

GENERAL INFORMATION

Applicant: Bloomington Central Station, LLC

Location: 8041 and 8051 33rd Avenue South

Request: Final Development Plan for a six-story, mixed use building with 402 residential units and approximately 2,100 square feet of commercial space.

Existing Land Use and Zoning: Utility building and vacant land; zoned HX-R(PD) High Density Residential(Planned Development)

Surrounding Land Use and Zoning: North and South – Multiple-family residential; zoned HX-R(PD)
East – Hotel and office; zoned HX-R(PD)
West – Hotel and park; zoned HX-R(PD)

Comprehensive Plan Designation: South Loop Mixed Use

HISTORY

City Council Action: 12/02/2013 – Approved a major revision to the preliminary development plan, final development plan for a 420 unit apartment building, and preliminary and final plat for BLOOMINGTON CENTRAL STATION 4TH ADDITION (Case 2830FGHI-13).

City Council Action: 05/06/2013 – Approved a modification to preliminary development plan conditions of approval, final development plan for a 302 room hotel, and preliminary and final plat for BLOOMINGTON CENTRAL STATION 3rd ADDITION (Case 2830ABCD-13).

City Council Action: 10/06/2008 – Approved preliminary and final plat for BLOOMINGTON CENTRAL STATION 2ND ADDITION (Case 2830A-08).

City Council Action: 07/24/2006 – Approved final development plan for Bloomington Central Station Park (Case 2830A-06).

City Council Action: 12/06/2004 – Approved rezoning from CS-1(PD)(AR-17) to HX-R (PD)(AR-17) (Case 2830A-04).

City Council Action: 12/06/2004 – Approved a revised preliminary development plan for Bloomington Central Station (Case 2830G-04).

CHRONOLOGY

Planning Commission	03/08/2018	Recommended City Council approval of the final development plan
City Council	03/19/2018	Development business agenda item

DEADLINE FOR AGENCY ACTION

Application Date:	01/31/2018
60 Days:	04/01/2018
120 Days:	05/31/2018
Applicable Deadline:	04/01/2018
Newspaper Notification:	Confirmed – (02/22/2018 Sun Current – 10 day notice)
Direct Mail Notification:	Confirmed – (500 buffer – 10 day notice)

STAFF CONTACT

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PROPOSAL

The applicant is proposing a six-story, 402 unit apartment building with approximately 2,100 square feet of commercial space on the first level. The development is the next phase of the Bloomington Central Station (BCS) planned development and represents the third residential phase. The first two BCS residential phases were Reflections Condominiums and Indigo apartments. Parking for 620 vehicles would be provided in a 6 level parking ramp within the proposed apartment units. Three courtyard areas are proposed. Two on the south provided a swimming pools and a passive recreation area. The third is on the east along 34th Avenue. There is an outdoor dog run proposed at the southeast corner of the property. Common areas include a social room, workout facilities with rental offices and related services.

This apartment building would be located between 33rd and 34th Avenue South, immediately south of Indigo and north of Reflections. LRT divides the site from Reflections to the south. No new

access points would be constructed for this development; access would be accomplished from a “right-in” driveway from 34th Avenue and full access from 80 ½ Street and from 33rd Avenue.

The applicant previously submitted a development application for a six-story, 400 unit apartment building with approximately 4,000 square feet of commercial space. Due to the changes made to the development proposal, the applicant withdrew the application and reapplied.

ANALYSIS

Land Use

Bloomington Central Station’s preliminary development plan envisioned an approximately 428,000 square foot residential building with 34,000 square feet of retail space. The proposed residential building would be approximately 438,000 square feet, but the retail space would be substantially reduced to about 2,100 square feet. Staff recommended the applicant depict additional retail space elsewhere in BCS to reduce the overall reduction. In response, the applicant added 8,000 square feet of retail space to future office buildings – West Office C and Central Park Office.

While the reduction in *retail* space is substantial, the overall land use change throughout BCS is not. There is no guidance in City Code that delineates when a preliminary development plan change is “minor” or “major.” Further, the applicant contends the proposed retail amount reflects what can be successfully leased and maintain tenants. Staff concluded the change is minor; the updated preliminary development plan is included in the Commission’s packet, reflecting the proposed mixed use building and additional retail spaces elsewhere in BCS.

