

**Department of Community Planning and Economic Development – Planning
Division**

Conditional Use Permit and Site Plan Review
BZZ-2632

Date: October 31, 2005

Applicant: Todd Duvick and Norman Duvick, 3544 Lyndale Avenue South,
Minneapolis, MN 55408, (612) 822-6088

Addresses of Property: 3544 Lyndale Avenue South

Project Name: Amigo Service Center

Contact Person and Phone: Norman Duvick, 3544 Lyndale Avenue South,
Minneapolis, MN 55408, (651) 452-4445

Planning Staff and Phone: Becca Farrar, (612)673-3594

Date Application Deemed Complete: September 20, 2005

End of 60-Day Decision Period: November 19, 2005

End of 120-Day Decision Period: Not applicable for this application.

Ward: 10 **Neighborhood Organization:** Calhoun Area Residents Action Group
(CARAG)

Existing Zoning: C2 (Neighborhood Corridor Commercial) District

Proposed Zoning: Not applicable for this application.

Zoning Plate Number: 24

Lot area: 19,929 square feet or .45 acres

Legal Description: See attachment.

Proposed Use: Construct a new 1,423 square foot addition to an existing minor
automobile repair business.

Concurrent Review:

- Conditional Use Permit to expand the minor automobile repair business.
- Site Plan review to construct a 1,423 square foot addition.

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

Background: The applicant proposes to construct a 1,423 square foot addition to an existing minor automobile repair business located on the northwest corner of Lyndale Avenue South and 36th Street South, at 3544 Lyndale Avenue South. Minor automobile repair is a conditional use in the C2 district. The proposed addition would include two service bays for automobile repair and storage. Furthermore, the addition would include two full service vehicle hoists installed along with several storage units for tires, parts cabinets, and miscellaneous tools. Site plan review is also required.

The property went through site plan review in 1996 for a previous building addition. There are a total of six existing service bays located in the building and a small office area. The site in its current configuration was not the original plan approved by the Planning Commission in 1996, as the parking configuration along Lyndale Avenue South was slightly modified. The parking along Lyndale Avenue South encroaches approximately 3 feet into the right-of-way. According to the applicant, the modification was done over the counter with Planning and Public Works Staff in order to allow for proper alignment of the one-way (exit only) southeasterly drive-cut along 36th Street South (located closest to the intersection of 36th Street South and Lyndale Avenue South). Shifting the ten off-street parking spaces along Lyndale Avenue South 3 feet to the east into the right-of-way allowed for adequate spacing for ingress and egress off of Lyndale Avenue South and egress only on to 36th Street South. Staff has verified with Encroachment Staff in the Right-of-Way Division of Public Works that the parking along Lyndale is acceptable. A total of 5 off-street parking spaces would be removed on the west side of the site due to the proposed building addition, however, the applicant does not intend to further alter the site in any other way. The site would still be able to meet the off-street parking requirement for the use.

Staff had not received any correspondence from the Calhoun Area Residents Action Group (CARAG) regarding the applications prior to the printing of this report.

CONDITIONAL USE PERMIT – to expand an existing automobile repair business

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

The Planning Division does not generally believe that the proposed addition would be detrimental to or endanger the public health, safety, comfort or general welfare. The applicant proposes to construct a 1,423 square foot addition to the existing automobile repair facility. The proposal meets all of the applicable requirements in the C2 district as well as all applicable specific development standards.

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 Planning Division does not generally believe that a 1,423 square foot addition to an existing automobile repair facility would be injurious to the use and enjoyment of surrounding property nor would it impede the normal development of the surrounding area. The business is existing and the addition of two additional bays wouldn't have significant impacts on adjacent properties. All required off-street parking is still being provided for the use.

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

The applicant would be required to work closely with the Public Works Department, the Plan Review Section of the Inspections Department and the various utility companies during the duration of the development to ensure that all procedures are followed in order to comply with city and other applicable requirements.

