

LAND USE APPLICATION SUMMARY

Property Location: 2516 West Lake of the Isles Parkway
Project Name: Garage and breezeway expansion
Prepared By: Joseph Giant, City Planner, (612) 673-3489
Applicant: Paul & Emily Zygmunt
Project Contact: Josh Ortmeier
Request: To expand an existing garage
Required Applications:

Variance	To reduce the required north interior side yard from 6 feet to approximately 1.5 feet, measured to the attached garage.
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SITE DATA

Existing Zoning	RIA Single-Family District SH Shoreland Overlay District
Lot Area	7,184 square feet
Ward(s)	7
Neighborhood(s)	Kenwood
Designated Future Land Use	Urban Neighborhood
Land Use Features	NA
Small Area Plan(s)	NA

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject property, 2516 West Lake of the Isles Parkway, is a 7,184 square foot lot located across the parkway from the west shore of Lake of the Isles. The property contains a 2.5 story single-family home constructed in the Georgian Revival derivative architectural style in 1929. The home is identified as the Charles A. Gould House and is a contributing structure in the Lake of the Isles potential historic district. A breezeway connects an attached garage to the home. The home is situated atop a terraced hill that descends approximately 15 feet from the front of the home to the public sidewalk. From the top of the terraced hill to the rear of the property the topography is generally flat.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The subject property is located in the RIA Single-Family Zoning District and SH Shoreland Overlay District in the Kenwood

Date Application Deemed Complete	August 12, 2015	Date Extension Letter Sent	NA
End of 60-Day Decision Period	October 10, 2015	End of 120-Day Decision Period	NA

neighborhood, on the west shore of Lake of the Isles. Nearby properties contain large and architecturally significant homes on lots that are generally larger than the subject property.

PROJECT DESCRIPTION. The subject property currently contains a single-family home with an attached garage facing the alley. The garage has a flat roof and is connected to the home by a one-story breezeway. The applicant plans to remodel portions of the home's interior and exterior, including the construction of a hipped roof on the garage that matches the roof pitch of the home. The depth of the garage would be extended by 1.75 feet in the direction of the home, and the width of the garage would be increased towards the middle of the lot. Currently, the northern 1.6 feet of the breezeway connecting the home and garage are located in the interior side yard setback. As part of the project, a second story would be added to the breezeway, and the entire breezeway would be reconstructed to comply with the full 6-foot interior side yard setback.

For zoning purposes, garages that are attached to homes are considered part of the principal structure and are subject to the same setbacks as the principal structure. The existing garage is 1.5 feet from the northern interior side property line, so any additional building bulk within this required yard would necessitate a variance. Both expanding the depth of the garage by 1.75 feet along the existing northern garage wall and adding a hipped roof to the garage constitute the addition of building bulk in the required yard. Therefore, the applicant has applied for a variance to reduce the north interior side yard setback from 6 feet to 1.5 feet to allow the expansion of an existing garage.

PUBLIC COMMENTS. Any correspondence received prior to the public meeting will be forwarded 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 of the north required interior side yard 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.*

The existing attached garage has a width of 19.2 feet and a depth of 21.7 feet. It is attached to the house by a one-story breezeway. The applicant proposes to extend the nonconforming garage wall 1.6 feet towards the house and add a hipped roof to the garage. The applicant also plans to reconstruct the breezeway with a second story in a location that complies with the full 6-foot interior side yard setback. Because the reconstructed breezeway would be brought into conformance with the zoning code, the requested variance pertains only to the garage.

A practical difficulty exists due to the location and age of the existing attached garage and breezeway. The existing garage has been attached to the home for decades and has not been upgraded or modified since its construction. The size of cars and the use of garages have changed dramatically since the 1930's. Consequently the existing garage is substantially smaller and less functional than a typical 2-car garage that would be built today. To a lesser extent, the functional obsolescence of the existing structure extends to the flat roof. Flat roofs are less efficient at channeling stormwater, causing water to pool on the roof. Adding a pitched roof to the structure

would improve its functionality with regard to both the use of the garage and its ability to withstand inclement weather. However, such an improvement would constitute additional building bulk in the required yard and could not be allowed without a variance.

Both the additional depth and height of the garage will improve its functionality and are, therefore, not based solely on economic considerations.

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 current use of the property is a single-family home. Single-family homes are a permitted use in the RIA zoning district and are the predominant use in the surrounding area.

The purpose of required interior side yards is to preserve access to light and air for surrounding properties and to prevent development that may be obtrusive to adjacent properties. The northern 4.5 feet of the garage and the northern 1.5 feet of the breezeway are currently located in the north interior side yard setback. Although the northern wall of the garage would be extended within the required yard, the entire breezeway would be reconstructed to comply with the full 6-foot setback. As a result, the net effect of the project would be less overall building bulk in the required yard.

With an FAR of 0.56, the current structure exceeds the maximum FAR for a single-family home of 0.50. The additional gross floor area resulting from the larger garage and breezeway would drive the FAR even further above the maximum. This expansion is permissible without a variance. Chapter 546.300(c)(2) provides that homes constructed prior to 2008 are allowed a one-time 500 square foot addition¹. The gross floor area of the home would increase by approximately 265 square feet, increasing the FAR to 0.597. Because this provision can only be used once, no additional gross floor area may be added to the home in the future without a variance.

