

GENERAL INFORMATION

Applicant:	Enclave Companies (Applicant) 8200 Humboldt Corp. (Owner)
Location:	8200 Humboldt Avenue South
Request:	1. Comprehensive Land Use Guide Plan Amendment to change the land use designation from Office to High-Density Residential; 2. Rezone from B-1 Neighborhood Office to RM-50(PD) High-Density Residential (Planned Development); 3. Preliminary and final development plans for a four-story, 149-unit apartment building.
Existing Land Use and Zoning:	Office; zoned B-1 Neighborhood Office
Surrounding Land Use and Zoning:	North – Office; zoned C-4(PD) East – Interstate 35W West and South – Single-family residential; zoned R-1
Comprehensive Plan Designation:	Office

CHRONOLOGY

Planning Commission	01/13/2022 – Continued to January 27, 2022 Planning Commission meeting
Planning Commission	01/27/2022 – Continued to February 3, 2022 Planning Commission meeting
Planning Commission	02/03/2022 – Public Hearing Held - Recommended City Council approval of the Comprehensive Plan Amendment, rezoning, and preliminary and final development plans
City Council	02/28/2022 – Public Hearing scheduled (Hearings, Ordinances, and Resolutions)

DEADLINE FOR AGENCY ACTION

Application Date:	12/08/2021
60 Days:	02/06/2022

120 Days:	04/07/2022
Applicable Deadline:	04/07/2022 (Extended by City)
Newspaper Notification:	Confirmed – (02/17/2022 Sun Current – 10-day notice)
Direct Mail Notification:	Confirmed – (500 buffer – 10-day notice)

STAFF CONTACT

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PROPOSAL

Enclave Companies proposes redevelopment of a 50-year-old 3-story office building at 8200 Humboldt Avenue S. into a four-story, 149-unit apartment building. The proposed building would be located at a 25-foot setback from Irving Avenue with two courtyards along the street. Parking would be located on the east side, between the building and Interstate 35W. One-level of below grade structured parking would be provided. A green space area would occupy over 8,000 square feet along W. 82nd Street. Nine percent of the units (14 units) would be affordable to those earning up to a 50 percent area median income (AMI) level.

To allow redevelopment, the Comprehensive Land Use Guide Plan designation must be amended from Office to High-Density Residential. The site must be rezoned to RM-50(PD) High-Density (Planned Development) and preliminary and final development plans approved.

ANALYSIS

Land Use

The current Office land use designation allows for residential uses, but only if integrated with a non-residential use permitted in the underlying zoning district. The proposed development is entirely residential, so inconsistent with the Office designation. The High-Density Residential land use designation, the proposed land use designation, would be consistent with the residential-only development. Figure 1 depicts the current and proposed land use designation. The Metropolitan Council is the final review authority for Comprehensive Plan Amendments.

When a Comprehensive Plan Amendment is proposed, staff reviews the policy guidance in the Plan. For this amendment, staff reviewed the following guidance which supports the Land Use Guide Plan change:

1. Redevelopment and Intensification (Comprehensive Plan Section 2.2):

The Plan's Land Use and Redevelopment Strategy encourage infill development and

redevelopment. That infill and redevelopment should be comprised of higher intensity land uses along arterial and collector roads – Interstate 35W is a principal arterial street and W. 82nd is a major collector street. Further, the Plan promotes the redevelopment of outdated or under-utilized land uses. Given the building's age and condition, it is outmoded development. Redevelopment is timely and appropriate.

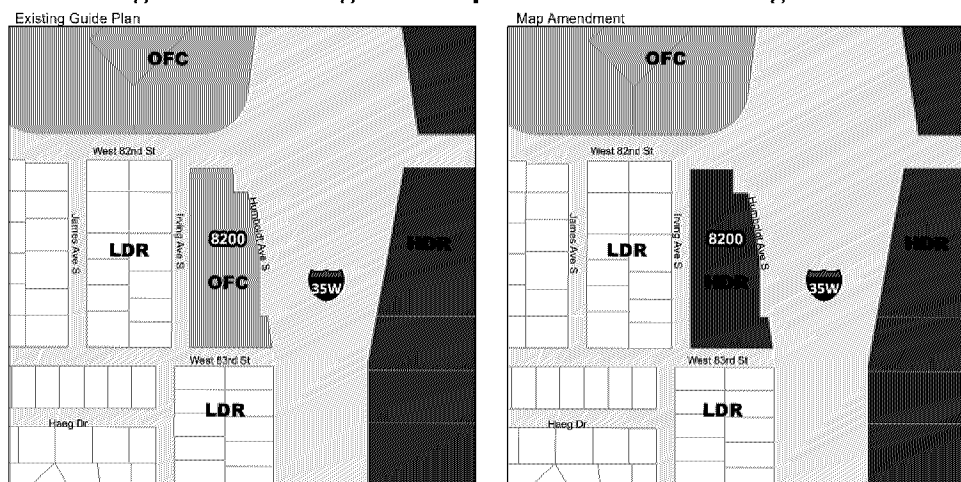
2. Priority Areas for High Density Residential (Comprehensive Plan Figure 3.4 and Section 2.5):

