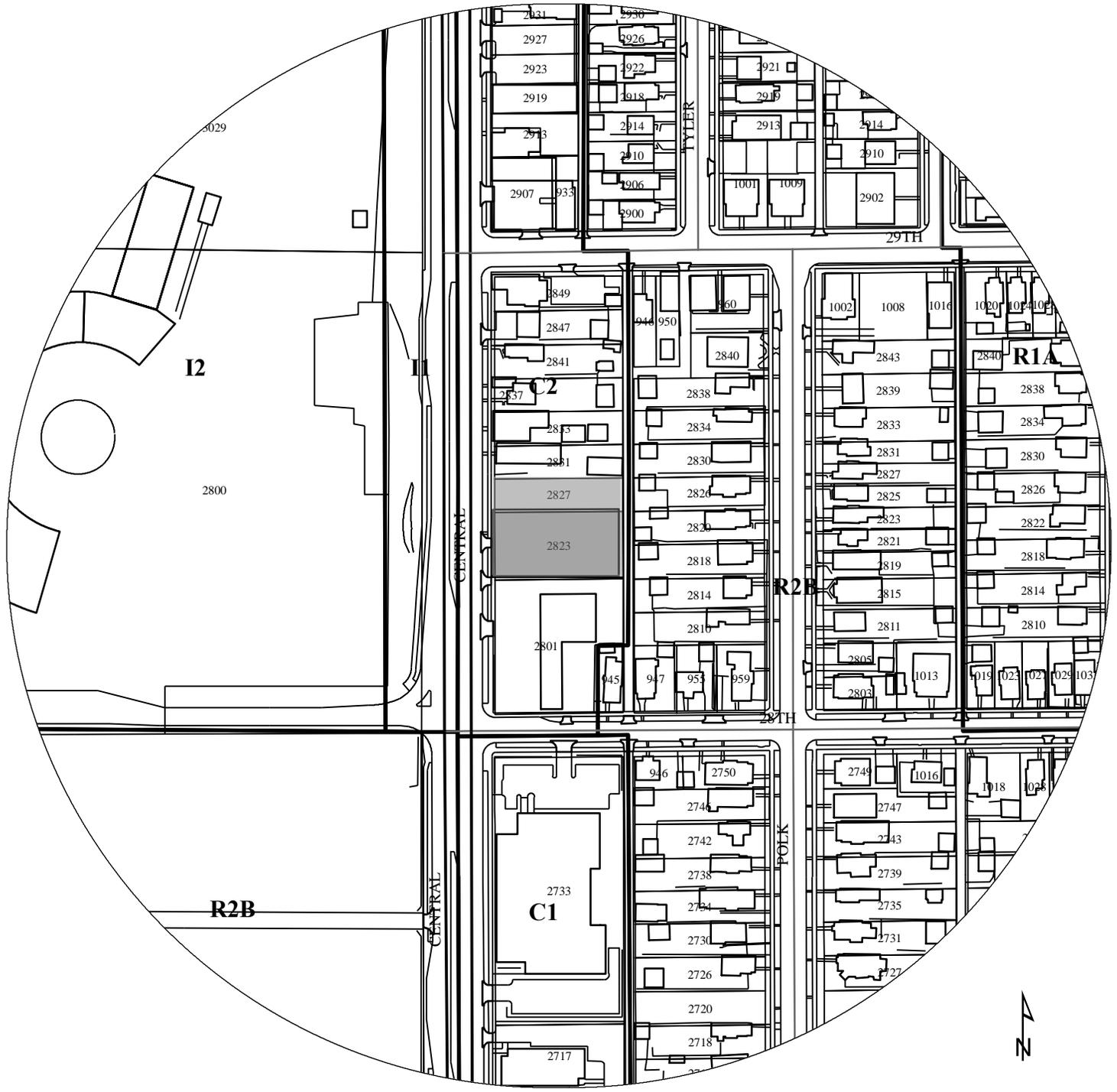


Frank Stone

Co-managing partner
Positively Central LLC
1228 2nd. St.
Mpls. MN 55413

NAME OF APPLICANT

WARD

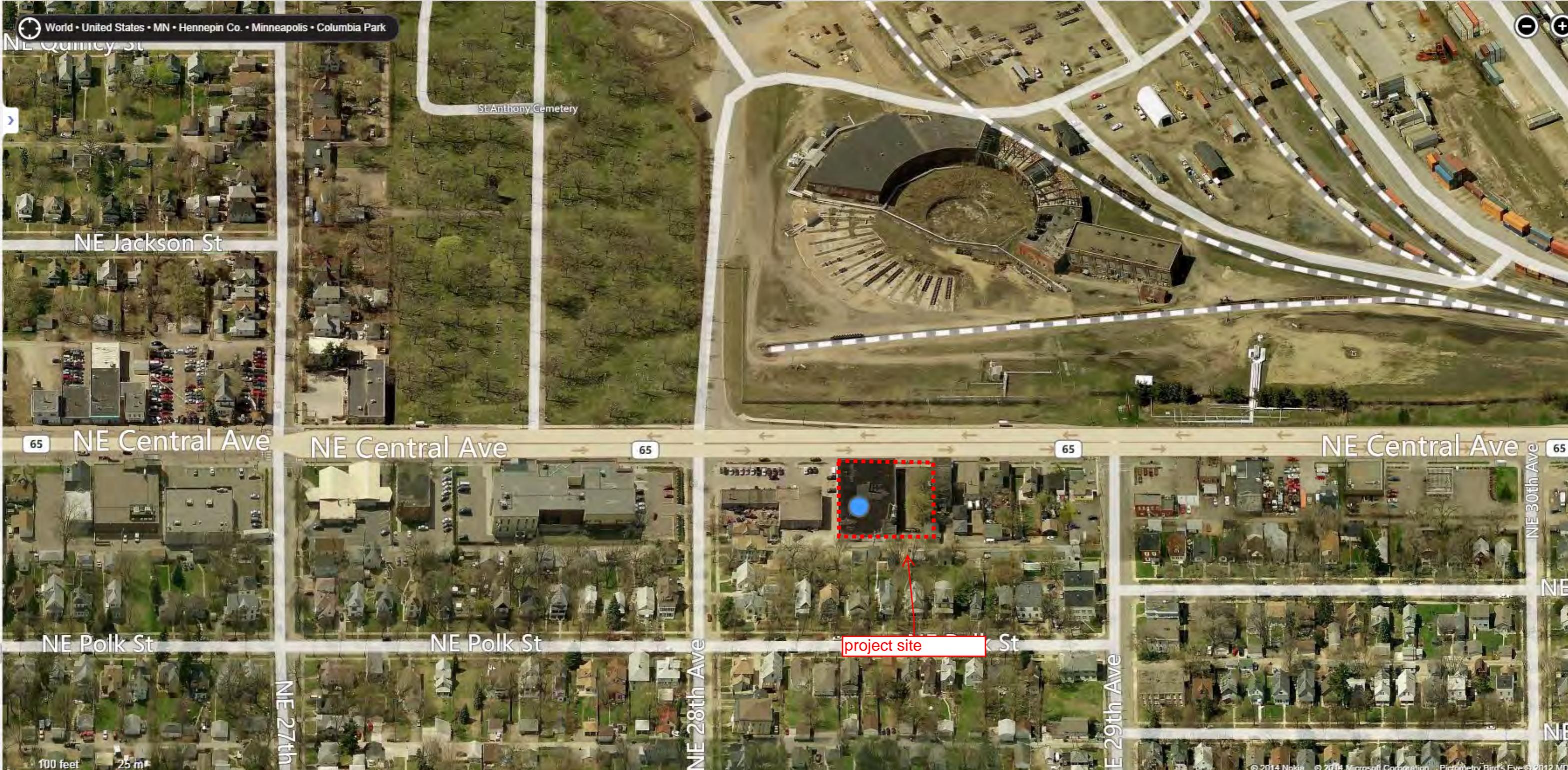


PROPERTY ADDRESS

2823 Central Avenue Northeast

FILE NUMBER

BZZ-6859



NE Quincy St

St Anthony Cemetery

NE Jackson St

65 NE Central Ave

NE Central Ave

65

65

NE Central Ave 65

NE 30th Ave

NE Polk St

NE Polk St

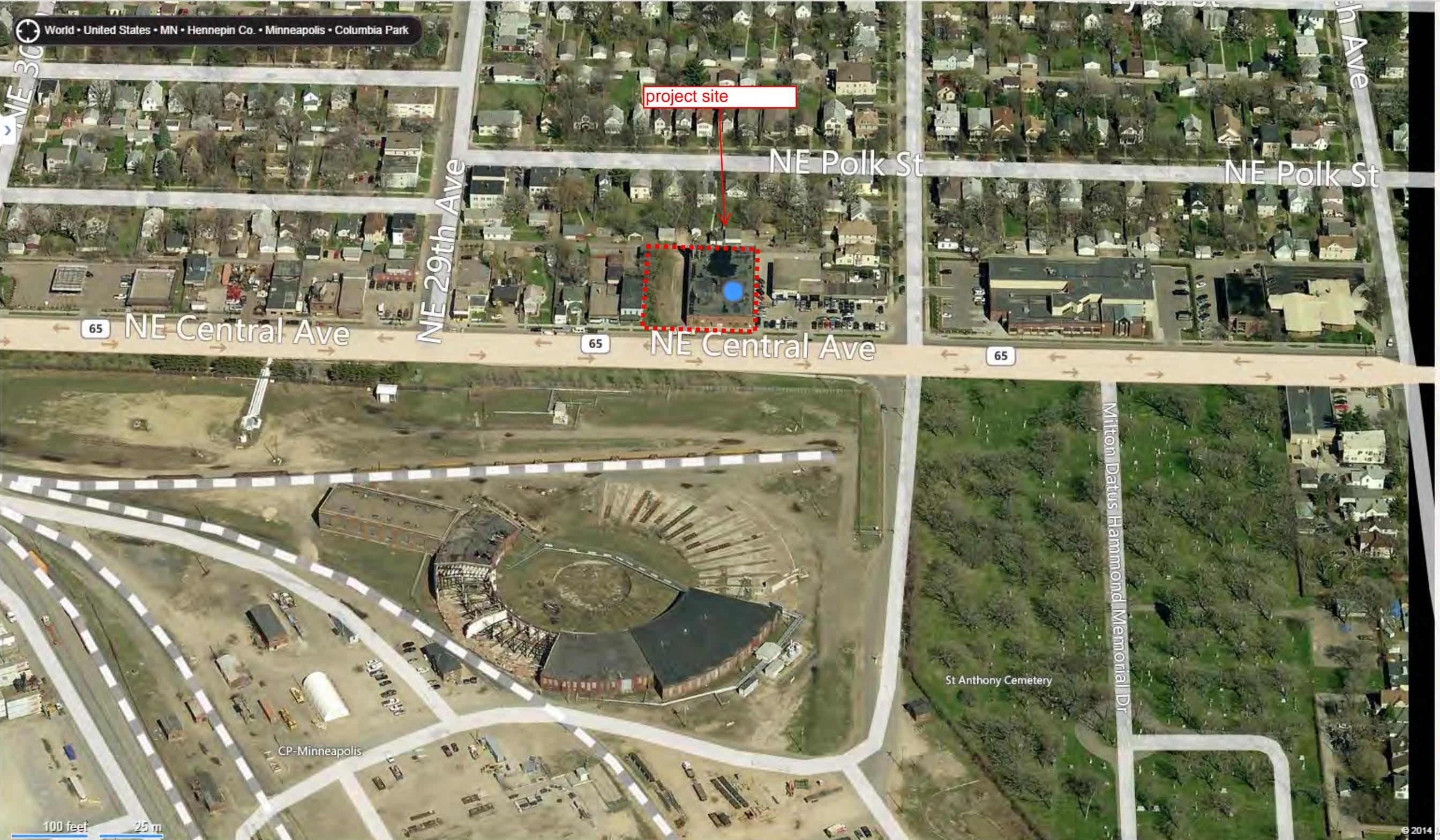
NE 28th Ave

project site

St

E 29th Ave

100 feet 25 m



project site

