

## LAND USE APPLICATION SUMMARY

*Property Location:* 612 32<sup>nd</sup> Street West  
*Project Name:* 612 32<sup>nd</sup> Street West 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:*

<b>Variance</b>	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

<b>Existing Zoning</b>	R4 Multiple-family District
<b>Lot Area</b>	1,897 square feet
<b>Ward(s)</b>	8
<b>Neighborhood(s)</b>	Lyndale Neighborhood Association
<b>Designated Future Land Use</b>	Urban Neighborhood
<b>Land Use Features</b>	Not applicable
<b>Small Area Plan(s)</b>	<a href="#">Lyn-Lake Small Area Plan (2009)</a>

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

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** The existing use is a single-family dwelling. The existing dwelling was permitted for construction in 1908. No parking currently exists on the site.

**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 west 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 3149 Lyndale Avenue South. 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 0 feet from the subject dwelling. A variance is required to 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-7133). 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. The footprint of the dwelling occupies much of the site. Although the site is adjacent to a public alley, the existing dwelling location leaves no room for access. The largest open area of the site is on the west side of the dwelling. However, the distance between the dwelling and the west side lot line is only 11 feet, which does not allow sufficient room for a parking space and 6 feet of separation from the dwelling.

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. The proposal to allow one

parking space for the subject property would comply with all other applicable zoning code requirements. However, the proposed parking space will have no separation from the bay window. The remainder of the parking area would be approximately 1.5 feet from the dwelling. With the parking space proposed on the adjacent property, the total parking area width is proposed at 22 feet. The zoning code only requires 8.5 feet of width for standard parking spaces. Because the applicant owns both properties, the overall parking area width could be reduced to allow some separation from both dwellings while still accommodating 2 parking spaces. The proposed width of the driveway and curb cut could also result in tandem parking. The minimum front yard requirement adjacent to 32<sup>nd</sup> 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 parking area is located at least 3 feet from the subject dwelling (resulting in a combined parking area width of 19 feet across both properties) and 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.*

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. With the adoption of the staff recommendation to locate the parking space not less than 3 feet from the subject dwelling and 5 feet from the north lot line, to narrow the driveway and curb cut, and to pave the parking area, 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. 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 612 32<sup>nd</sup> Street West:

### **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:

- I. The parking space shall be located at least 3 feet from the bay window of the subject dwelling.

2. To better define the boundaries of the parking area and driveway, the surface shall be paved.
3. The total combined width of the shared curb cut and driveway at the public sidewalk shall not exceed 14 feet.
4. The parking area shall be located at least 5 feet from the north lot line.
5. Approval of the final site plan by the Department of Community Planning and Economic Development.
6. 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 32<sup>nd</sup> 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 32<sup>nd</sup> 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 32<sup>nd</sup> 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.*

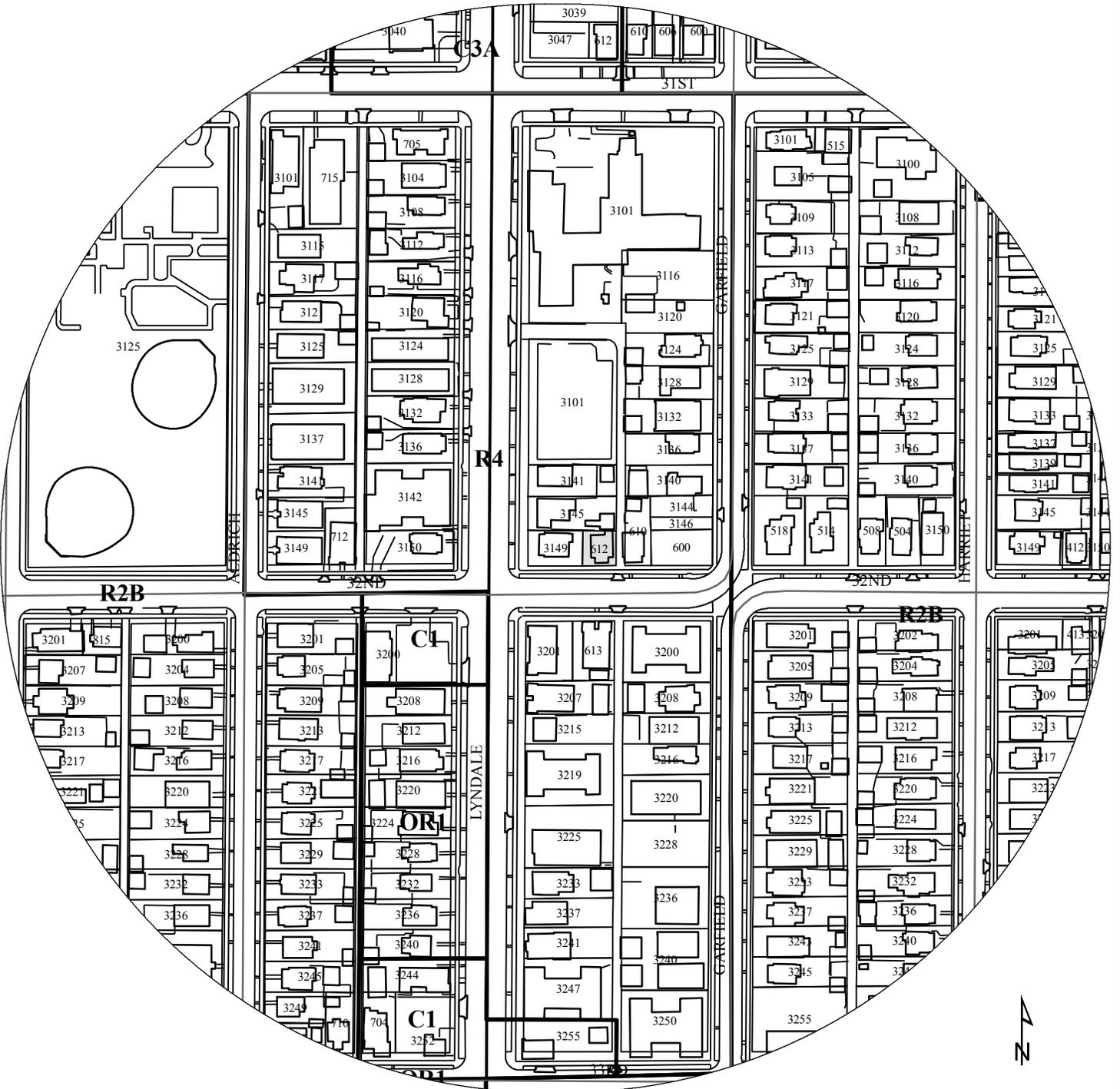
The owner does not intend to change the current use of the property. It is and will remain a single-family residence. We just want to allow for 1 parking spot per dwelling. This keeps in line with the comprehensive plan. This is a difficult block in particular since there are high-density buildings surrounding 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  
**612 32nd St W**