In all other respects the proposed addition complies with the zoning ordinance.

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.*

Adding a pitched roof to the garage and extending the garage towards the home by 1.6 feet will not alter the essential character of the locality. The pitch of the garage roof would match the primary roof pitch of the principal structure, and the garage would be clad in stucco to match the principal structure. The existing home is architecturally and historically significant, and has been well maintained over the decades. However, the flat-roofed garage has become functionally obsolete. Reconstructing the garage to improve its functionality in a manner that architecturally relates to the home will complement the essential character of the locality.

¹ **546.300(c)(2). – Building bulk requirements.** *Floor area ratio increase.* Single- and two-family dwellings existing on January 1, 2008, that exceed the maximum floor area ratio, or building additions that would cause the building to exceed the maximum floor area ratio, may increase the gross floor area one (1) time by no more than five hundred (500) square feet.

The net result of the project would be less building bulk in the required yard. However, the existing garage is still located in close proximity to the home on the adjacent lot to the north. The garage on the subject property is located approximately 1.5 feet from the property line and approximately 6.5 feet from the neighboring structure. Increasing the depth and adding a roof to the garage could potentially be obtrusive to this property.

Staff finds that the proposed addition will have a minimal adverse impact on the adjacent property for two primary reasons. First, the distance between the two structures would remain constant. Any potential adverse impact resulting from an additional 1.6 feet of garage depth along the existing setback would be largely offset from the removal of the breezeway from the required yard.

Second, the garage on the subject property is situated alongside the garage on the adjacent property. Garages are not considered habitable space, so maintaining a large distance between the two structures in order to preserve access to light and air is less vital. Both the subject structure and the structure on the adjacent lot are contributing structures in the Lake of the Isles potential historic district, so it is unlikely that the location of either garage will change in the foreseeable future.

Additional Standards for Variances within the SH Shoreland Overlay District

In addition, the Zoning Board of Adjustment shall consider, but not be limited to, the following factors when considering conditional use permit or variance requests within the SH Shoreland Overlay District:

1. *The prevention of soil erosion or other possible pollution of public waters, both during and after construction.*

The terraced portion of the front yard extending to the street constitutes a steep slope because the average grade changes by at least 18% over a distance of 50 feet. Development on or within 40 feet of the top of a steep slope can only be approved by variance. The top of the steep slope is identified as the 880-foot contour on the survey. At its closest point, the rear of the home (which is the nearest point where development would occur) would be located approximately 43 feet from the top of the slope. Therefore, the project does not require a shoreland development variance. The terraces in the front of the home are well maintained and the slope shows no signs of erosion or soil degradation.

The most pertinent aspect of the project for purposes of the Shoreland Overlay District would be the addition of a basement to the garage and breezeway. The addition of the basement will involve soil removal and shoring due to the proximity of the structure to the property line.

It is unlikely that the proposed addition will contribute to soil degradation or erosion. The existing home has a basement spanning the entire width of the structure that is located between the project area and the steep slope. A door would be added to connect the home to the lower level of the garage, but other than the door, the existing foundation will remain undisturbed. The existing foundation forms a strong barrier that will prevent the proposed excavation from impacting the slope. Further, the rear two-thirds of the property, including the project area, are generally flat, and the sides of the home are thoroughly landscaped. The existing foundation of the home, the existing landscaping, and the topography should ensure that no erosion occurs during construction that could potentially affect the quality of Lake of the Isles.

The flat roof of the garage would be replaced by a hipped roof in order to improve its aesthetics and functionality. Generally, the steeper angle of a pitched roof channels water more effectively and more predictably than a flat roof. Thus, the new roof could improve stormwater management. However, the introduction of a hipped roof would undoubtedly change the established direction of

stormwater flow at the subject property. Most notably, the hipped roof would direct a larger portion of the water to the area between the garages, which, over time, could lead to soil saturation and the subsequent channeling of excess stormwater and sediments in the direction of the protected water. In order to mitigate any potential adverse impact caused by the change in the direction of stormwater flow, staff recommends as a condition of approval that rain gutters be installed on the north side of the garage and that the rain gutters direct water away from the adjacent property and towards the rear of the subject property.

2. *Limiting the visibility of structures and other development from protected waters.*

Although the modified garage would be taller than the existing garage, it would still be much shorter than the habitable portion of the home. The garage is located closer to the property line than the main portion of the home, so it is possible that a small portion of the garage would be visible between the home on the subject property and the home on the adjacent property. However, this viewshed is blocked by trees and landscaping. As a result, the garage would be minimally visible from the protected waters.

3. *The suitability of the protected water to safely accommodate the types, uses and numbers of watercraft that the development may generate.*

The proposed addition will not generate any watercraft.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Zoning Board of Adjustment adopt staff findings for the application by Paul & Emily Zygmunt for the property located at 2516 West Lake of the Isles Parkway:

A. Variance of the north interior side yard setback.

Recommended motion: **Approve** the application for a variance to reduce the required north interior side yard from 6 feet to approximately 1.5 feet, subject to the following conditions:

1. The total area used for the parking of vehicles, including area in the basement of the garage, may not exceed the greater of 719.2 square feet or 10% of the lot area.
2. Gutters shall be installed along the north wall of the garage. The gutters shall direct water towards the rear of the property and away from the adjacent property.
3. Approval of final site, elevation, and floor plans by the Department of Community Planning and Economic Development;
4. All site improvements shall be completed by September 10, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