Code Compliance

Zoned HX-R(PD), High Density Residential, the City Code allows for and anticipates intense development. For example, the minimum FAR for development is 1.5, which leads to a distinctly more urban character when compared with the majority of the City of Bloomington. This is by design, as the site is located within the South Loop District, which is intended to accommodate the densest, most intense land uses in the City.

Table 1 below identifies a number of City Code requirements for mixed use development in the HX-R zoning district. The applicant is requesting a number of deviations from City Code to accomplish their design, although City staff is not supportive of a number of these requests. Additional commentary about these deviation requests are provided in the pages that follow Table 1.

Table 1: City Code Requirement Compliance Analysis

Standard	Code Requirement	Proposed	Compliance
Minimum site area	120,000 square feet	186,756 square feet	Yes

Standard	Code Requirement	Proposed	Compliance
Floor area ratio (FAR)	Minimum – 1.5 Maximum – 2.0 (without credits)	2.35 – proposed development 1.95 – entire PD	Yes
Building setback – public street	No minimum	10 feet	Yes
Building setback – non-street	10 feet	22 feet	Yes
Maximum Building Height	As dictated by MSP Airport Zoning	75.5 feet	Yes
Impervious surface coverage	90 percent maximum	Approximately 74.6 percent	Yes
Pedestrian Street Step Back	1:1 step back within 80 feet from road centerline (25% of block face can encroach)	Less than 25% encroachment	Yes
Landscaping	75 trees 187 shrubs	107 trees 1,193 shrubs and perennial grasses	Yes
Landscape yard	No encroachments into landscape yard except sidewalks or landscaping	Dog run located within landscape yard	Development flexibility requested (see comments)
Parking	842 stalls	620 stalls	Development flexibility requested (see comments)
Parking location	Structured parking	Structured parking	Yes
Sidewalks	8 feet minimum along public streets	8 feet	Yes
Storage space – other than what is provided in units	96 cubic feet 402 storage units – for all multi-family outside of HX-R	201 storage units	See comments

Building and Site Design

Bloomington Central Station Park influenced the overall design of the building. Much of the west elevation, including the commercial space, directly abuts 33rd Avenue. The main residential

entrance, lobby, and driveway correspond with E. 81st Street. The driveway turnaround is intended to serve as a visual extension of the park, which is across the street.

In terms of overall massing, the proposed building would have a similar scale to the Indigo apartment building. Building materials would consist of brick, glass, metal, and stucco. Glass is a predominate feature on the first level on the west elevation, consistent with the City Code standards intending to create an attractive, inviting pedestrian environment. A fire lane would be located to the south of the building adjacent to the LRT tracks. As a fire lane appearance upgrade, the applicant proposes two eight-foot concrete walks with a four-foot strip where grasses would be planted. This fire lane design was implemented along the north side of the recently completed Health Partners parking structure located to the southwest.

Landscaping, Screening and Lighting

Because the building occupies the majority of the site, landscaping is provided primarily along the site's perimeter and within courtyard amenity areas. Trees, shrubs, and grasses would line the fire lane between the building and LRT tracks, which would add to the BCS pedestrian walkway network. The landscaping would create a pleasant pedestrian environment, particularly as trees mature.

A challenge with the applicant's landscaping plan centers on the proposed dog run area location in the southeast corner. Landscape yards, in this location the area between the building and the property line, are required to be free from encroachments. The intent is maintain a relatively open area free from obstructions or distractions. Permitted improvements are, of course, landscaping, but also elements like sidewalks and rain gardens, if part of the overall stormwater management design. A dog run, however, is not be a permitted encroachment into the landscape yard. Staff is not supportive of the proposed dog run location and recommends relocating the dog run to a courtyard area, similar to Indigo, or along the south side of the site between the fire lane and the building. Additionally, the dog run area is adjacent to the 34th Avenue sidewalk and light rail line which has a higher level of activity, which may cause increased nuisance issues related to the off-leash dogs. The Planning Commission removed condition of approval language requiring the dog run to be relocated to a Code complying location.

