

**Department of Community Planning and Economic Development – Planning Division****Variance Request  
BZZ-2838****Date:** March 16, 2006**Applicant:** Robert Lindell**Address of Property:** 2418 Washington Street NE**Contact Person and Phone:** Robert Lindell, (612) 788-7222**Planning Staff and Phone:** Shanna Sether, (612) 673-2307**Date Application Deemed Complete:** February 14, 2006**End of 60 Day Decision Period:** April 14, 2006**Ward: 1      Neighborhood Organization:** Holland Neighborhood Association**Existing Zoning:** I1 Light Industrial District and SH Shoreland Overlay District**Proposed Use:** Establishment of a new parking area**Proposed Variance:** A variance to reduce required drive aisle width for a two-way drive aisle from 22 feet to 21 feet, in order to establish a new parking area located at 2418 Washington Street NE in the I1 Light Industrial District and SH Shoreland Overlay District.**Zoning code section authorizing the requested variance:** 525.520 (14)**Background:** The subject property is an irregularly shaped lot and is approximately 285 ft. by 180 ft. by 325 ft. (27,000 sq. ft.). The applicant is proposing the change the use from warehouse and auto related businesses to a fine art technical service. The site is currently nonconforming to parking location and the applicant is proposing to establish a new parking area at the northern corner of the site. The applicant is proposing to locate 7 standard stalls, 18' feet in depth, and a two-way drive aisle, 21' feet in depth. The minimum width of a two-way drive aisle is 22' wide.

Currently vehicles have access from the existing curb cuts along Washington Street N.E. The applicant is proposing a one way entrance from Washington Street N.E. The applicant has provided a location for the parking stalls to ensure visibility into and out of the site.

Staff discussed the site plan with the Public Works Department and they have stated approval of the proposed layout.

**Findings Required by the Minneapolis Zoning Code:**

1. **The property cannot be put to a reasonable use under the conditions allowed by the official controls and strict adherence to the regulations of this zoning ordinance would cause undue hardship.**

**Drive aisle reduction:** The applicant is seeking a variance to reduce drive isles from 22 ft. to 21 ft. to allow for two-way interior drive aisles within the parking lot. Strict adherence to the ordinance would require the drive aisles to be 22 ft. in width which would not allow for the proposed establishment of the parking area. A 21 ft. interior two way drive aisle is a reasonable use of the property to allow for the establishment of a parking lot.

2. **The circumstances are unique to the parcel of land for which the variance is sought and have not been created by any person presently having an interest in the property. Economic considerations alone shall not constitute an undue hardship if reasonable use for the property exists under the terms of the ordinance.**

**Drive aisle reduction:** The circumstances are unique to the parcel of land and have not been created by the applicant. The proposed surface parking spaces in the parking lot will require the reduction of the drive aisle width from 22 ft. to 21 ft. Without the drive aisle variance the applicant would not be able to allow for the surface parking area.

3. **The granting of the variance will be in keeping with the spirit and intent of the ordinance and will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity.**

**Drive aisle reduction:** Granting the variance would be in keeping with the spirit and intent of the ordinance and would not alter the character of the area or be injurious to the use and enjoyment of surrounding properties. The variance is located within the parking lot and will not impact the general public. In addition, without the drive aisle variance the applicant would not be able to allow for the proposed surface parking area.

4. **The proposed variance will not substantially increase the congestion of the public streets, or increase the danger of fire, or be detrimental to the public welfare or endanger the public safety.**

**Drive aisle reduction:** Granting the front yard setback variance would likely have no impact on the congestion of area streets or fire safety nor would the variance be detrimental to the public welfare or endanger the public safety.

**Recommendation of the Department of Community Planning and Economic Development Planning Division:**

**CPED Planning Division Report**  
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The Department of Community Planning and Economic Development Planning Division recommends that the Board of Adjustment adopt the findings above and **approve** the variance to reduce the required drive aisle width for a two-way drive aisle from 22 ft. to 21 ft. in order to establish a new parking area located at 2418 Washington Street NE in the I1 Light Industrial District and SH Shoreland Overlay District, subject to the following conditions:

1. Review and approval of a final landscaping plan by the Planning Department.
2. Concrete curbing along the north property line will need to be implemented in order to maintain the integrity of the fencing.
3. Concrete wheel stops along the north elevation of the building will need to be implemented.