

Department of Community Planning and Economic Development – Planning Division
Conditional Use Permit, Site Plan Review and Minor Subdivision
BZZ-5735 & MS-226

Date: September 19, 2012

Applicant: Clark Engineering

Addresses of Property: 2000 Plymouth Avenue North

Project Name: Minneapolis Urban League Lot Division

Contact Person and Phone: Daniel Ostroot, (763) 545-9196

Planning Staff and Phone: Shanna Sether, (612) 673-2307

Date Application Deemed Complete: August 23, 2012

End of 60-Day Decision Period: October 22, 2012

Ward: 5 Neighborhood Organization: Northside Residents Redevelopment Council

Existing Zoning: C2 Neighborhood Corridor Commercial District

Zoning Plate Number: 12

Legal Description: See survey.

Proposed Use: Parcel A (easterly parcel) will be an office building and accessory parking lot and Parcel B (westerly parcel) will be a principal parking facility serving the Minneapolis Urban League located at 2100 Plymouth Avenue North

Concurrent Review:

- Conditional use permit to allow for a principal parking facility (Parcel B)
- Site plan review of a principal parking facility (Parcel B)
- Minor subdivision that would create two lots at 2000 Plymouth Avenue North. Parcel A would be for the office building and accessory parking lot and Parcel B would be for the principal parking facility for the Minneapolis Urban League.

Applicable Code Provisions: Chapter 525, Article VII, Conditional Use Permits, Chapter 530, Site Plan Review, Chapter 541 Off-Street Parking and Loading and Chapter 598 Subdivisions.

Development Plan: Please see attached survey. Parcel A would be for the office building and accessory parking lot and Parcel B would be for the principal parking facility for the Minneapolis Urban League.

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Background: The proposed subdivision would create two parcels out of one parcel. The current parcel is approximately 139,560 square feet (.91 acres) and is currently owned and operated by the Minneapolis Urban League. The existing building is currently vacant. The applicant is proposing to create two separate parcels to allow for the sale of the existing office building and accessory parking lot on the east parcel (Parcel A).

Previous land use approvals include a conditional use permit and site plan review for 2100 Plymouth Avenue North and 2000 Plymouth Avenue North to allow for an office building and a K-12 school, respectively, in 2000. Both properties are in compliance with the previously approved site plan.

The proposed subdivision will separate the existing west, 45-stall parking lot from the existing office building and north parking lot. The west parking lot is required parking for the 32,844 square foot Minneapolis Urban League office building located at 2100 Plymouth Avenue North. The west parking lot will now be a principal parking facility because it is not immediately adjacent to or on the same zoning lot as the uses for which it serves. The Minneapolis Urban League has used and will continue to use the west parking lot for their uses. A principal parking facility is a conditional use in the C2 Neighborhood Corridor Commercial District. Further, the parking facility has more than 10 stalls and is therefore subject to site plan review. Finally, the proposed subdivision that would create two parcels from one parcel requires a minor subdivision.

Staff has not received correspondence from the Northside Residents Redevelopment Council. Staff will forward comments, if any are received, at the city planning commission public hearing.

CONDITIONAL USE PERMIT: to allow for a principal parking facility

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 below concludes that the establishment, maintenance, or operation of the proposed conditional use:

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

The existing parking lot currently serves the Minneapolis Urban League located at 2100 Plymouth Avenue North and will continue to do so. Therefore, the continued use of the property as a principal parking facility should not be detrimental to or endanger the public health, safety, comfort or general welfare. The property was reviewed for compliance with site plan review standards in 2000 and is in conformance with the previously approved plan.

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

The conversion from an accessory parking lot to a principal parking facility will not be injurious to the use and enjoyment of properties in the vicinity. The existing parking lot currently serves the Minneapolis Urban League located at 2100 Plymouth Avenue North and will continue to do so. The

yards immediately adjacent to the public streets and alley are landscaped. The property was reviewed for compliance with site plan review standards in 2000 and is in conformance with the previously approved plan.

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

There are existing curb cuts along Plymouth Avenue North and Oliver Avenue North that will continue to access the parking lot. Adequate utilities, access roads, drainage, necessary facilities or other measures will be provided.