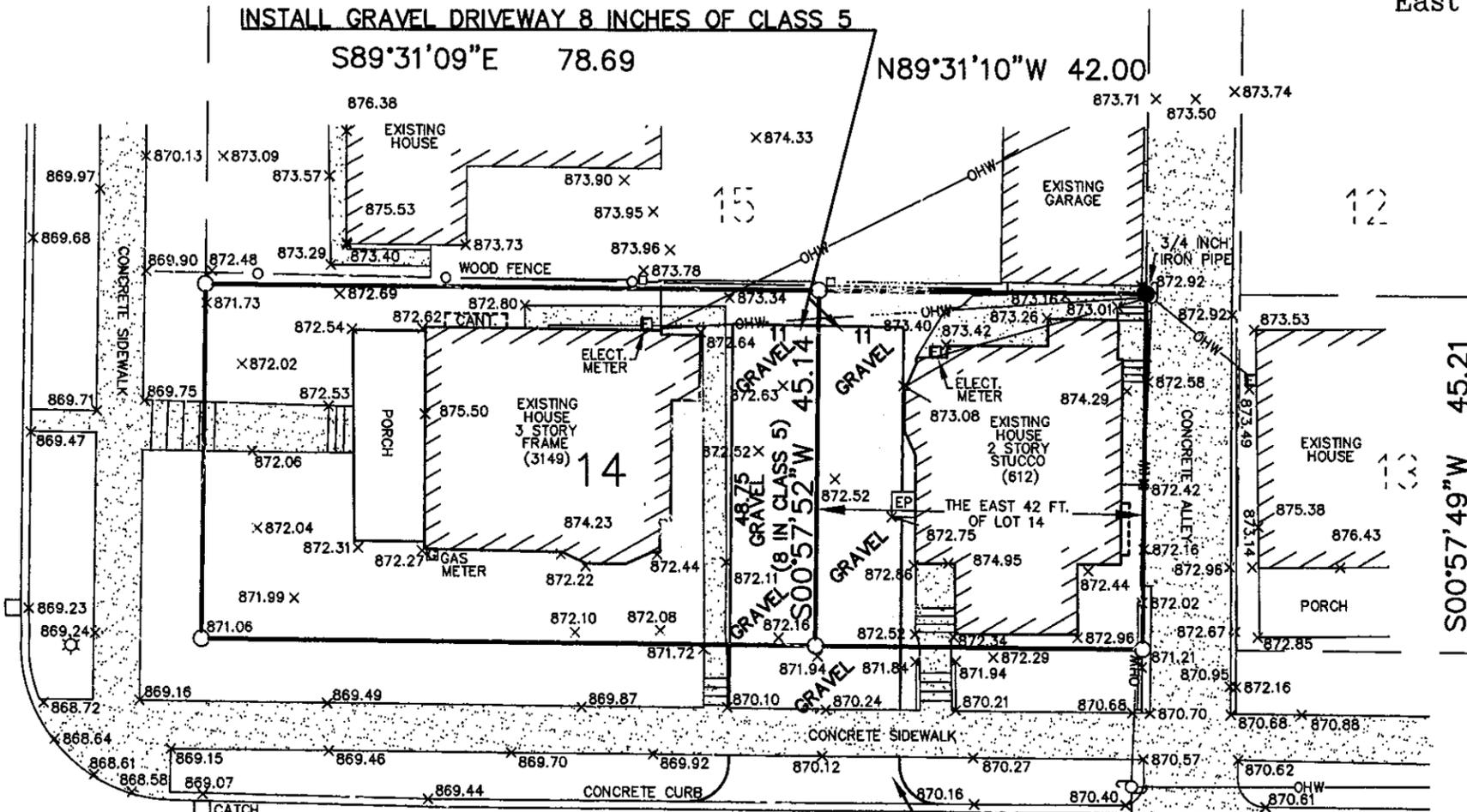
FILE NUMBER  
**BZZ-7134**

# 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

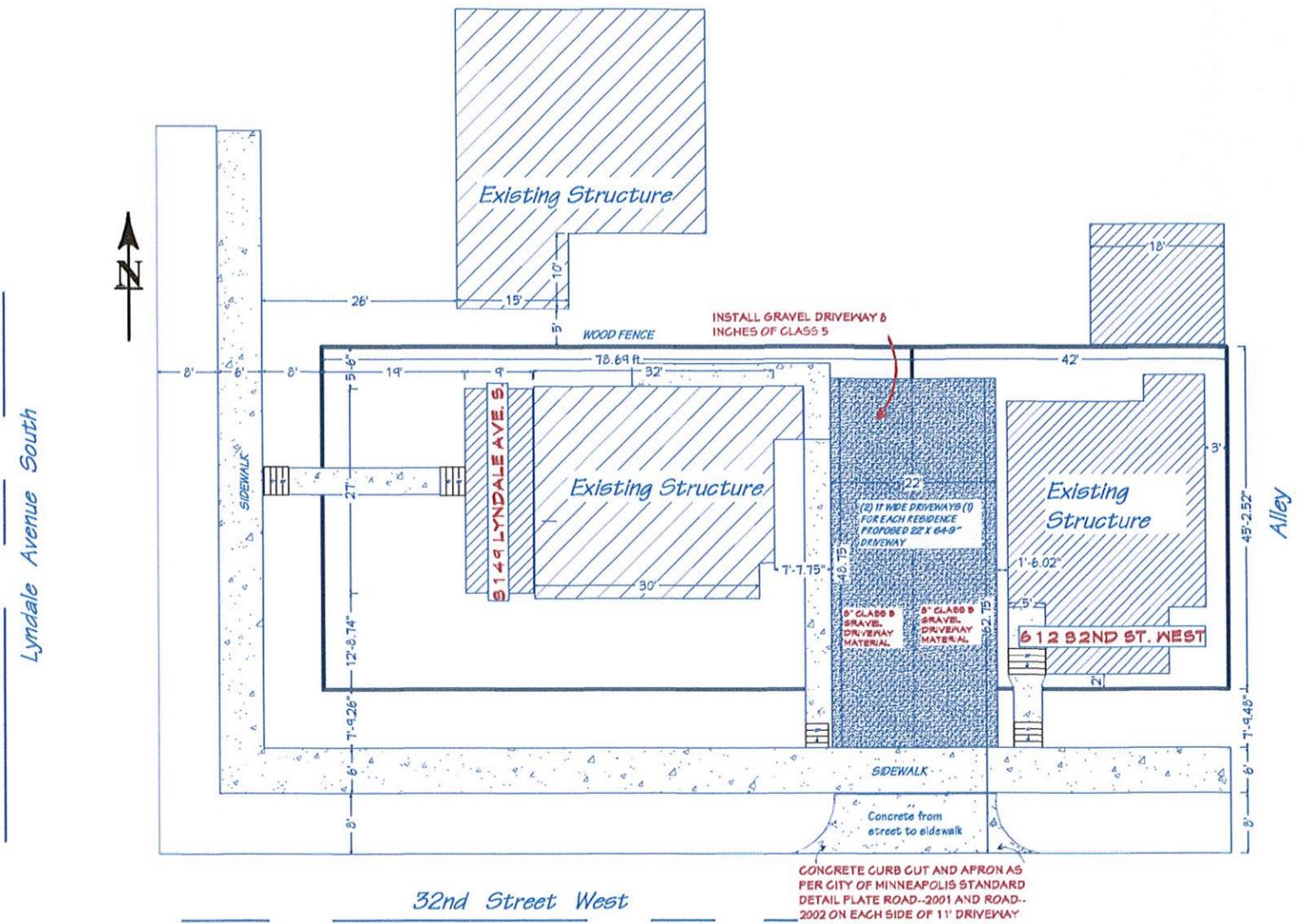
42.00  
 N89°25'13"W

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

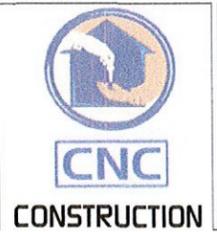
3149 LYNDALE AVENUE SOUTH  
612 32ND ST WEST  
REV. 2

**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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**ReNew**  
Home Design

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Princeton, Mn. 55371

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lkoni@hotmail.com



612 32nd St W



612 32<sup>nd</sup> St W



In between 3149 Lyndale &  
612 32<sup>nd</sup> St W