ATTACHMENTS

1. Zoning map
2. Applicant's statement of use and findings
3. Land survey
4. Site Plan
5. Building elevations
6. Floor plans
7. Photos
8. Correspondence
9. Letters to neighborhood group and city council

Statement of proposed use for the property at:
2516 West Lake of the Isles Parkway
Minneapolis, MN 55405
August 12, 2015

Contact Information:

Josh Ortmeier with Reuter Walton Construction
Phone: 612.597.3360
Email: josh@reuterwalton.com
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Jean Rehkamp Larson, AIA / Anders Matney/ Ryan Bicek, AIA
Rehkamp Larson Architects
2732 W 43rd Street, Minneapolis, MN 55410
Phone: 612. 285. 7275
Email: jean@rehkamplarson.com/
anders@rehkamplarson.com/ ryan@rehkamplarson.com

Owners: Paul and Emily Zygmunt
2516 West Lake of the Isles Parkway
Minneapolis, Minnesota 55405

Project Description:

The proposed project is to rebuild the attached garage with a roof to better match the style and aesthetics of the house

Written Statement for Variance request

As part of a proposed renovation/addition to the house and attached garage, a variance is being sought for the attached garage to be built/renovated at the same distance from the property line along the interior side yard and with a sloped **hipped** roof that better relates to the existing home. The existing attached garage is at approximately 1'-6" from the property line which is 4'-6" closer than is currently allowed (based on the 6'-0" side yard setback). The existing garage has a flat roof & is in much need of repair. This project is being designed with great care to fit in with the scale and character of the neighborhood and the house that it is attached to.

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.

The existing garage is barely wide enough for two cars much less modern storage space for bikes and equipment. The existing garage is in much need of repair and has a flat roof that does not architecturally relate to the existing house. The overall site has a limited amount of flat grade for functional use as the entire front yard has a steep pitch down to the street. The main body of the house is nonconforming as it sits 5' off the property line and the existing garage link is 4.5' off the property line.

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 proposed project will be used as a two car garage in the same manner as the structure it is replacing.

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 existing attached garage is currently in rough shape and not built to the level of detail or quality of the main house. As this garage is proposed to be built the same distance from the side yard, it will not alter the essential character of the locality negatively. The adjacent garage and house to the north currently run along the property line rendering the space between houses minimally useful or inhabitable. This proposed project will greatly improve the character of this vicinity by revitalizing the condition, aesthetics, and scale to help it relate better to the main house. In addition, as part of the project we also plan to shift the nonconforming mudroom wall to meet the setback.

Shoreland Overlay District Requirements:

1. *The prevention of soil erosion or other possible pollution of public waters, both during and after construction.*

Standard Best Practice for Soil Erosion will be followed.

2. *Limiting the visibility of structures and other development from protected waters.*

The project under consideration for variance is at the back of an existing house so not at all visible from the lake during or after construction.

3. *The suitability of the protected water to safely accommodate the types, uses and numbers of watercraft that the development may generate.*

The proposed replacement of the existing two car garage at the back of the house does not add any additional watercraft usage to the Lake of the Isles.

Land use applications needed for the project:

General Land Use Application Worksheet

City Planner:

Joe Giant
612.673.3489

Board of Adjustment Hearing Date:

September, 10, 2015

Cc: Larry Moran, Kenwood Isles Area Association

Lisa Goodman, Ward 7 City Council member

Joe Giant, City of Minneapolis Planner



THE ZYGMUNT RESIDENCE

2516 West Lake of the Isles Parkway
 Minneapolis, MN 55405

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CONTACTS

Owner:

Paul & Emily Zygmunt
 2516 West Lake of the Isles Parkway
 Minneapolis, MN 55405

Paul: c.651.303.3350
 pazymunt@gmail.com
 Emily: c. 612.991.5580
 zygmunt.emily@gmail.com

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 t. 612.285.7275
 f. 612.285.7274

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 jean@rehkamplarson.com
 Anders Matney
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 o. 612.823.3489

Interior Designer:

Alecia Stevens Interiors
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 Minneapolis, MN 55403
 o. 612.827.7447

Contact:
 Alecia Stevens
 alecia@aleciastevens.com

REHKAMP LARSON ARCHITECTS INC.
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 Tel. 612-285-7275 Fax. 612-285-7274

