

LAND USE APPLICATION SUMMARY

Property Location: 3149 Lyndale Avenue South
Project Name: 3149 Lyndale Avenue South Driveway
Prepared By: [Janelle Widmeier](#), Senior City Planner, (612) 673-3156
Applicant: KLP Real Estate, LLC
Project Contact: Chris Casey and Jenni Trombley, CNC Construction
Request: To construct a driveway to allow a surface parking space accessory to a single-family dwelling.

Required Applications:

Variance	To allow a surface parking space to be located less than 6 feet from habitable space of a dwelling.
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SITE DATA

Existing Zoning	R4 Multiple-family District
Lot Area	3,546 square feet
Ward(s)	8
Neighborhood(s)	Lyndale Neighborhood Association; adjacent to Calhoun Area Residents Action Group
Designated Future Land Use	Urban Neighborhood
Land Use Features	Community Corridor (Lyndale Avenue)
Small Area Plan(s)	Lyn-Lake Small Area Plan (2009)

Date Application Deemed Complete	April 16, 2015	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	June 15, 2015	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The existing use is a single-family dwelling. The existing dwelling was permitted for construction in 1904. No parking currently exists on the site. The subject property is a reverse corner lot with frontage on Lyndale Avenue and 32nd Street.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. There is a mix of uses in the immediate area, including a range of residential densities and commercial uses. Single-family dwellings are located on the adjacent properties to the north and east of the subject property.

PROJECT DESCRIPTION. The applicant is proposing to construct a driveway and curb cut that will provide surface parking for the subject property and the adjacent property located at 612 32nd Street West. Both properties are owned by the applicant. Each property contains a single-family dwelling and no parking exists on either site. The proposed class-5 gravel driveway and parking area for 2 spaces will be located between the two dwellings. All surface parking spaces are required to be located at least 6 feet from habitable space of a dwelling. The proposed parking area will be 4 feet from the subject dwelling. A variance is required to allow the parking area to be located closer than 6 feet from habitable space of a dwelling. The parking space on the subject property will comply with all other applicable zoning code requirements. On the adjacent property, the applicant is also requesting a variance to allow the parking area to be located less than 6 feet from the dwelling (BZZ-7134). If the variances are approved, Public Works and Zoning approval is also needed for the curb cut.

PUBLIC COMMENTS. No correspondence has been received from the neighborhood group. Any correspondence received prior to the public meeting will be forwarded on to the Zoning Board of Adjustment for consideration.

ANALYSIS

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to allow a surface parking space to be located less than 6 feet from habitable space of a dwelling based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

Practical difficulties exist in complying with the ordinance due to circumstances unique to the property. No parking exists on the site. There are limited options where an off-street parking space can be located. The site is a smaller than an average-sized residential lot in Minneapolis and the principal structure is located only 15 feet from the rear lot line. Parking is not allowed in the front yards that are required adjacent to Lyndale Avenue and 32nd Street without a variance. Only 8 feet of the rear wall of the dwelling would be located less than 6 feet from the proposed parking space.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The intent of the separation requirement is to provide adequate separation between detached accessory structures and dwellings. No parking exists on the site. Only 8 feet of the rear wall of

the dwelling would be located less than 6 feet from the proposed parking space. The proposal to allow one parking space for the subject property would comply with all other applicable zoning code requirements. However, the total proposed 22 foot width of the driveway and curb cut could result in tandem parking. The minimum front yard requirement adjacent to 32nd Street is 15 feet. Parking is not permitted in a required front yard. If the driveway is narrower at the public sidewalk and then flares out to the paved parking spaces, then it is less likely that cars will park in the required front yards. Some grade modifications adjacent to the public sidewalk are also likely needed. Narrowing the driveway should also result in a less abrupt grade change between the driveway and walkway and steps and leaves more room for on-street parking. Therefore, CPED staff is recommending that the total combined driveway/curb cut width serving both properties not exceed 14 feet at the public sidewalk. With the adoption of the staff recommendation, the request is reasonable and consistent with the intent of the ordinance and the comprehensive plan.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