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

The parking requirement for this development would be 19 spaces. The applicant is providing 19 parking spaces. All parking spaces in their current configuration exist on the property. Staff believes that adequate measures would be provided as the development is meeting the off-street parking requirement.

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

According to the *Minneapolis Plan*, the site is located along a Community Corridor and is designated as a services - commercial use. According to the Principles and Policies outlined in the *Minneapolis Plan*, the following apply to this proposal:

- Minneapolis will continue to provide a wide range of goods and services for city residents, to promote employment opportunities, to encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas (Policy 9.23).
- Minneapolis will coordinate land use and transportation planning on designated Community Corridors through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets (Policy 9.27)

Implementation steps:

- Support the continued presence of small-scale retail sales and commercial services along Community Corridors
- Ensure that commercial uses do not negatively impact nearby residential areas

The applicant proposes to construct a 1,423 square foot addition to an existing minor automobile repair facility. This development is in conformance with the above noted principles and policies of the comprehensive plan.

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 and site plan review this development would meet the applicable requirements of the C2 district.

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 FAÇADE:

- 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.

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

The proposed building addition would be located on the west side of the property adjacent to the west property line. There is an existing building on site. The proposed addition would be constructed approximately 7 feet from the west property line. An existing principal entrance faces the parking lot located along Lyndale Avenue South. There are no walkways that connect the principal entrance with any public sidewalk. Patrons enter the office area via the parking lot/driveway adjacent to Lyndale Avenue South. Required parking for the use is existing and located on site. There is a sidewalk adjacent to the building that runs from the door to the north along that portion of the building. The existing building does not reinforce the street wall and is not located within 8 feet of the required front lot line. The proposed building does not meet that requirement either. Alternative compliance would be necessary.

The existing building does incorporate some windows and doors at the first floor along Lyndale Avenue South, however the majority of the façade is either blank or contains large service bay garage doors. The existing building would not meet the 30% requirement and the windows are not vertical in proportion or distributed in a more or less even manner. However, as previously mentioned the building is existing. The addition to the building would not include any windows, but would include two additional service bay overhead doors on the northeast elevation.

The proposed exterior materials for the addition would be compatible with what exists on the building. The existing building is a combination of painted CMU and rock face CMU. The applicant is proposing to include both rock face and painted CMU on the new addition. The painted CMU would be located on the west elevation to match into the existing. The rock face CMU would be located on both the north and northeast facades.

The side (west) wall of the addition will be devoid of windows; this elevation currently faces the interior lot line. The north and west elevations as proposed do have blank walls in excess of 25 feet in length. Alternative compliance would be necessary. Because the north and west elevations include large walls adjacent to residential uses, staff would recommend that the Commission require that the new elevations be modified to include windows, entries, recesses or projections, or other architectural elements. The roof pitch is predominantly flat but does slope. The proposed roof line matches well into the existing roof line of the building.

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.**

There are no walkways that connect the principal entrance of the minor vehicle repair facility with the public sidewalks. Staff does not believe it is practical to include a walkway at this time. The existing facility is located toward the center of the site with parking primarily located along Lyndale Avenue South but also a few spaces located along the north property line and along the west property line. Patrons park their vehicles in the designated parking spaces and cross the parking lot/driveway to enter the office portion of the facility.

The site does not include a transit shelter.

The site has three existing curb cuts. There is one curb cut located on Lyndale Avenue South which allows both ingress and egress to the site. There are two curb cuts located off of 36th Street South. The curb cut located closest to the intersection of 36th Street South and Lyndale Avenue South is a one-way, exit only. The other curb cut is a two-way ingress/egress access point to additional off-street parking as well as access to the service bays located on the eastern side of the property. Staff would expect that traffic impacts on surrounding properties would be minimized as adequate parking is available for the use and no additional curb cuts are being proposed. There are no public alleys adjacent to the site.