ZYGMUNT RESIDENCE
 2516 West Lake of the Isles
 Minneapolis, MN 55405

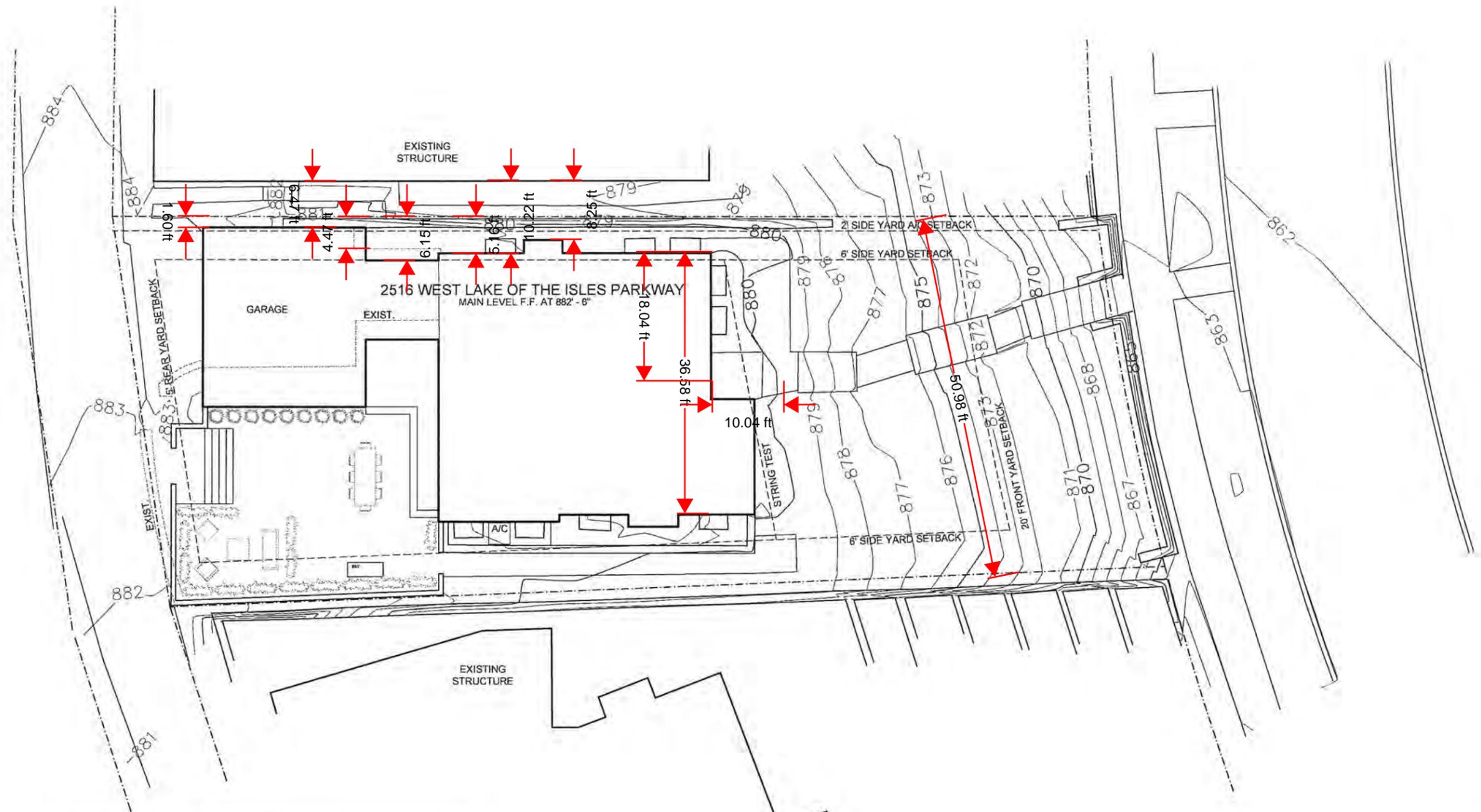
PROJECT PHASE:
 Schematic
 Design
 PROJECT NUMBER:
 15-024

ISSUE DATE:
 August 12, 2015

DRAWN BY:

TITLE
 SHEET

VARIANCE SUBMITTAL - AUGUST 12, 2015



2516 WEST LAKE OF THE ISLES PARKWAY
ZONING CODE SUMMARY

DESCRIPTION	VALUE
SITE CLASSIFICATION	R1A, SH
GROSS FLOOR AREA	
LOT AREA (SF)	7,192 SF
ALLOWABLE GROSS FLOOR AREA (7,184 x .5)=	3,596 SF
OR ALLOWABLE GFA, (50%) OR 2,500 SF WHICHEVER IS GREATER	3,596 SF
PRIMARY STRUCTURE = 1,511 SF MAIN, 119 SF LINK, 404 SF GARAGE, 1,511 SF UPPER	3,545 SF
REMAINING ALLOWABLE GROSS FLOOR AREA=	51 SF
EXISTING STRUCTURES MAY INCREASE FLOOR AREA ONE TIME=	500 SF
PROPOSED STRUCTURE= 1,511 SF MAIN, 112 SF LINK, 575 SF GARAGE, 1,511 SF UPPER=	3,709 SF
PROPOSED INCREASE	164 SF
-MAXIMUM ALLOWABLE BUILDING HEIGHT FOR PRIMARY STRUCTURE= HIGHEST POINT OF ROOF SHALL NOT EXCEED=	2 1/2 STORIES OR 28 FT 33 FT
-MAXIMUM ALLOWABLE GARAGE SIZE 676 SF OR 10% LOT AREA=	719 SF

SHORELAND OVERLAY DISTRICT
GRADING OR FILLING INVOLVING MORE THAN TEN (10) CUBIC YARDS WHERE THE SLOPE OF THE LAND IS TOWARD A PROTECTED WATER SHALL BE PROHIBITED WITHIN THE SHORELAND OVERLAY DISTRICT EXCEPT WHERE AUTHORIZED BY AN EROSION CONTROL PLAN APPROVED BY THE CITY ENGINEER AND THE ZONING ADMINISTRATOR