The Housing Element of the Comprehensive Plan sets forward “priority areas for additional high-density housing” in Figure 3.4. The 8200 Humboldt Avenue S. site is not specifically identified as a high priority site. However, the Plan's Land Use Strategy 1.2 states: “Use land use controls to encourage higher density residential and mixed-use development in locations near services, amenities and employment centers and where significant investments in transit have been made or are planned.” The subject site is immediately adjacent to the Penn American District. The Orange Line serves the 35W corridor and an Orange Line station is located about one-half mile from the redevelopment site. Metro Transit also operates the 4 and 538 routes along W. 82nd Street.

3. Support for affordable housing (Comprehensive Plan Sections 3.1, 3.5, and 3.7):

It is an established City of Bloomington policy to support the retention and construction of affordable housing. The proposed project would not only be consistent with the City's objective to add more affordable housing and would bring the City closer to meeting goals established by the Metropolitan Council by adding 14 units affordable at a 50 percent AMI level.

Figure 1: Existing and Proposed Land Use Designation

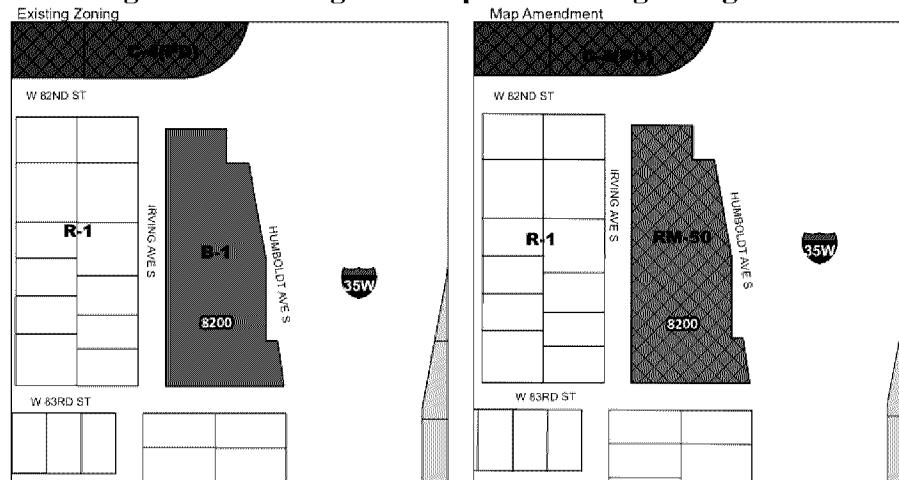


Rezoning

Figure 2 depicts the existing and proposed zoning designation. The B-1 zoning district does not allow residential uses, so the property must be rezoned to accommodate the proposed

development.

Figure 2: Existing and Proposed Zoning Designation



Provided the City Council approves the Comprehensive Plan Amendment from General Business to High-Density Residential, the proposed RM-50 zone would be the most consistent zoning district for the proposed development. In total, the development would entail 46 units/acre, which is within the 20 to 50 dwelling unit density range for the RM-50 zoning district.

Code Compliance

The proposed development complies with most City Code requirements for development in the RM-50 zoning district when OHO development incentives are applied. Table 1 provides a Code analysis of items that meet or exceed the City Code. Table 2 identifies non-compliant items and deviations requested – the deviations requested relate to building and parking lot/retaining wall setbacks.