With the adoption of the staff recommendation, the granting of the variance would not affect the character of the area or be injurious to the use or enjoyment of other property in the vicinity. Only 8 feet of the rear wall of the dwelling would be located less than 6 feet from the proposed parking space. The proposal to allow one parking space for the subject property would also comply with all other applicable zoning code requirements. However, the proposed class-5 gravel surfacing may result in the lack of a defined boundary for the driveway and parking area. Because there is a grade change between the parking area and public sidewalk, the class-5 surfacing is also more likely to track into the public right-of-way (ROW). Where the driveway is located in the ROW, including the 8 feet of interior boulevard between the property line and the public sidewalk, it must be paved. CPED staff is recommending that the driveway and parking area is paved on the subject property as well to address these issues. Staff is also recommending that the parking area be located at least 5 feet from the north lot line, to minimize the amount of impervious surface and to create a buffer from the adjacent property. If granted, the proposed variance will not be detrimental to the health, safety or welfare of the public or those utilizing the property.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Zoning Board of Adjustment adopt staff findings for the application(s) by KLP Real Estate, LLC for the property located at 3149 Lyndale Avenue South:

A. Variance to allow a surface parking space to be located less than 6 feet from habitable space of a dwelling.

Recommended motion: **Approve** the variance to allow a surface parking space to be located less than 6 feet from habitable space of a dwelling, subject to the following conditions:

1. To better define the boundaries of the parking area and driveway, the surface shall be paved.
2. The total combined width of the shared curb cut and driveway at the public sidewalk shall not exceed 14 feet.
3. The parking area shall be located at least 5 feet from the north lot line.
4. Approval of the final site plan by the Department of Community Planning and Economic Development.

5. All site improvements shall be completed by May 21, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. Zoning map
3. Site survey and site plan
4. Photos

**Statement of proposed use and description of the project for:
3149 Lyndale Ave S and 612 32nd St W, Minneapolis, MN 55408**

Existing Use: R4/Multiple Family District

Proposed Use: R4/Multiple Family District

We own both properties at 3149 Lyndale Ave S and 612 32nd St W. They both have no alley access and no curb cut to allow for parking. They are both remodeled SFH homes. We would like to add a curb cut to allow for parking in between both buildings. The current code says parking must have a 6' setback to any dwelling. Due to the size of the lots, both less than 5,000, there is no way to allow for parking and a 6' setback.

Our variance is to allow parking to be within 6' of a dwelling.

Variance Requirements

1. *Practical difficulties exist in complying with the ordinance because of the circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic consideration alone.*

There are a few major factors that contribute to the practical difficulty of conforming to the zoning code requirements. First, the lots of both properties are a lot smaller than normal Minneapolis lots. A typical Minneapolis lot is 5,000 sq ft. 3149 Lyndale Ave S is 3,518 sq ft. 612 32nd St W is 1,890 sq ft. They both do not have alley access. They both do not have a curb cut. Due to these reasons, it makes it impossible to follow the zoning code and allow for parking.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