The proposal somewhat minimizes the use of impervious surfaces as the site is existing. The site has a landscaped area of approximately 2,025 square feet or approximately 14% of the site is pervious not including the interior boulevard landscaping along Lyndale Avenue South and 36th Street South. These areas include the gardens and various planting areas. No net loss of landscaping will occur due to the proposed building addition. The location of the building addition is currently used for surface parking.

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.**

According to the applicant, approximately 2,025 square feet or 14% of the site is currently landscaped. In order to meet the 20% requirement, the site would need to include 2,849 square feet of landscaping. The applicant is not proposing to add any additional landscaping to the site and no landscaping is being lost as a result of the building addition. The location of the proposed building addition is currently a surface parking lot. The zoning code requires that there be at least 5 trees and 28 shrubs planted on the site. The site currently has 5 trees and 87 shrubs. There are also 4 trees located in the interior boulevard as well.

There are required yards along both residential lot lines to the north and west of the property per Chapter 548.140(b)(2), as well as the 40-foot rule along both 36th Street South and Lyndale Avenue South. The required setback for the first 40 feet along Lyndale Avenue South would be 14 feet as the adjacent residence located along the north property line is setback 14 feet from the property line. There is a parking space and a portion of a driveway located in the required yard, however, it is existing. The required setback for the first 40 feet along 36th Street South would be 18 feet as the adjacent multi-family structure to the west is setback 18 feet from the property line. There is an existing driveway located within that required yard. The building addition complies with the required yard along the west property line as a setback of 7 feet is being proposed and is required. The required yard along the north property line is 5 feet. The dumpster enclosure is proposed in a required yard along the west property line. Staff would require that said dumpster be removed from the required yard. The parking along the west, north and south lot lines were previously approved.

The applicant is not proposing to install any additional fencing. There is currently existing fencing located along portions of the west and north property line. The screening requirement is being met with the existing fencing located on the north side of the site, however, the fence located on the west side will be required to be replaced. There are also existing retaining walls on site. No additional retaining walls are being proposed as part of the proposal.

All on-site parking spaces are not located within 50 feet of an on-site tree. Alternative compliance would be necessary.

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.
- Lighting shall comply with the requirements of Chapter 535 and Chapter 541. A lighting diagram may be required.
- Parking and loading facilities and all other areas upon which vehicles may be located shall be screened to avoid headlights shining onto residential properties.
- 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.

All parking areas are bounded by existing concrete curbing or decorative brick curbing. Staff would require that the on site parking spaces be re-striped.

The applicant is proposing to add two additional wall-mounted light fixtures along the north and northeast facades. All lighting will need to be downcast and shielded to avoid undue glare. All lighting shall comply with Chapters 535 and 541. The City's CPTED officer did not have any additional comments regarding the proposal. The standard CPTED comments are included in the PDR review summary which has been attached for reference.

Headlight glare on adjacent residential properties would not be expected to be a problem as sufficient screening exists and will also be required.

The site plan as proposed would likely not impact the adjacent properties in regard to blockage of any significant views.

The development as proposed would not be expected to shadow adjacent properties or public spaces and wind currents would not be expected to be applicable.

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

ZONING CODE - The proposed use is conditional in the C2 District.

With the approval of the conditional use permit and site plan review this development will meet the requirements of the C2 district.

Specific Development Standards for minor automobile repair:

Section 536, Specific Development Standards, requires the following for a minor automobile repair facility:

- (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 in 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 purposed of removing any litter found thereon.
- (8) Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

Parking and Loading: Chapter 541 of the zoning code requires two off-street parking spaces per service bay. Further, one space is required per 300 square feet of gross floor area excluding service bays. The development is required to provide 19 off-street parking spaces. There are currently 24 parking spaces located on the site. The construction of the building addition will result in the removal of 5 parking spaces. The development will meet the requirement of 19 off-street parking spaces. Staff would recommend that the Planning Commission require that the on-site parking spaces be re-striped.