Table 1: City Code Requirement Compliance Analysis

Standard	Code Requirement	Proposed	Compliance
Minimum site area	80,000 square feet	119,559 square feet	Yes
Density	50 dwelling units/acre	54 units/acre	Yes – with OHO incentive, permitted unit count is 165 (60 units/acre)
Building setback – along W. 82 nd St.; W. 83 rd St.; and I-35W	40 feet	112 feet; 50.24 feet; and 42.76 feet	Yes

Standard	Code Requirement	Proposed	Compliance
Parking lot setback – along W. 82 nd Street; Irving Ave., W. 83 rd St.	20 feet	59 feet; 26 feet; and 38 feet	Yes
Impervious surface coverage	90 percent maximum	73.1 percent	Yes
Landscaping	48 trees 120 shrubs	48 trees 120 shrubs	Yes
Landscape yard	No encroachments into landscape yard except sidewalks or landscaping	No encroachments into landscape yard except sidewalks or landscaping	Yes
Parking	298 stalls	224 stalls	Yes – with OHO incentive, parking requirement is 209 stalls
Enclosed parking	149 stalls	157 stalls	Yes
Sidewalks	8 feet minimum along W. 82 nd St; 6 feet along Irving Ave. and W. 83 rd St.	8 feet minimum along W. 82 nd St; 6 feet along Irving Ave. and W. 83 rd St.	Yes
Storage space – other than what is provided in units	96 cubic feet 149 storage units	80 storage units	Yes – with OHO incentive, the required storage unit count is 75
Usable open space	300 square feet per dwelling unit – 44,700 square feet	57,034 square feet	Yes
Building shadows	Shadows cast on adjacent single-family at 10:00 am and 2:00 pm on December 21 st are prohibited	Partial shadows on adjacent residential properties at 10:00 am on December 21 st	Yes

Table 2: City Code Requirement Compliance Analysis

Standard	Code Requirement	Proposed	Compliance
Building setback – along Irving Ave.	40 feet	~25 feet	Development flexibility requested

Standard	Code Requirement	Proposed	Compliance
Parking lot setback – along Interstate 35W	20 feet	0 feet – along Interstate	Development flexibility requested
Retaining wall setback	< 4 feet – 10 feet > 4 feet – 40 feet	> 4 feet in the right-of-way	Development flexibility requested
Free-standing sign setback	15 feet	4.75 feet	Revision required

Opportunity Housing Ordinance and Incentives

With 149-units, 14 affordable housing units are required to comply with the Opportunity Housing Ordinance. The application proposes that 14 units will be affordable for 20 years for households earning 50% of area median income, which is a greater level of affordability than the OHO requires. The Affordable Housing Plan, included within the packet, provides detailed information on how the project relates to the OHO. Requested OHO Incentives include:

- Parking stall reduction
- Alternative exterior materials
- Storage space reduction
- Density bonus
- Expedited plan review
- Tax Increment Financing.

The OHO objectives of integration, dispersion, design, phasing and concurrent construction are all met. The site qualifies as a Designated Transit Area under the OHO.

Building and Site Design

The building design demonstrates the applicant is cognizant of the potential visual impact to single-family homes across the street. Several design elements reduce the potential impact:

- Parking is located to the east of the building along Interstate 35W, which reduces the impact of vehicle noise, headlights, and traffic along Irving Avenue S.;
- Although three, 60 foot wide portions of the building are located at a reduced setback, the majority of the west façade, 230 feet of the total 410 feet, is well beyond the minimum 40-foot building setback. The courtyard design adds variation along the street and reduces the visual impact. Reducing the setback accommodates the building design, adds greater architectural interest, and allows the density the applicant contends is needed to make the redevelopment economically viable; and
- Balconies are proposed for the units with patios for some first floor units. No balconies are proposed on the west building elevation that is closest to the street.

Retaining walls up to 3.9 feet in height are proposed along the east property line and 6.1 feet in height along the east side of the parking garage. Retaining walls are required to be set back 10 feet along any street and once over four feet in height, must meet the structure setback of 40 feet.

The retaining wall along the east parking lot would be constructed at a two-foot setback from Minnesota Department of Transportation (MnDOT) right-of-way where a 10 foot setback is required for a wall four feet or lower. Given the site constraints, staff supports a deviation along the east property line for a wall of four feet or less. If a wall greater than four feet is required, a maintenance/encroachment agreement with the Minnesota Department of Transportation must be obtained prior to permit issuance.

To accommodate first-floor patios, required drive lane and parking stall dimensions, and reduce the overall height of the retaining wall along the east property line, the applicant reduced the sidewalk to six feet – the City Code requirement is seven feet to account for vehicle overhang into the sidewalk. Staff believes the seven-foot width is vital to ensuring adequate clear walking width and that a seven-foot sidewalk must be provided. Patio spaces on the first level could be eliminated or made smaller to allow for greater sidewalk width. However, parking in this area does not have 90-degree parking stalls on both sides of the drive lane. Instead, 90-degree parking is proposed along the building, while parallel stalls are proposed along the east property line. Staff supports reducing the drive lane width by one foot, or 23 feet, to accommodate the seven-foot sidewalk.

