

## Statement of Reason for Appeal

We are appealing the decision of the Minneapolis Board of Adjustment on October 1<sup>st</sup> 2015 to deny the three (3) variances requested in order to add additional off-street parking to the apartment building located at 3515 2<sup>nd</sup> Avenue South.

There are many reasons this variance request makes sense for both the property itself and for the neighborhood. The most important reason being the overwhelming amount of support we have from all of the immediate neighbors and the Central Neighborhood Group. Also, the lack of opposition from a single person that lives, works or owns property in the neighborhood speaks volumes as to why this request makes sense.

Our company is performing a significant renovation of the existing building at 3515 2<sup>nd</sup> Ave South. This property has been vacant for many years and has been a highly visible eyesore in the neighborhood, attracting vandalism and illegal garbage dumping for years. When we are finished, this will be a beautiful 12-unit apartment building, brought up to current building codes and providing four (4) handicap accessible units. We are even preserving the original brick exterior, helping to keep the character of the neighborhood intact (Figure 1).

We realize renovating a problem property does not entitle us to any variance we desire, but we have requested the parking variances in order to add four (4) additional parking spaces (Figure 2) to serve the building and help alleviate the on-street parking congestion that already exists in the area. All of the neighbors we have spoken with have agreed there is very little available parking along 2<sup>nd</sup> Ave S. The fact there is only parking on one side of the street and the presence of four (4) multi-family apartment buildings on the 3500 block contributes to the lack of parking (Figure 3). Exacerbating the parking issue in the winter is the fact that snow emergency routes surround this block for at least 2 blocks in every single direction (Figure 4).

In keeping with the character of the neighborhood, the exact same parking layout we are requesting already exists in a mirror image of the apartment building directly to south. The shared driveway and associated parking between our two buildings has been utilized by the south building without issue for many years now (Figure 5).

When we applied for this building permit and associated variance the number of parking spots required for the property was twelve (12) and we were going to request an additional variance to relieve us of the 3 parking space we would be unable to provide. This was created due to the unique nature of this property with a building that was moved onto this lot. During the variance process the City of Minneapolis changed the parking requirements for multi-family units within ¼ mile of a bus stop which reduced our requirement to zero (0). While we applaud this change, we feel its purpose is to encourage development of new structures specifically designed to take advantage of existing public transportation and should not be interpreted to deny the addition of practical parking where it is needed and desired by the neighborhood.