Pedestrian-scale lighting is used extensively throughout the proposed lighting plan, including expanded use of decorative walkway lighting already implemented elsewhere in BCS. Courtyard areas and walkways would include bollards, which would provide aesthetic appeal at night, although would not provide a substantial amount of surface lighting. The lighting plan meets Code requirements for primary and secondary building entrances.

Additional lighting would be required at parking structure entrances. City Code requires a minimum 25 footcandles within 20 feet of the structure opening. A photometric plan for the interior of the parking structure has not yet been provided to staff. City Code requires at least 5 footcandles on the parking surface for retail areas and 3 footcandles for non-retail areas. For the proposed project, the

first level of the parking structure would need to meet the 5 footcandle standard since it would serve the retail spaces.

Parking

The proposed 620 parking spaces are all in a centrally located 6-level parking ramp. Street parking is also located on private drives within BCS. The parking ramp is primarily behind the units with the exception of a small exposed area on the north. Ramp access is provided along East 80½ Street near the center of the building and from 33rd Avenue on the west. A 1,229 square foot bicycle storage room and trash collection and storage facilities are located on the first floor.

A substantial deviation from City Code is requested for the development parking levels. Table 2 identifies the apartment type, the City Code standard for that type, the number of units, and the corresponding parking requirement. Party/amenity rooms also have a parking requirement, as does the proposed commercial space.

Table 2: City Code Analysis for Required Parking Stalls

Parking Categories	Code Standard	Proposed	Code Required Parking Stalls
Studio/One Bedroom	1.8 stalls per dwelling unit	262 units	472
Two Bedrooms	2.2 stalls per dwelling unit	131 units	288
Three Bedrooms	2.6 stalls per dwelling unit	9 units	23
Party Room	One space per 100 square feet	3,575 square feet	36
Restaurant	1 stall per 2.5 indoor seats and 5 outdoor seats	50 indoor/10 outdoor	22
Total Parking Required			841 stalls
Proposed Parking			620 stalls
Percent Deviation from City Code			26 percent

The proposed parking requirements above assume the commercial space would be a restaurant with 50 indoor seats and 10 patio seats as proposed in the applicant's project description. If the space were to be occupied by retail, the parking requirement would be reduced as would the proposed parking deviation. For example, if the space was retail the Code requirement would be 830 parking stalls instead of 841, which would be a 25 percent deviation if parking supply remained constant.

An independent parking study completed by SRF Consulting Group reviewed transit-oriented development case studies, existing conditions within BCS, City Code requirements, Institute of Transportation Engineers (ITE) parking demand, and estimated parking demand based on various retail tenant scenarios using ITE parking demand. Essentially, the parking study is an effort to determine if the proposed parking supply is adequate for the development.

An oversupply of parking is not an efficient use of resources. Staff supports a significant deviation given the property's location adjacent to LRT, bus service, and observed parking demand for high-density development in BCS. Assuming the restaurant parking demand is equivalent to the City Code requirement, the study estimated total parking demand to be 605 parking spaces, which would result in a small parking surplus. Staff supports the requested 26 percent deviation from City Code.

The applicant contends parking demand for the restaurant will be very small due to internal capture; the applicant anticipates the majority of restaurant patrons will live or work on site or be staying at an area hotel and walk to the site. While it is not possible to calculate the exact amount of internal capture, staff agrees the parking demand for the restaurant would be substantially less than a freestanding restaurant located in a less dense area without access to transit.

The applicant stated their intent is to offer parking to apartment tenants for a fee in addition to the rent charged for the unit. The City Code is silent on such an arrangement and simply specifies the number of spaces required for each unit. Given the high level of deviation requested and the incentive that charging for parking gives to tenants to park on street or illegally off-site, staff recommends that the applicant prepare a parking management plan for approval by the City Engineer. The intent of the plan will be to discuss how parking management will be modified in the event that parking complaints and violations, such as blocking fire lanes, become an ongoing problem. A condition of approval requiring the parking management plan is included.

Storage Units

Since the 1970s, the City Code has required a fully enclosed, lockable storage space, located outside the unit, for each dwelling unit. Storage for only 201 of the 402 required units is proposed. The applicant contends that providing storage units equal to half the number of dwelling units is more in line with market standards, as most would not desire to rent a storage unit should they rent them like a self-storage facility, which is not a permitted use.