65 NE Central Ave

65

NE Central Ave

65

NE 29th Ave

NE Polk St

NE Polk St

Milton Datus Hammond Memorial Dr

St Anthony Cemetery

CP-Minneapolis

100 feet 25 m

SITE ADDRESS: 2823 & 2827 CENTRAL AVE. NE
FRIDLEY, MN 55418

EXISTING CONDITION SURVEY FOR: FRANK STONE



SCALE: 1 INCH = 20 FEET

Legend

- GAS ——— Underground Gas
- Monitoring Well
- ⊙ Gas Meter
- ⊕ Light Pole
- ⊙ Guard Post
- x900.0 Existing Elevation
- x900.0TC Top of Curb Elevation
- Denotes Iron Monument Found
- Denotes Set, 1/2" x 14" Iron Pipe w/ Plastic Cap Inscribed R.L.S. 15230.

PROPERTY DESCRIPTIONS:

PARCEL 1:
Lots 18 and 19, Block 3, MENAGE'S SUPPLEMENT TO EAST SIDE ADDITION TO MINNEAPOLIS, Hennepin County, Minnesota.

PARCEL 2:
Lot 20, Block 3, MENAGE'S SUPPLEMENT TO EAST SIDE ADDITION TO MINNEAPOLIS, Hennepin County, Minnesota.

No Search Was Made For Any Easements.

The location of all utilities shown are from observed evidence in the field and from plans furnished by the utility companies and are approximate. Utility companies should be notified for exact location before doing any excavation.