Signs: Any new signage must meet the requirements of the code and a separate permit is required. No new signage is being proposed at this time.

Maximum Floor Area: Not applicable.

Minimum Lot Area: There are no minimum lot dimension requirements for automobile services such as minor automobile repair.

Height: Maximum building height for principal structures located in the C2 District is 4 stories or 56 feet, whichever is less. The addition as proposed is one-story or 16 feet, 8 inches. As the maximum allowable floor height is 14 feet, technically the building would be considered two stories. The proposed addition would conform to the allowable height requirement in the C2 district.

Yard Requirements: There are required yards along both residential lot lines to the north and west of the property per Chapter 548.140(b)(2), as well as the 40-foot rule along both 36th Street South and Lyndale Avenue South. The required setback for the first 40 feet along Lyndale Avenue South would be 14 feet as the adjacent residence located along the north property line is setback 14 feet from the property line. There is a parking space and a portion of a driveway located in the required yard, however, it is existing. The required setback for the first 40 feet along 36th Street South would be 18 feet as the adjacent multi-family structure to the west is setback 18 feet from the property line. There is an existing driveway located within that required yard. The building addition complies with the required yard along the west property line as a setback of 7 feet is being proposed. The required yard along the north property line is 5 feet. The dumpster enclosure is proposed in a required yard along the west property line. Staff would require that said dumpster be removed from the required yard. The parking along the west, north and south lot lines were previously approved.

Building coverage: Not applicable for this development.

Impervious surface area: Not applicable for this development.

MINNEAPOLIS PLAN

See the above listed response to finding #5 in the conditional use permit application.

Section C: Conformance with Applicable Development Plans or Objectives Adopted by the City Council

No small area plans for this area of Minneapolis have been adopted by the City Council.

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 necessary based on the proposal as the site is not meeting the 20% landscaping requirement, the west elevation as proposed does have blank walls in excess of 25 feet in length, the building addition is not being constructed within 8 feet of the front lot line, and all on-site parking spaces are not located within 50 feet of an on-site tree. Staff believes that the configuration of the existing building and the need for on site parking as well as adequate drive aisles minimizes the areas on site that are available for landscaping. The site as it currently exists has significantly more vegetation than what would be required under Chapter 530. Staff believes that intent of the provision has been met due to the heavy vegetation on site.

Regarding the blank walls in excess of 25 feet in length along the west elevation, Staff recommends that the Commission require that the elevation be modified to include windows, entries, recesses or projections, or other architectural elements to break up the façade.

The proposed building addition is not being constructed within 8 feet of the front lot line. Staff believes it is reasonable to grant alternative compliance in this situation based on the configuration of the existing building, as it wouldn't be appropriate to construct the additional service bays any closer to Lyndale Avenue South.

All on-site parking spaces are not located within 50 feet of an on-site tree, however Staff believes it is reasonable to grant alternative compliance. There are no bare areas sufficient to plant additional trees and there are several trees planted in the interior boulevard that are located within 50 feet of the parking spaces that are not within 50 feet of an on-site tree.

RECOMMENDATIONS:

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

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to allow for an expansion of the minor automobile repair business for property located at 3544 Lyndale Avenue South.

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 adopt the above findings and **approve** the site plan review application for property located at 3544 Lyndale Avenue South subject to the following conditions:

1. Planning Staff review and approval of the final site, elevation and landscaping plans.
2. All site improvements shall be completed by October 31, 2006, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. Modification of the north and west facing elevation to include windows, entries, recesses or projections, or other architectural elements to break up the blank wall as required by section 530.120 of the zoning code.
4. The refuse storage enclosure shall not be located in a required yard.
5. The on-site parking spaces shall be re-striped.
6. Installation of a new solid fence as required per 530.160 along the west property line.

Attachments:

1. Statement of use / description of the project
- 2.. Correspondence
3. Zoning map
4. Plans – Site, landscape, elevations, etc.
5. PDR comments