A retaining wall is proposed along the east side of the garage access at a 21-foot setback from W. 83rd Street. The wall ranges from two feet to 6.1 feet at the entry point. The parking garage entry point is beyond the 40-foot setback requirement. Fall protection is necessary along the wall.

Proposed building materials include a mix of brick, glass, metal panels, and fiber cement panels. Brick and glass are permitted primary exterior materials. Metals may be considered primary materials, subject to additional staff review. Staff evaluates metal panels to ensure durability and a minimum 30-year manufacturer warranty on panel finishes. The OHO provides some relief from exterior material requirements on non-street facing building elevations. The site is surrounded by public streets on all four sides – the incentive only applies to the north and south elevations within the courtyard spaces.

Landscaping, Screening, Lighting and Signs

Landscaping, including trees, shrubs, grasses, and perennials are provided throughout the site. The landscape plan meets the City's material quantity requirements as well as design policies. There are minor discrepancies between the landscape materials depicted on the architectural and landscape plans. If all depicted plantings are accounted for, the proposed landscaping would exceed City Code requirements. Significant landscaping and screening walls are depicted between the courtyards and Irving Avenue. This would provide a partial screen relative to the single-family homes across the street but would also afford a greater sense of enclosure within the courtyards.

An exterior lighting plan is provided for review. The plan provided with a light loss factor (LLF) of 0.90 shows light levels that exceed the City Code requirements. A parking garage lighting plan was not submitted with the application materials. Photometric plans must be approved with the "Initial" (1.0 or .99 LFF) and "maintained" (0.81 LFF or lower) before issuance of a building

permit. The applicant is not seeking any deviations from any landscaping, screening or lighting requirements.

The applicant has not submitted a sign package for review. The civil and landscape plan show freestanding signs at corner of Irving and West 82nd and Irving and West 83rd. The plan depicts signs located outside of the clear-view triangle, which is a requirement, but shows setbacks less than 5 feet where 15 feet is required. The signs must be relocated to provide the required setback. The development is allowed one freestanding sign of 40 square feet or two signs not to exceed 24 square feet each. The City Code does not allow wall signs if a freestanding sign is constructed.

Access, Circulation, and Parking

The proposed sidewalk along Irving Avenue is shown 8 feet from the curb. A typical development provides a 10-foot sidewalk/bikeway easement, which results in a 12 foot boulevard. The proposed development contours would not allow building the sidewalk entirely in an easement without retaining walls. There is adequate area for an 8-foot boulevard and the sidewalk would straddle the property line. A condition is proposed requiring an easement for sidewalk purposes to provide an 8-foot boulevard, as approved by the City Engineer. The proposed stairs serving the courtyard areas along Irving Avenue are located within the proposed sidewalk/bikeway easement area. These stairs will need to be relocated outside of the easement area or an encroachment agreement must be applied for and approved by the City Engineer. Minor sidewalk adjustments would also be required along W. 83rd Street to provide a slightly wider boulevard.

Table 3 identifies the unit mix, parking requirement, and the proposed City Code deviation. Given the level of affordability, the OHO provides a 30 percent reduction in parking. The applicant is proposing a 25 percent reduction in parking supply relative to the pre-OHO City Code requirement. In pre-application discussions, the applicant indicated the proposed parking is what they believe is needed for the site, even though the OHO incentive would allow for less parking. The proposed parking meets City Code requirements when the OHO incentive is applied. In addition, the “8200 Humboldt Parking and Traffic Study” dated 3/15/21 completed by HDR Engineering concluded the parking supply proposed would be adequate to serve the proposed development.

With 149 units, 149 enclosed parking spaces are required. When the OHO incentive is applied, only 75 parking stalls must be enclosed. The applicant proposes 157 structured parking spaces, which significantly exceeds the City Code requirement.

Table 3: 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	109 units	196

Two Bedrooms	2.2 stalls per dwelling unit	33 units	73
Three Bedrooms	2.6 stalls per dwelling unit	7 units	18
Party Room	One space per 100 square feet	1,118 square feet	11
Total Parking Required			298 stalls
Proposed Parking			224 stalls
Total Parking Required – with OHO Incentive (30% reduction)			209 stalls

Stormwater Management

Stormwater must be managed to meet the City's and Watershed District's requirements for stormwater rate control (quantity), stormwater quality and volume. The Stormwater Management Plan calculations and narrative are currently under review and appear to meet the City of Bloomington Comprehensive Surface Water Management Plan requirements.