DESCRIPTION	VALUE
IMPERVIOUS SURFACES SUMMARY	
ALLOWABLE BUILDING COVERAGE (%)	60%
LOT AREA (SF)	7,192
TOTAL AVAILABLE=	4,315
TOTAL STRUCTURE, GARAGE (SF)	2,220
PAVED/PATIO, DRIVEWAY & WALKS	1,377
TOTAL AREA OF IMPERVIOUS COVERAGE (SF)	3,597
TOTAL IMPERVIOUS COVERAGE:	50%
REMAINING IMPERVIOUS (SF)	718

1 SITE DIAGRAM
SCALE: 1/8" = 1'-0" ON 24X36, 1/16" = 1'-0" ON 11X17

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ZYGMUNT RESIDENCE
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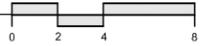
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PROJECT NUMBER:	15-024
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A02
SITE DIAGRAM

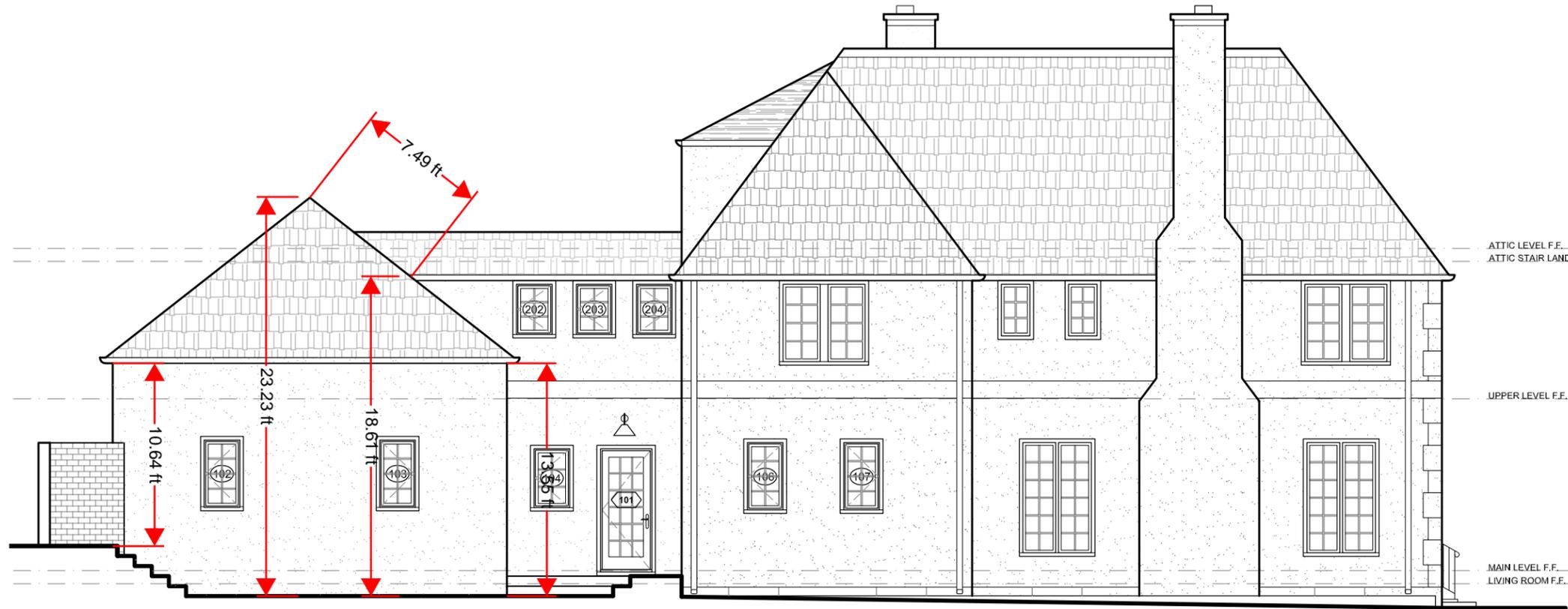
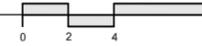
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1 WEST ELEVATION
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17