City Code exempts the HX-R Zoning District from all multiple-family development performance standards, including storage requirements. However, staff contends if a storage unit is provided at no additional cost for each dwelling unit, the units would be utilized. A fee for storage unit use may significantly suppress the use of storage units, which can result in excessive storage and clutter within dwelling units and on balconies, which at times has been an impediment to emergency services and has been unattractive. Staff is not supportive of the proposed 201 storage units included a recommended condition of approval requiring one storage unit per dwelling unit. The Planning Commission removed this condition from its recommendation to the City Council.

Noise Mitigation

Given the location of the South Loop District relative to the north/south runway at MSP International Airport, noise insulation is an important factor to consider in conjunction with any application for a noise sensitive use. Residential uses are among the most noise sensitive uses and noise was successfully mitigated with the Indigo development. Given that success and the fact that this development is situated in a very similar noise environment to the Indigo development, staff originally recommended identical conditions related to South Transmission Class (STC) ratings for windows in bedrooms, exterior doors and windows within living areas, and HVAC equipment. Further, staff is recommending similar requirements for plan review, providing detailed installation instructions for contractors, preparing mock ups, and field verification that installations have been completed successfully.

On March 8th, the applicant provided an Exterior Façade Acoustical Design memorandum dated January 16, 2018 from Veneklasen Associates, an acoustics consulting firm, to ESG Architects. The technical memo details existing noise conditions, modelled sound exposure based on the site plan, and makes noise attenuation recommendations for different building “zones.” The zones are based on observed airplane noise and LRT noise levels. Staff has adjusted the recommendation to accept the technical memorandum’s recommended noise attenuation for the four zones.

Building Materials

A mix of masonry, metal panels, and glass are the proposed primary exterior building materials. Brick and glass are permitted primary materials, as are metal panels, provided they comply with City durability policies. City staff would review the specific proposed metal panels during the building permit plan review process. Glass is the predominant exterior material for the proposed retail space as well as the leasing offices, lobby, and “library” spaces. Pre-cast architectural concrete would face the parking structure on the north side of the building.

Several secondary materials are proposed, such as architectural composite panels and fiber cement panels. These materials are permitted, provided they do not exceed 15 percent of a particular elevation. The applicant has included percentages for exterior materials. The secondary material percentages are compliant with City Code requirements.

Construction Phasing

Given development surrounding the project site, construction phasing would be more complicated than previous phases. Space needed for construction crews, deliveries, and materials is substantial for a development of this scale. The applicant has indicated the parking structure would be constructed before framing; the parking structure space would become space suitable for staging and storage. Contractor and laborer parking would be accommodated west of Hyatt Regency and the park. Ample parking is available on the west side of BCS, particularly since the parking structure for Health Partners was completed on the southwest portion of BCS.

Stormwater Management

For the Bloomington Central Station Preliminary Development Plan (PDP), an Overall Stormwater Management Summary was submitted. With each subsequent phase, the stormwater management is reviewed for compliance with current rules and requirements and the stormwater management plan is amended to meet these rules and requirements. To reduce the demand on the existing pond in the southwest corner of the BCS site, this project proposes to utilize the existing perforated pipe system that is located in East 80-1/2 Street, which was designed to accommodate a portion of this site, and to construct two new perforated pipe systems under the new driveway turnaround area and in an area north of the LRT.

Utilities

As part of prior BCS phases, utilities were constructed under the private streets to serve this phase of the BCS. The public utilities that surround the Bloomington Central Station site have been modeled and the sanitary sewer is getting close to reaching capacity. Staff will be resuming a study to develop a cost-sharing program that will address future funding for the sanitary sewer system upgrades that are needed in the South Loop District. At this time, this particular development does not cause the sanitary sewer system to reach or exceed capacity, however this development contributes to the overall need to upsize the sanitary sewer systems.