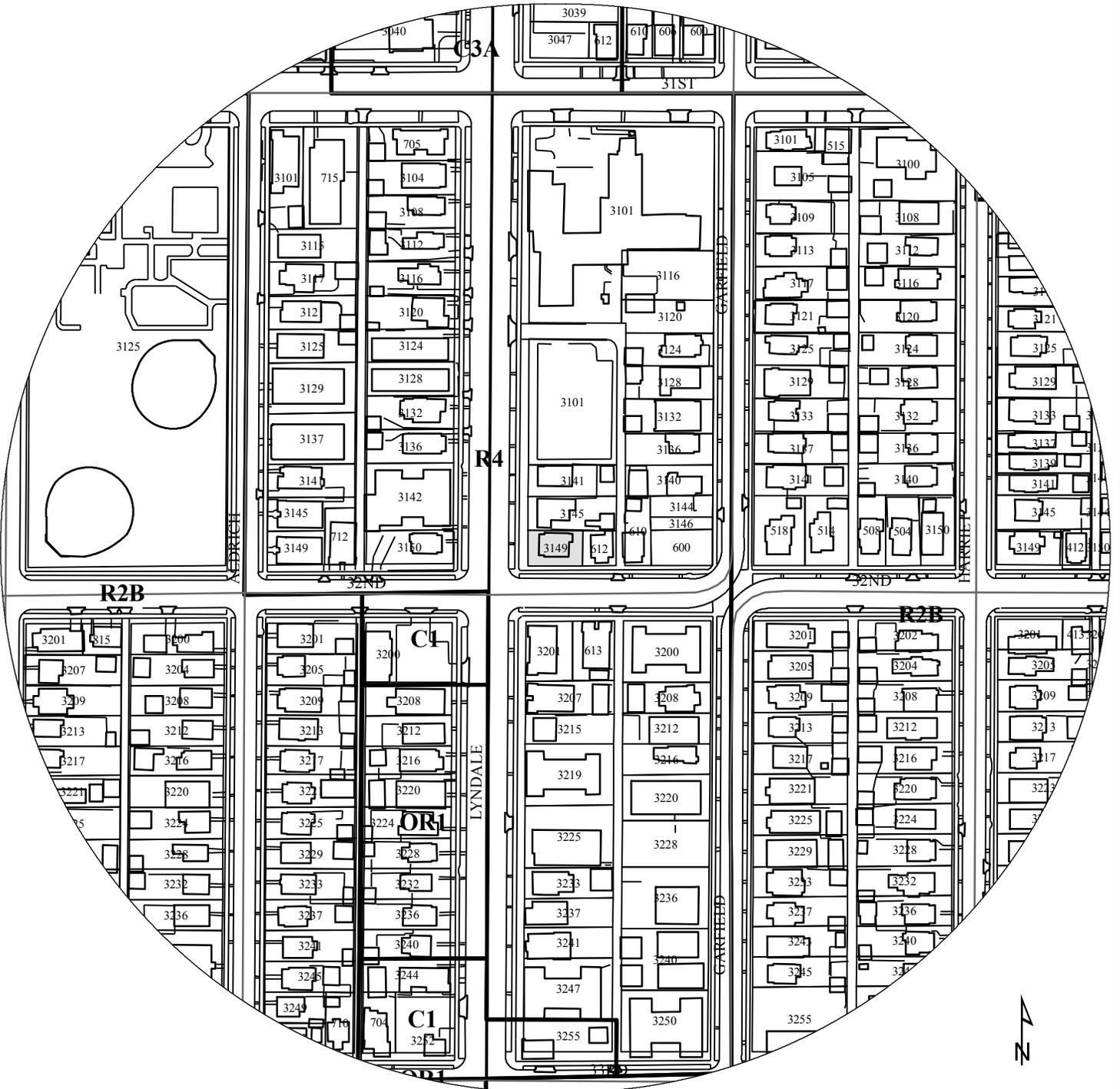
The owner does not intend to change the current use of the property. It is and will remain a single-family residence. We just want to allow for 1 parking spot per dwelling. This keeps in line with the comprehensive plan. This is a difficult block in particular since there are high-density buildings surrounding the properties, which makes it very challenging to park on the street.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or those utilizing the property of nearby properties.*

Both properties will not be altered in any way and will keep the essential character of the neighborhood. Other single-family residences that surround the properties do have off-street parking. We will actually be conforming to the other surrounding properties. We will use proper construction methods that will insure the health, safety, and welfare.