A Stormwater Maintenance Agreement will need to be provided, signed by the property owner and recorded at Hennepin County. This site is located within the Nine Mile Creek Watershed District, so an additional permit will be required prior to issuing a grading, footing/foundation or building permit.

Minnesota Pollution Control Agency records indicate there was a leaking underground storage tank on this site previously as well as underground tank currently onsite. Documentation must be provided that verify the proposed stormwater infiltration will not mobilize any contaminants. The proposed stormwater management design shows a connection into the MnDOT storm sewer system, additional permitting from MnDOT or documentation indicating approval to connect to their system will be required.

Utilities

The subject property is served by City sanitary sewer and water service. The City Engineer must approve utility Plans prior to issuing grading or other building permits. Sanitary sewer to service to the site is proposed to be provided via Irving Ave. Based on the applicants estimated peak hour wastewater flows, there is sufficient City sanitary sewer network capacity to handle the increased flows from the proposed development.

A looped watermain is proposed via the watermain that runs along the east side of the site, within the Humboldt Ave right-of-way. A combined domestic/fire service connection to the building will be required. Finally, the proposed building must have adequate fire hydrant coverage.

Traffic Analysis

An independent traffic study for the proposed development “8200 Humboldt Parking and Traffic Study” dated 3/15/21 was completed by HDR Engineering. The traffic study concluded that the proposed development has adequate site access, and the traffic operations would function at an acceptable level for both current and future conditions as contemplated as part of MnDOT’s future 494-35W interchange improvements. The civil plans submitted show how the site will function in both the current layout as well as the future layout following the MnDOT improvements.

Fire Prevention and Public Safety

The access and circulation design must meet or exceed the minimum standards for fire prevention and be maintained in accordance with the approved plan, including a surface to provide all-weather driving capabilities. Apparatus access roads must be asphalt or concrete and support a minimum of 80,000 pounds.

The applicant proposes adequate water supply with a hydrant within 50 feet of the fire department connection and within 150 feet of any exterior wall. Hydrants will be approved by the Utilities and Fire Prevention Divisions. A looped water supply feeding a single, combined water service into the building is required for the domestic and sprinkler system water demand.

The building must be addressed plainly and visible from the street or road using numbers contrasting with the background. The numbers must be a minimum of four inches, be Arabic numbers or alphabetic letters with a minimum stroke width of 0.5 inches. A Knox box will be required at the main entrances and other areas as designated by the Fire Prevention Division.

Stairwell access doors must be provided into all stairwells on all levels including the first floor. The Fire Code requires standpipe hose valves within 200 feet of all areas within the structure.

Emergency responder radio coverage throughout the complex and in all structures per the requirements of Appendix L in the 2015 Minnesota State Fire Code must be provided.

The applicant must also ensure proposed landscaping plans do not interfere with access to the building. Any changes made to the current plans, including building location, access roads, water supply, and addressing, must be reviewed by the Fire Marshal to ensure continued compliance with the Fire Code.

Status of Enforcement Orders

There are no open enforcement orders for the property.

Planning Commission Review and Public Feedback

On February 3rd, the Planning Commission held a public hearing on the application. One resident joined by phone and raised concerns related to traffic. The concern was as much related to the

82nd Street I-35W interchange as it was to the residential development. Staff noted a traffic study was conducted as part of the application and no adverse traffic impacts are anticipated. City staff are also engaged with MnDOT on future interchange modifications.

Public hearing notices were sent to neighbors consistent with City Code requirements. Staff did not receive any written comments or phone calls prior to the Planning Commission meeting. The Planning Commission unanimously recommended City Council approval of the development.