3 GARAGE
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17



2 SOUTH ELEVATION
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17



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A21
 EXISTING ELEVATIONS



1 EAST ELEVATION
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17



2 NORTH ELEVATION
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17

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A20

EXISTING ELEVATIONS

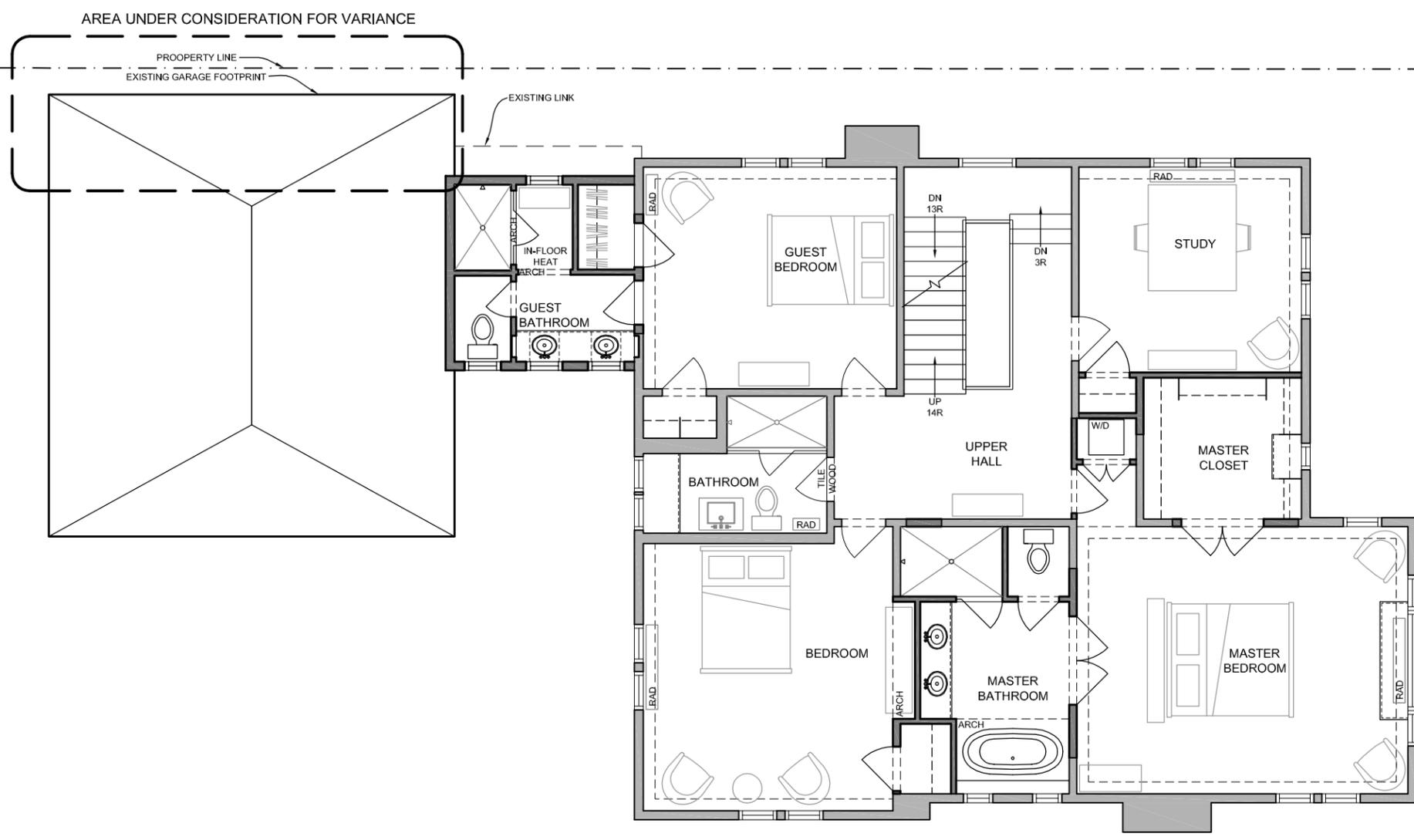
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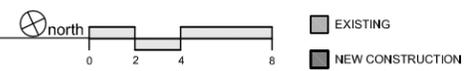
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A12
 UPPER LEVEL FLOOR PLAN

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1 UPPER LEVEL FLOOR PLAN
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17