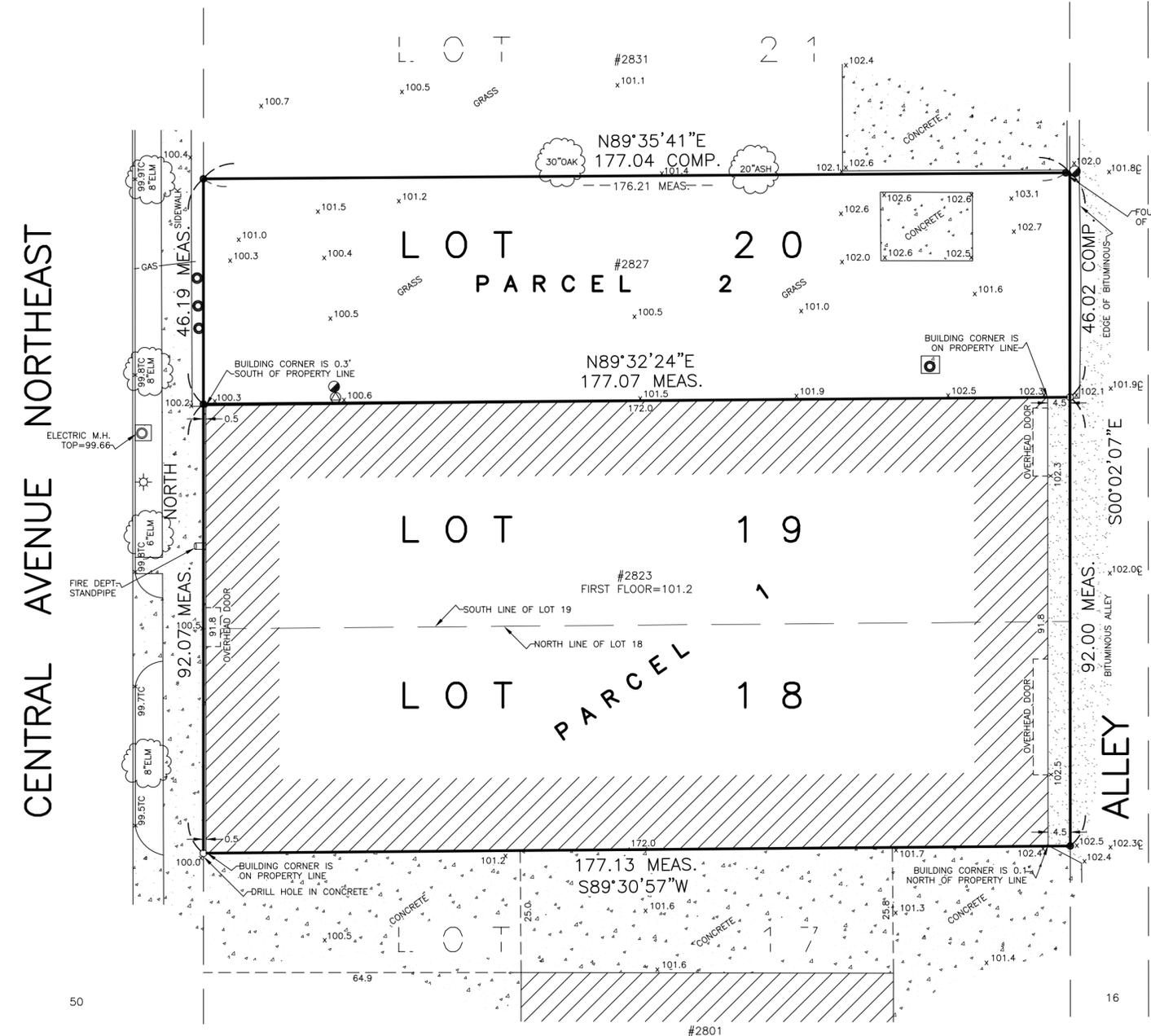
I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly registered Land Surveyor under the laws of the State of Minnesota.

W. BROWN LAND SURVEYING, INC.

Woodrow A. Brown

Woodrow A. Brown, R.L.S. MN REG 15230

Dated: 07-31-2014



W. BROWN LAND SURVEYING, INC.
8030 Cedar Avenue So., Suite 228.
Bloomington, MN 55425
Bus: (952) 854-4055
Fax: (952) 854-4268

Drawing: 133-14	Date: 07-31-2014 Scale: 1 Inch = 20 Feet	1 of 1
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2823 Central Ave NE



South



Southeast



East



North