NAME OF APPLICANT

WARD



PROPERTY ADDRESS
3149 Lyndale Ave S

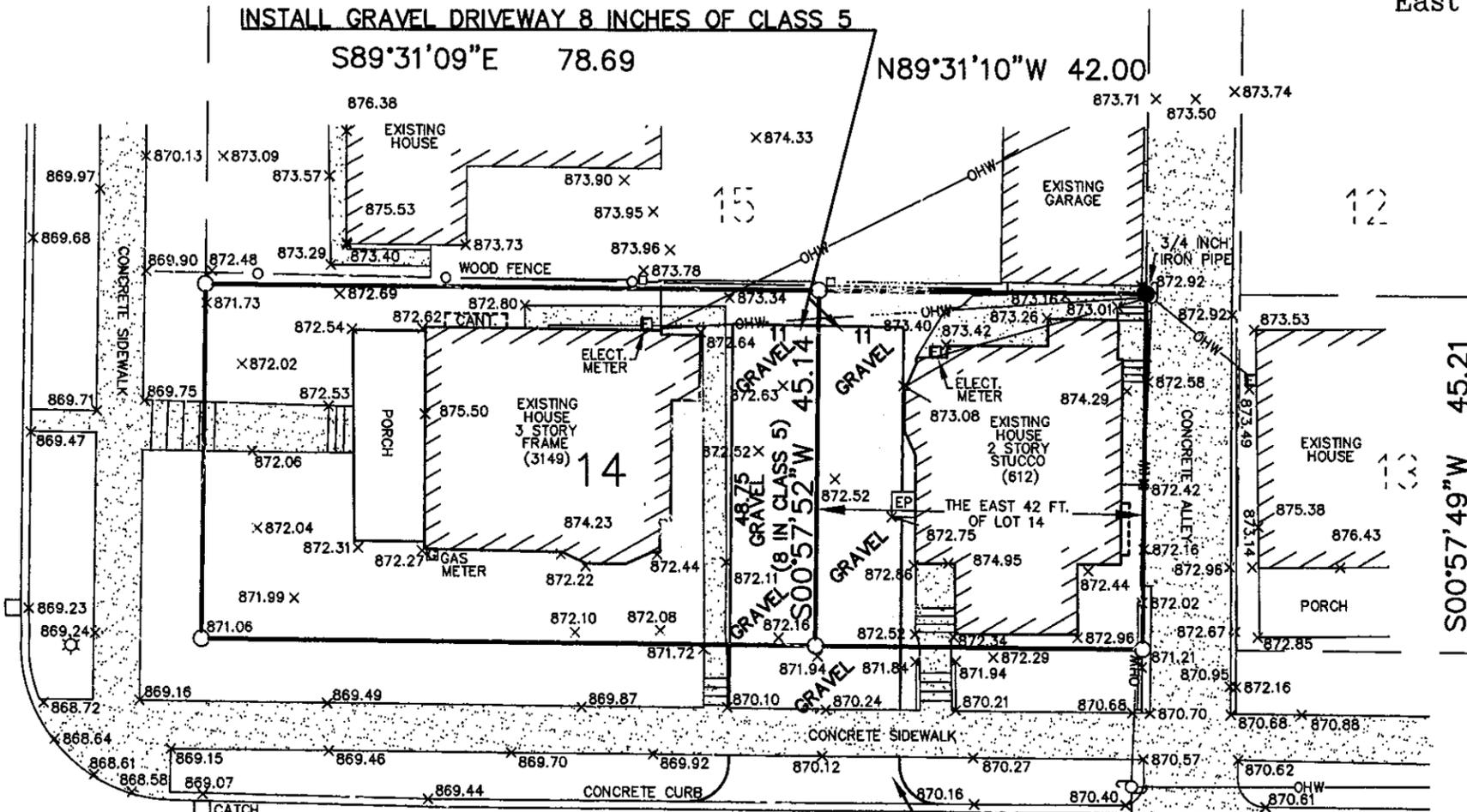
FILE NUMBER
BZZ-7133

CERTIFICATE OF SURVEY

LAKE & LAND SURVEYING, INC.
 1200 Centre Pointe Curve, Suite 275
 Mendota Heights, Minnesota 55120
 Phone: 651-776-6211