Sincerely,



Bryan Walters



**Figure 1: Before and In-Process View of Building Façade**

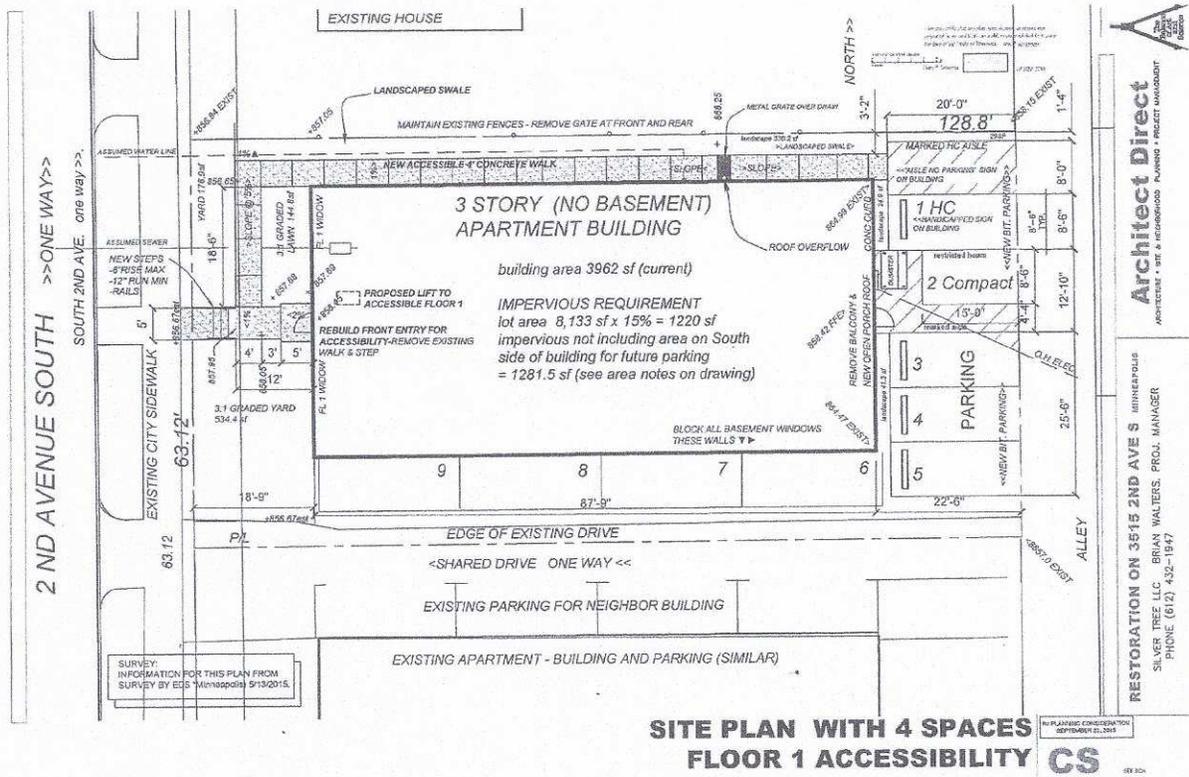


Figure 2: Site Plan (parking spaces 6, 7, 8, and 9 require variance)



Figure 3: Existing On-Street and Off-Street Parking

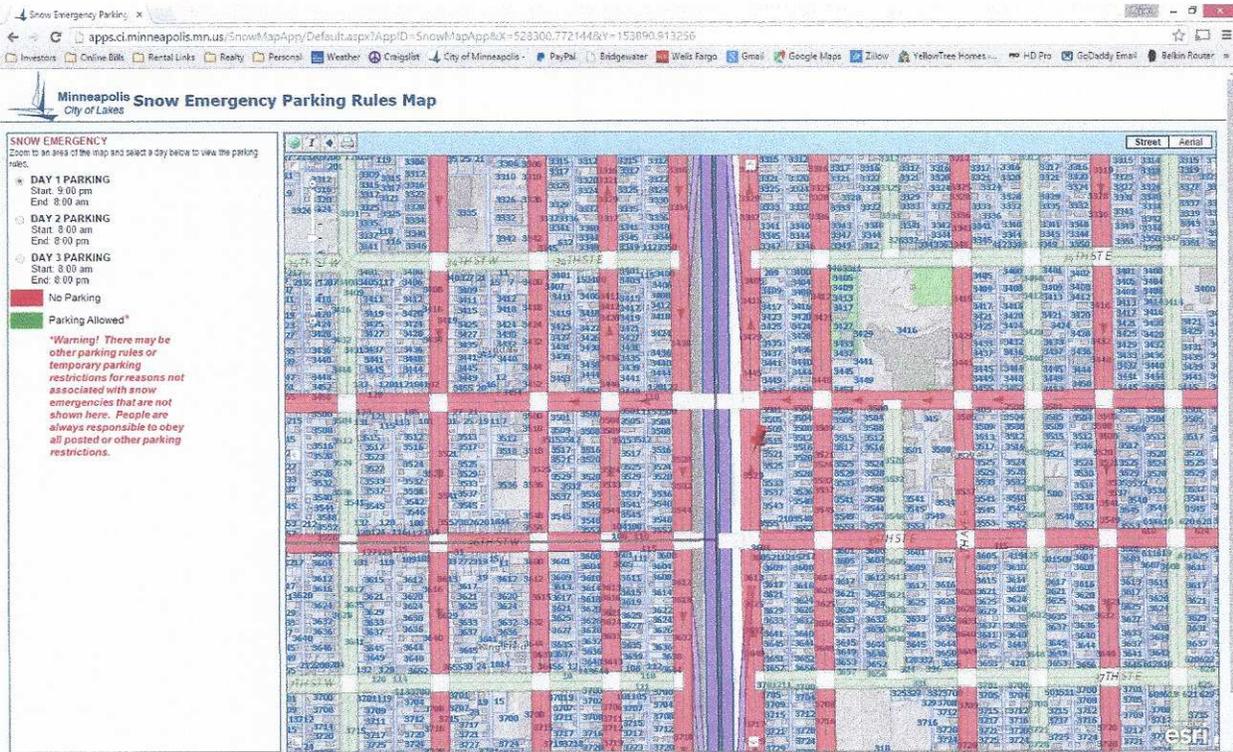


Figure 4: Snow Emergency Parking



Figure 5: 3522 2<sup>nd</sup> Ave Existing Parking