Traffic Analysis

Multiple traffic studies have been completed in the South Loop District, with the most recent one nearing completion. The South Loop Roadway Infrastructure Improvement Study, which is anticipated to be completed spring 2018, was prepared assuming the construction of approximately 400 residential units and a small amount of retail on this site by the year 2025. The overall study is for the entire district and includes a list of priority transportation improvements that will aid in the flow of traffic throughout the South Loop District. However, there were no specific improvements that are required as a direct result of this particular phase of development.

Transit and Transportation Demand Management (TDM)

Since Bloomington Central Station is a Transit Oriented Development (TOD), a condition of the Bloomington Central Station PDP is completion of a Transportation Demand Management (TDM) plan for the overall site. Transit options and multi-modal routes are available throughout and around the South Loop District, with the Blue Line running through the site, a park and ride facility just to the west of BCS, and the Mall of America Transit Station further west. An overall TDM plan for the entire site should be submitted before the building permit for this multi-family residential phase. An updated TDM agreement and financial guarantee is due before a Certificate of Occupancy is issued.

Status of Enforcement Orders

There are no open enforcement orders for this site.

FINDINGS**Required Final Development Plan Findings – Section 21.501.03(e)(1-7)**

Required Finding	Finding Outcome/Discussion
(1) The proposed development is not in conflict with the Comprehensive Plan	Finding made – There is no conflict between the proposed development and the Comprehensive Plan. The proposed development is consistent with the Comprehensive Plan's South Loop Mixed Use designation, which anticipates high density, mixed-use development.
(2) The proposed development is not in conflict with any adopted District Plan for the area	Finding made – The high intensity, mixed-use development is consistent with the South Loop District Plan.
(3) The proposed development is not in conflict with the approved preliminary development plan for the site	Finding made – The proposed development would deviate from the preliminary development plans amount of commercial space, but is generally consistent with the preliminary development plan. The discrepancy between the approved preliminary development plan and the proposed final development plan is minor.
(4) All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval	Finding made – The proposed deviations, as recommended by City staff, would facilitate a high-intensity development that is further implements the South Loop District Plan's vision of transit oriented development. The deviations would not have an adverse impact on the surrounding neighborhood and are in the public interest.
(5) The proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit	Finding made – The final development plan is one phase of a multi-phase planned development. The proposed final development plan is not dependent on a subsequent phase.
(6) The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and	Finding made – the proposed development will not create an excessive burden on City services. However, anticipating future high-intensity development in the South Loop District, sewer and water improvements will be necessary in the future.
(7) The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the	Finding made – The proposed development is not anticipated to be injurious to the surrounding neighborhood or otherwise harm the public health, safety

public health, safety and welfare	and welfare. Parking management and enforcement plans must be actively maintained by the property owner to ensure adequate access to parking within the development.
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RECOMMENDATION

The Planning Commission and staff recommend approval of the final development plan. Recommended conditions of approval in **bold** represent condition language the Planning Commission recommends removing from staff's original recommendation. Staff also included a revised sound attenuation condition based on the acoustical report dated January 16, 2018.

Staff recommends the following motion:

In Case PL2018-21, having been able to make the required findings, I move to approve the final development plan for a six-story mixed use building with 402 residential units and approximately 2,100 square feet of commercial space located at 8041 and 8051 33rd Avenue South, subject to the conditions and Code requirements attached to the staff report.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL2018-21

Project Description: Final Development Plans for a six-story, mixed use building with 402 residential units and approximately 2,100 square feet of commercial space

Address: 8041 and 8051 33rd Avenue South

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit A Site Development Agreement, including all conditions of approval, must be executed by the applicant and the City and must be properly recorded by the applicant with proof of recording provided to the Director of Community Development
2. Prior to Permit Grading, Drainage, Utility and Erosion Control plans must be approved by the City Engineer.
3. Prior to Permit An erosion control surety must be provided (16.08(b)).
4. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
5. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
6. Prior to Permit Landscape plan must be approved by the Planning Manager and landscape surety must be filed (Sec 19.52). Landscape yard elements are limited to improvements listed in Section 19.52(c)(4).
7. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
8. Prior to Permit Food service plans must be approved by the Environmental Health Division (City Code Sec. 14.360).
9. Prior to Permit Signs must be in compliance with the requirements of Chapter 19, Article X of the City Code and Uniform Design Plan.
10. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
11. Prior to Permit During plan review for building permits and during construction, the developer's consultant will provide installation instructions for the windows and doors, have the contractors prepare a mock up, evaluate the mock up and verify correct installation of 10 percent of the units constructed and share these evaluation reports with the Building and Inspections Division to ensure that the windows and doors are being installed appropriately.
12. Prior to Permit Plans submitted for building permits must include documentation that unit construction will provide a Sound Transmission Class (STC) rating of at least 36 dB for the windows in bedrooms and an STC rating of at least 31 dB for exterior doors and windows within the living areas of the dwelling units. In addition, provide documentation that the HVAC equipment and vents passing