Survey Made For:
 Mr. Chris Casey
 CNC Construction, LLC.
 4520 210th. Lane NE
 East Bethel, MN 55011

N00°59'26"E 45.00
 LYNDALE AVENUE SOUTH
 (100 FT. RIGHT-OF-WAY)



Legal Description:
 That part of Lot 14,
 Block 5, MOTOR LINE
 ADDITION TO
 MINNEAPOLIS, Lying
 West of the East 42
 feet thereof, Hennepin
 County, Minnesota.
 (3149 Lyndale Ave. S.)

The East 42 feet of
 Lot 14, Block 5, MOTOR
 LINE ADDITION TO
 MINNEAPOLIS, Hennepin
 County, Minnesota.
 (612 32nd St. W.)

SITE ADDRESS: 612 32nd St W, Mpls, MN.
 LOT AREA: 1,897 sq. ft. or 0.04 acres
 EXISTING IMPERVIOUS AREA = 1159 sq. ft.
 EXISTING PERCENT IMPERVIOUS = 61%
 PROPOSED GRAVEL AREA = 448 sq. ft.
 ASSUMING GRAVEL IS IMPERVIOUS
 PROPOSED PERCENT IMPERVIOUS = 84.7%

SCALE

1 inch = 20 ft.

CURB CUT AND APRON AS PER THE CITY OF MINNEAPOLIS STANDARD DETAIL PLATE ROAD-2001 AND ROAD-2002

NOTES:

- Denotes 12 Inch Common Spike set with washer stamped RLS 16464 or as noted.
- Denotes Iron Monument found size, type, & R.L.S. as noted.
- Denotes Existing Hackberry Tree
- ⊙ Denotes Existing Utility Pole
- x886.54 Denotes Existing Spot Elevation
- Denotes Existing Contour
- OHW— Denotes Overhead Utility wires
- o— Denotes Chain-link fence
- Denotes Concrete Surface

BASIS OF BEARINGS: ASSUMED
 LAKE & LAND SURVEYING. JOB NO. 2014.071

STORM DRAINAGE MANHOLE

x869.06

x868.74

78.71
 N89°25'13"W

32ND. STREET WEST
 (80 FT. RIGHT-OF-WAY)

SITE ADDRESS: 3149 Lyndale Ave S, Mpls., MN.
 LOT AREA: 3,546 sq. ft. or 0.08 acres