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

The principal parking facility will be used primarily for operations related to the Minneapolis Urban League, an office, located at 2100 Plymouth Avenue North. Both 2100 and 2000 Plymouth Avenue North were reviewed together in 2000 to determine the minimum required parking for the office building and school. Minneapolis Urban League is in an existing building with approximately 32,844 square feet of gross floor area. The minimum parking requirement for this use is 57 spaces. The accessory parking lot at 2100 Plymouth Avenue North has 17 off-street parking stalls. With the two parking lots, the combined number of off-street parking spaces is 62, which exceeds the minimum parking requirement for the Minneapolis Urban League.

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

The subject property is designated as mixed use in *The Minneapolis Plan for Sustainable Growth*. The principal parking facility is located on a designated community corridor and within a neighborhood commercial node. This use continues to encourage shared parking, which is consistent with the policies listed below.

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

- 1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- 1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.
- 1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

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.

- 1.9.2 Support new small-scale retail sales and services, commercial services, and mixed uses where Community Corridors intersect with Neighborhood Commercial Nodes.
- 1.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.
- 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 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.

- 1.11.3 Discourage new or expanded uses that diminish the transit and pedestrian character of Neighborhood Commercial Nodes, such as some automobile services and drive-through facilities.
- 1.11.7 Encourage the redevelopment of vacant commercial buildings and direct City services to these areas.

6. And, does in all other respects conform to the applicable regulations of the district in which it is located.

With the approval of the conditional use permit, site plan review and minor subdivision, the proposed project will be in conformance with the regulations of the C2 District.

SITE PLAN REVIEW

Findings as required by the Minneapolis Zoning Code for the 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 530.20 of the zoning code.

- **The form and pitch of roof lines shall be similar to surrounding buildings.**
- **Parking Garages:** The exterior design shall ensure that sloped floors do not dominate the appearance of the walls and that vehicles are screened from view. In addition to compliance with minimum window requirements, principal and accessory parking garages shall comply with provisions requiring active functions on the ground floor. In the downtown districts, the more restrictive parking garage provisions of Chapter 549, Downtown Districts, shall apply.

Conformance with above requirements:

There are no buildings proposed as part of this project.

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.**

Conformance with above requirements:

The existing parking lot is proposed to continue to connect to the public sidewalk via the driveway. Staff believes that there is sufficient area to allow for pedestrian access to the public sidewalk without conflicting with vehicular traffic.

There are no transit shelters adjacent to the site.

Vehicular access and circulation is not proposed to change. The existing parking lot has been designed to minimize conflicts with the pedestrian traffic and surrounding residential uses. The parking lot does not have alley access.

The applicant is not proposing to add any additional impervious surface.

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.**

Conformance with above requirements:

The proposed lot area of Parcel B is 18,993 square feet. No buildings are proposed for the site. Therefore, 20 percent of the total lot area, or 3,799 square feet, is required to be landscaped. The applicant is showing an existing landscaped area of 4,200 square feet, or 22 percent of the total site 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 8 and 38 respectively. The landscaping includes 14 on-site canopy trees and 40 shrubs.

At the time the property was reviewed for site plan review in 2000, a minimum landscaped yard of 5 feet was required along a public street or sidewalk. In 2004, the zoning code was amended to require a minimum landscaped yard of at least 7 feet wide along the public street or sidewalk. The applicant is providing a 5-foot landscaped area adjacent to the parking stalls and a greater landscaped yard on the remainder of the periphery. Staff is recommending that the city planning commission grant

alternative compliance as it would be impractical to remove the existing curbing from around the site to add two additional feet of landscaping.

Screening not less than three feet in height and not less than 60 percent opaque is required along the public street or sidewalk. The site has shrubbery around the perimeter of the parking lot.

In parking lots of ten spaces or more, no parking space shall be located more than fifty feet from the center of an on-site deciduous tree. The 14 parking stalls at the center of the parking lot are not located within 50 feet of an on-site tree. This requirement was introduced into the zoning code after the site was approved in 2000. Staff is recommending alternative compliance to this standard by allowing a site plan that is consistent with the existing condition.

Turf, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees shall cover all areas that are not paved or landscaped.