FINDINGS

Required Preliminary Development Plan Findings – Section 21.501.02(e)(1-7)

Required Finding	Finding Outcome/Discussion
(1) The proposed development is not in conflict with the Comprehensive Plan	Finding made – Provided the Comprehensive Land Use Guide Plan is amended, there would be no conflict between the proposed development and the Comprehensive Plan. The proposed apartment building would be consistent with the proposed High-Density Residential designation.
(2) The proposed development is not in conflict with any adopted District Plan for the area	Finding made – The proposed development is not located in an area with an adopted District Plan.
(3) The proposed development is not in conflict with state law and 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 would facilitate a development that is compatible with the land use transition from the Interstate to single-family residential uses. The building's height, density, massing, and design would not have an adverse impact on the surrounding neighborhood.
(4) Each phase of 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 planned development is proposed to be completed in one phase and is not dependent upon a subsequent unit.
(5) 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	Finding made – Given the size and characteristics of the proposed development, an excessive burden is not anticipated on parks, schools, streets, the sanitary sewer system or the water system.
(6) 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,

public health, safety and welfare	safety and welfare. The development must meet stormwater requirements and the building design, building heights, and site circulation are consistent with multiple-family development within the City of Bloomington.
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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 – Provided the Comprehensive Land Use Guide Plan is amended, there would be no conflict between the proposed development and the Comprehensive Plan. The proposed apartment building would be consistent with the proposed High-Density Residential designation.
(2) The proposed development is not in conflict with any adopted District Plan for the area	Finding made – The proposed development is not located in an area with an adopted District Plan.
(3) The proposed development is not in conflict with the approved preliminary development plan for the site	Finding made – The proposed development is proposed to be completed in one phase. The preliminary and final development plans are the same.
(4) The proposed development is not in conflict with state law and 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 would facilitate a development that is compatible with the land use transition from the Interstate to single-family residential uses. The building's height, density, massing, and design would not have an adverse impact on the surrounding neighborhood.
(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 planned development is proposed to be completed in one phase and is not dependent upon a subsequent unit.
(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 – Given the size and characteristics of the proposed development, an excessive burden is not anticipated on parks, schools, streets, the sanitary sewer system or the water system.
(7) The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare	Finding made – The proposed development is not anticipated to be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare. The development must meet

	stormwater requirements and the building design, building heights, and site circulation are consistent with multiple-family development within the City of Bloomington.
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RECOMMENDATION

The Planning Commission and staff recommend approval using the following motions:

In Case PL2021-257, I move to adopt a resolution approving a Comprehensive Land Use Guide Plan Amendment to reguide 8200 Humboldt Avenue S. from Office to High Density Residential.

In Case PL2021-257, I move to adopt an ordinance rezoning 8200 Humboldt Avenue S. from B-1 Neighborhood Office to RM-50(PD) High Density Residential (Planned Development).

In Case PL2021-257, I move to approve preliminary and final development plans for a four-story, 149-unit apartment building located 8200 Humboldt Avenue S., subject to conditions and Code requirements attached to the staff report.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL202100257

Project Description: Comprehensive Plan Map Amendment to change the land use guide plan designation of 8200 Humboldt Avenue South from Office to High-Density Residential; Rezone from B-1 Office to RM-50(PD) Multiple-Family Residential(Planned Development); and Preliminary and Final Development Plans for a four-story, 149-unit apartment building

Address: 8200 HUMBOLDT AVE S

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 Access, circulation and parking plans must be approved by the City Engineer.
3. Prior to Permit Grading, Drainage, Utility and Erosion Control plans must be approved by the City Engineer.
4. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
5. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
6. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of City Code Section 21.301.07.
7. Prior to Permit Landscape plan must be approved by the Planning Manager and landscape surety must be filed (Sec 21.301.15).
8. 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.
9. Prior to Permit A Nine Mile Creek Watershed District permit must be obtained and a copy submitted to the Engineering Division.
10. Prior to Permit An erosion control surety must be provided (16.08(b)).
11. 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).
12. Prior to C/O Bicycle parking spaces must be provided and located on the site and within the parking garage as approved by the City Engineer.
13. Prior to C/O A sidewalk with a minimum 5-foot clear width must be provided to link the primary entrance of each building on site with the public sidewalk network.
14. Prior to C/O Eight-foot sidewalk must be installed along W. 82nd Street at the developer's expense (Section 21.301.04(b)(1)).
15. Ongoing Development must comply with the Minnesota State Accessibility Code (Chapter 1341).

16. Ongoing All rooftop equipment must be fully screened (Sec. 21.301.18).
17. Ongoing All pickup and drop-off must occur on site and off public streets.
18. Ongoing Signs must be in compliance with the requirements of Chapter 19, Article X of the City Code.
19. Ongoing All construction stockpiling, staging and parking must take place on site and off adjacent public streets and public right-of-way.
20. Ongoing All trash and recyclable materials must be stored inside the principal building (Sec. 21.301.17).
21. Ongoing Alterations to utilities must be at the developer's expense.