through the unit's walls to the building exterior provide a noise reduction of at least 30 dBA within the dwelling units.

13. Prior to Permit A fully enclosed, lockable storage space, located outside the unit, must be provided for each dwelling unit. Each storage unit must have at least three foot horizontal dimensions and a four foot vertical dimension and be at least 96 cubic feet.
14. Prior to Permit An external grease interceptor must be provided if the proposed tenant will have food preparation and service that will produce fats, oils, grease or wax in excess of 100 mg/L. The external grease interceptor design must be approved by the Utilities Engineer. A grease interceptor maintenance agreement must be filed with the Utilities Division, if an external grease interceptor is installed.
15. Prior to Permit An Airport Zoning Permit must be approved by the Community Development Director for any crane or structure on site that exceeds 60 feet in height above existing grade (MSP Airport Zoning Ordinance Section VIII (A)).
16. Prior to Permit Federal Aviation Administration review is required through the 7460 airspace analysis process.
17. Prior to Permit Utility plan showing location of existing and proposed water main and fire hydrant locations must be approved by the Fire Marshal and Utilities Engineer (City Code Sec. 6.20, Minnesota State Fire Code Sec. 508).
18. Prior to Permit Haul Route and Construction Traffic Control Plans must be approved by the City Engineer or their designee.
19. Prior to Permit A National Pollutant Discharge Elimination System (NPDES) construction site permit and a Storm Water Pollution Prevention Plan (SWPPP) must be provided if greater than one acre is disturbed (State of MN and Federal regulation).
20. Prior to Permit A Minnesota Pollution Control Agency (MPCA) Sanitary Sewer Extension or Modification Permit must be obtained or notification from the MPCA that this permit is not required must be submitted to the City (State of MN).
21. Prior to Permit A Minnesota Department of Health (MDH) watermain review and approval must be obtained or notification from MDH that this permit is not required must be submitted to the City (State of MN).
22. Prior to C/O Buildings shall meet the requirements of the Minnesota State Fire Code Appendix L (Emergency Responder Radio Coverage) adopted through City Ordinance to have approved radio coverage for emergency responders based upon the existing coverage levels of the public safety communication systems.
23. Prior to C/O The developer must submit electronic utility as-builts to the Public Works Department prior to the issuance of the Certificate of Occupancy.
24. Prior to C/O Bicycle parking spaces must be provided and located throughout the site as approved by the City Engineer.
25. Prior to C/O Fire lanes must be posted as approved by the Fire Marshal (MN State Fire Code Sec. 503.3).
26. Prior to C/O Building must be provided with an automatic fire sprinkler system as approved by the Fire Marshal (MN Bldg. Code Sec. 903, MN Rules Chapter 1306; MN State Fire Code Sec. 903).

- 27. Prior to C/O The Tier 1 Transportation Demand Management plan for Bloomington Central Station must be updated to accommodate this new phase of development (Sec. 21.301.09(b)(2)).
- 28. Prior to C/O A parking management plan must be approved by the City Engineer.
- 29. Prior to C/O Prior to occupancy, life safety requirements must be reviewed and approved by the Fire Marshal.
- 30. Ongoing All construction stockpiling, staging and parking must take place on site and off adjacent public streets and public right-of-way.
- 31. Ongoing All loading and unloading must occur on site and off public streets.
- 32. Ongoing All trash and recyclable materials must be stored inside the principal building (Sec. 19.51).
- 33. Ongoing All rooftop equipment must be fully screened (Sec. 19.52.01).
- 34. Ongoing Alterations to utilities must be at the developer's expense.