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.**

Conformance with above requirements:

The parking area contains continuous curbing and stormwater runoff will be directed towards the landscaped areas and the curb cut.

There are no buildings proposed for the site so there are no concerns regarding shadowing of public spaces or adjacent properties, blocking views, or generating wind currents at ground level.

The plan meets the CPTED guidelines. The site is well lit and designed with opportunities for people to observe adjacent spaces and public sidewalks.

The property is not a historic resource and the property does not lie within an historic district.

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

Zoning Code: The site is zoned C2 Neighborhood Commercial District. A principal parking facility is a conditional use in the C2 District.

Parking and Loading:

Minimum automobile parking requirement: The principal parking facility will be used primarily for operations related to the Minneapolis Urban League, an office, located at 2100 Plymouth Avenue North. Both 2100 and 2000 Plymouth Avenue North were reviewed together in 2000 to determine the minimum required parking for the office building and school. Minneapolis Urban League is in an existing building with approximately 32,844 square feet of gross floor area. The minimum parking requirement for this use is 57 spaces. The accessory parking lot at 2100 Plymouth Avenue North has 17 off-street parking stalls. With the two parking lots, the combined number of off-street parking spaces is 62, which exceeds the minimum parking requirement for the Minneapolis Urban League.

Maximum automobile parking requirement: There is no maximum off-street parking requirement for a principal parking facility.

Bicycle parking requirement: There is no bicycle parking requirement for a principal parking facility.

Loading: There is no loading requirement for a principal parking facility.

Maximum Floor Area: The site is subject to a maximum floor area ratio of 1.7 in the C2 District. No buildings are proposed that would be subject to the FAR requirement.

Height and Bulk: The maximum height for structures in the C2 District is 4 stories or 56 feet, whichever is less. No buildings are proposed as part of the project.

Minimum Lot Area: The minimum lot area requirement for a principal parking facility is 5,000 square feet. The proposed lot area will be 18,993 square feet.

Dwelling Units per Acre: There are no dwelling units proposed as part of this project.

Yard Requirements: The subject site is zoned C2 and there are no yard requirements along the four property lines.

Signs: Signs are subject to the requirements of Chapter 543, On-premise Signs. There is an existing, non-conforming pole sign at the corner of Plymouth Avenue North and Oliver Avenue North for the Minneapolis Urban League. No changes to the existing sign are proposed

Refuse screening: Refuse storage containers shall be enclosed on all four (4) sides by screening compatible with the principal structure not less than two (2) feet higher than the refuse container or

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shall be otherwise effectively screened from the street, adjacent uses. The dumpsters for the Minneapolis Urban League will be located on-site at 2100 Plymouth Avenue North.

Lighting: Lighting proposed for the development shall comply with Chapter 535 and Chapter 541 of the zoning code including:

535.590. Lighting. (a) *In general.* No use or structure shall be operated or occupied as to create light or glare in such an amount or to such a degree or intensity as to constitute a hazardous condition, or as to unreasonably interfere with the use and enjoyment of property by any person of normal sensitivities, or otherwise as to create a public nuisance.

(b) *Specific standards.* All uses shall comply with the following standards except as otherwise provided in this section:

- (1) Lighting fixtures shall be effectively shielded and arranged so as not to shine directly on any residential property. Lighting fixtures not of a cutoff type shall not exceed two thousand (2,000) lumens (equivalent to a one hundred fifty (150) watt incandescent bulb).
- (2) Lighting shall not create a sensation of brightness that is substantially greater than ambient lighting conditions as to cause annoyance, discomfort or decreased visual performance or visibility from any permitted or conditional residential use.
- (3) Lighting shall not directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at the closest property line of any permitted or conditional residential use, and five (5) footcandles measured at the street curb line or nonresidential property line nearest the light.
- (4) Lighting shall not create a hazard for vehicular or pedestrian traffic.
- (5) Lighting of building facades or roofs shall be located, aimed and shielded so that light is directed only onto the facade or roof.

MINNEAPOLIS PLAN AND RELEVANT SMALL AREA PLANS:

See finding number 5 for the Conditional Use Permit.