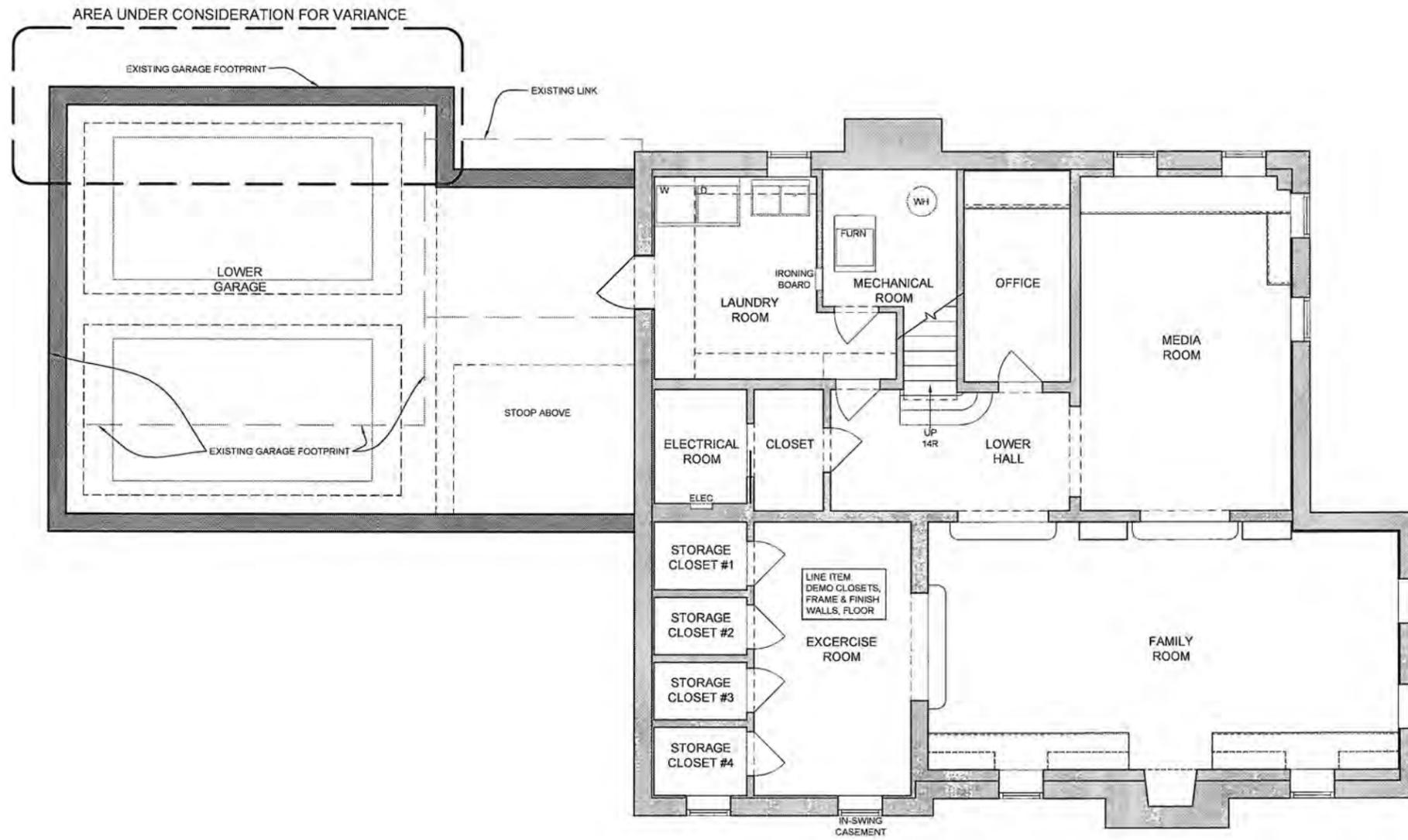


EXISTING
 NEW CONSTRUCTION

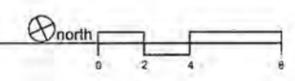
AREA UNDER CONSIDERATION FOR VARIANCE

PROOPERTY LINE
 EXISTING GARAGE FOOTPRINT

EXISTING LINK



1 LOWER LEVEL FLOOR PLAN
 1/2" = 1'-0" on 24x36 1/4" = 1'-0" on 11x17



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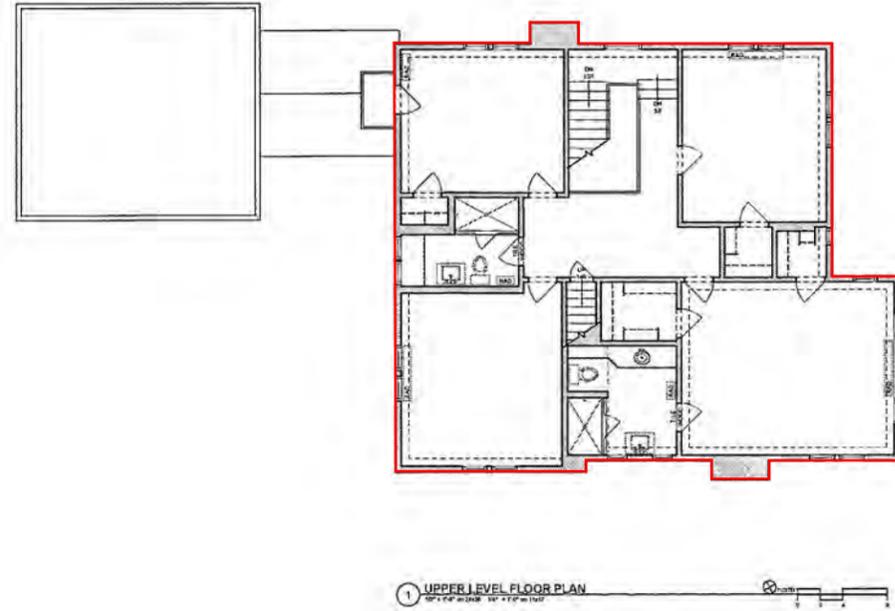
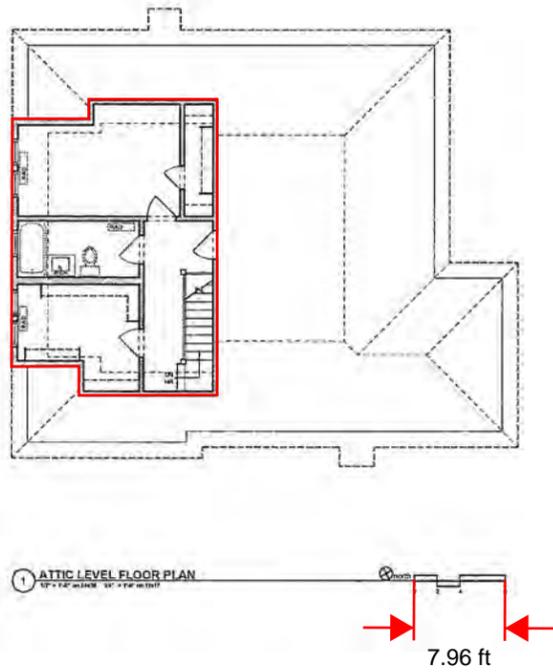
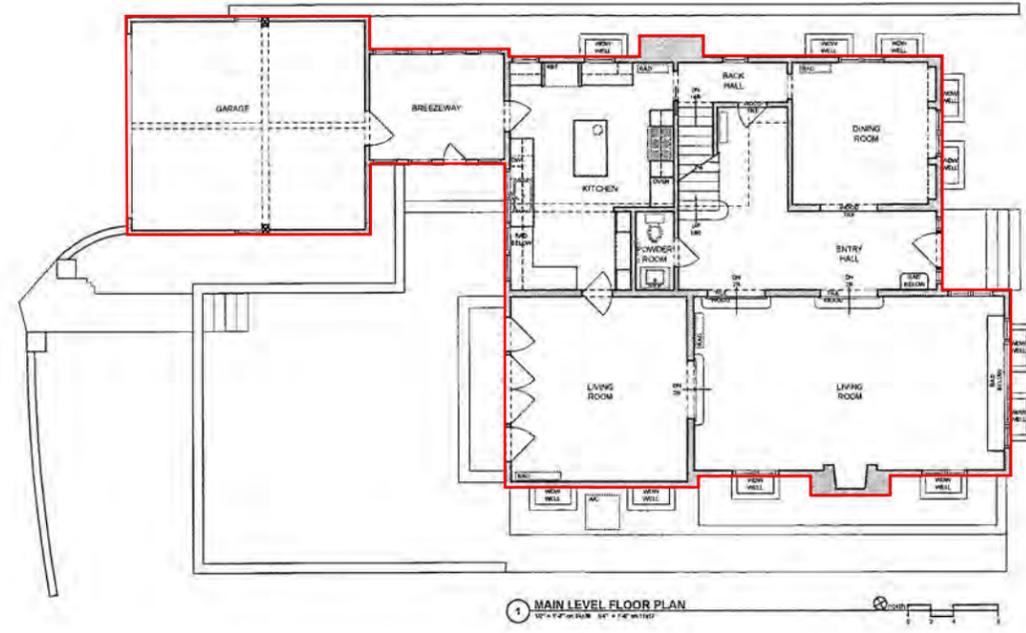
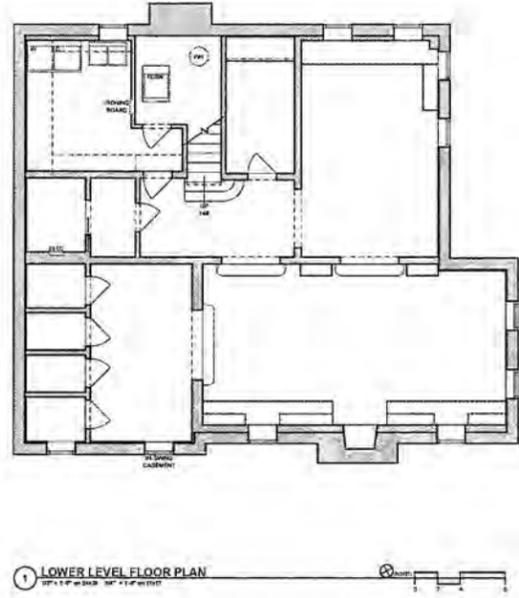
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A10
 LOWER LEVEL FLOOR PLAN