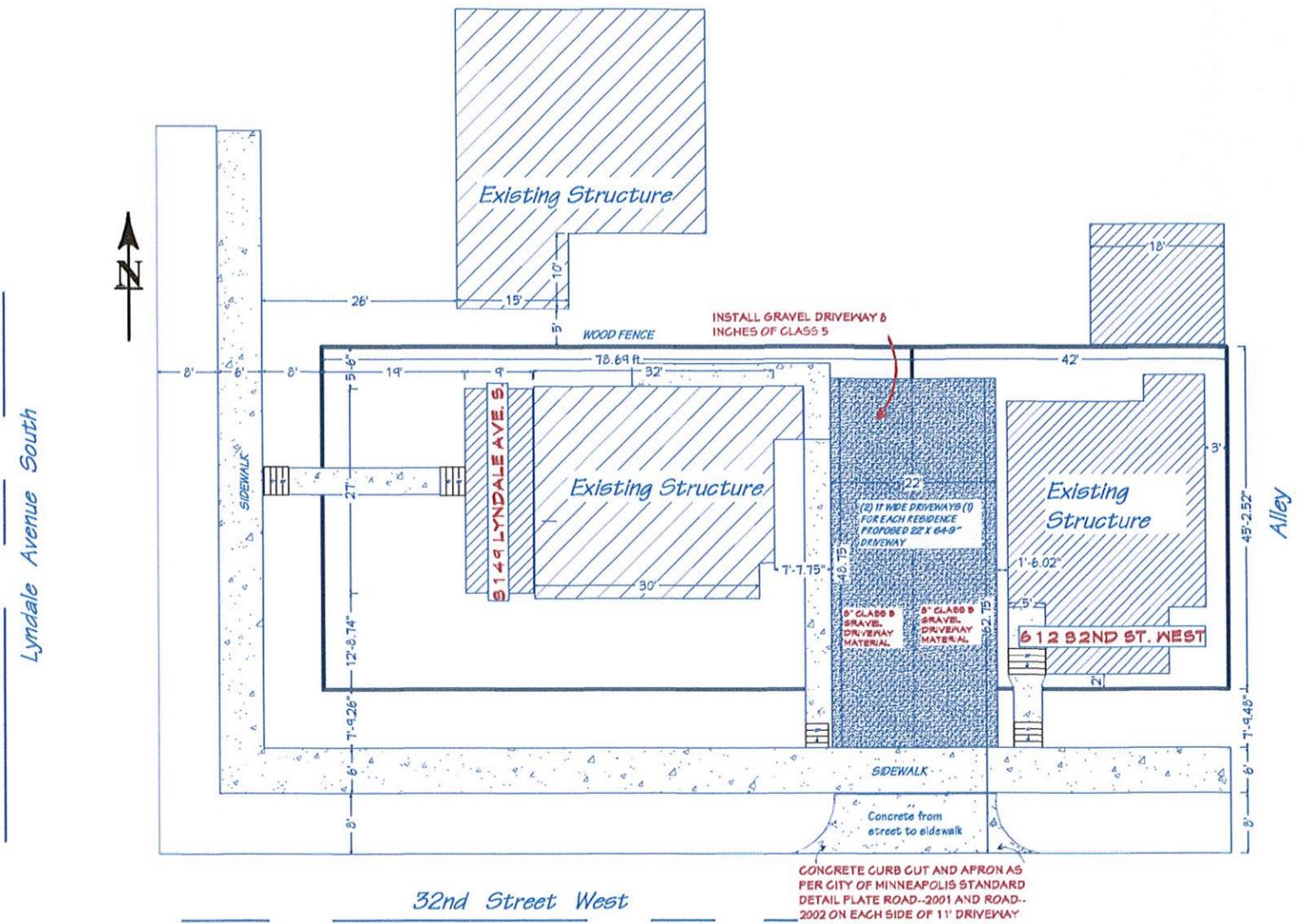
42.00
 N89°25'13"W

SANITARY SEWER MANHOLE
 870.19

I certify that this survey, plan or report was prepared by me or under my direct supervision, and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Jonathan L. Faraci
 Jonathan L. Faraci
 Registered Land Surveyor & Registered Engineer
 Minnesota Registration No. 16464

Revised April 10, 2015
 Revised April 6, 2015
 Revised April 1, 2015
 Revised March 30, 2015
 July 24, 2014



DRAWN BY:
LK

PDF DATE:
4-7-2015

REVISION DATES:

9-15-2014
9-16-2014
1-6-2015
1-7-2015
1-8-2015
4-1-2015
4-7-2015

Owner

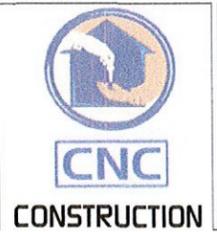
3149 LYNDALE AVENUE SOUTH
612 32ND ST WEST
REV. 2

SITE PLAN

Scale 1"=20'

All Dimensions called out on these plans or attachments must be verified by the Owner / Builder before construction begins. Load Design Specifications for trusses or beams must be verified by supplier. Renew Home DeSign must be notified immediately of any inconsistencies or changes before or during construction.

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Home Design

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3149 Lyndale



3149 Lyndale



In between 3149 Lyndale &
612 32nd St W