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, 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.**

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- **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 requested by the applicant for the following standards:

- The existing parking lot is proposed to continue to connect to the public sidewalk via the drive way. Staff believes that there is sufficient area to allow for pedestrian access to the public sidewalk without conflicting with vehicular traffic.
- At the time the property was reviewed for site plan review in 2000, a minimum landscaped yard of 5 feet was required along a public street or sidewalk. In 2004, the zoning code was amended to require a minimum landscaped yard of at least 7 feet along the public street or sidewalk. The applicant is providing a 5-foot landscaped area adjacent to the parking stalls and a greater landscaped yard on the remainder of the periphery. Staff is recommending that the city planning commission grant alternative compliance as it would be impractical to remove the existing curbing from around the site to add two additional feet of landscaping.
- In parking lots of ten spaces or more, no parking space shall be located more than fifty feet from the center of an on-site deciduous tree. The 14 parking stalls at the center of the parking lot are not located within 50 feet of an on-site tree. This requirement was introduced into the zoning code after the site was approved in 2000. Staff is recommending alternative compliance to this standard by allowing a site plan that is consistent with the existing condition.

MINOR SUBDIVISION

Required Findings:

- 1. The subdivision is in conformance with the land subdivision regulations and the applicable regulations of the zoning ordinance and policies of the comprehensive plan.**

The proposed subdivision would create two parcels out of one parcel. Parcel A (easterly parcel) will be an office building and accessory parking lot and Parcel B (westerly parcel) will be a principal parking facility serving the Minneapolis Urban League located at 2100 Plymouth Avenue North.

Zoning code:

The applicant has requested a conditional use permit and site plan review to allow for a principal parking facility on Parcel B.

Subdivision regulations:

The proposed parcels meet the subdivision regulations.

Comprehensive plan

See finding number 5 for the Conditional Use Permit.

2. The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.

The subdivision will not have an effect on surrounding properties or change the character of the area. The conversion from an accessory parking lot to a principal parking facility will not be injurious to the use and enjoyment of properties in the vicinity. The existing parking lot currently serves the Minneapolis Urban League located at 2100 Plymouth Avenue North and will continue to do so. The yards immediately adjacent to the public streets and alley are landscaped. The property was reviewed for compliance with site plan review standards in 2000 and is in conformance with the previously approved plan.

3. All land intended for building sites can be used safely without endangering the residents or users of the subdivision and the surrounding area because of flooding, erosion, high water table, severe soil conditions, improper drainage, steep slopes, rock formations, utility easements, or other hazard.

None of these hazards exist on the subject property.

4. The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.

There are no proposed changes to either property. The lot arrangement does not present difficulties in securing permits or access in the future. Both proposed lots are suitable in their natural state.

5. The subdivision makes adequate provision for storm or surface water runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations. To the extent practicable, the amount of stormwater runoff from the site after development does not exceed the amount occurring prior to development.

The parking area contains continuous curbing and stormwater runoff will be directed towards the landscaped areas and the curb cut. There is sufficient landscaped area, on-site, to provide adequate provisions for storm or surface water runoff. There are no proposed changes to either property, therefore, temporary and permanent erosion control measures have been or will be taken.

RECOMMENDATIONS:

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

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The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the findings above and **approve** the conditional use permit to allow for a principal parking facility located at 2000 Plymouth Avenue North in the C2 Neighborhood Corridor Commercial District, subject to the following condition:

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

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

The Community Planning and Economic Development Department - Planning Division recommends that the City Planning Commission adopt the findings above and **approve** the site plan review to allow for a principal parking facility located at 2000 Plymouth Avenue North in the C2 Neighborhood Corridor Commercial District.

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

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the findings above and **approve** the minor subdivision that would create two lots at 2000 Plymouth Avenue North. Parcel A would be for the office building and accessory parking lot and Parcel B would be for the principal parking facility for the Minneapolis Urban League.

Attachments:

- 1) Written descriptions and findings submitted by the applicant
- 2) Copies of e-mails sent to Northside Residents Redevelopment Council and Council Member Samuels explaining the project
- 3) Zoning map
- 4) Future land use map
- 5) Survey
- 6) Landscaping plan
- 7) Photos