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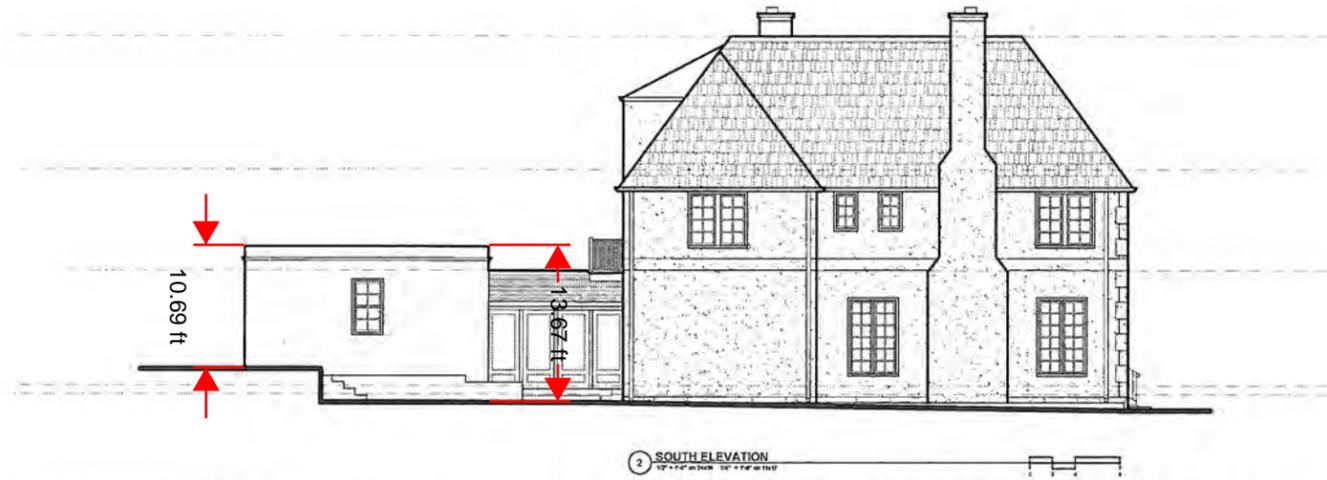
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X1

EXISTING
 FLOOR PLANS



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X2

EXISTING EXTERIOR ELEVATIONS



1 FRONT OF HOUSE ON LAKE OF THE ISLES PARKWAY



2 EXISTING LINK CONNECTING GARAGE TO HOUSE



3 EXISTING LINK CONNECTING GARAGE TO HOUSE



4 SPACE BETWEEN EXISTING GARAGE (2516) AND NEIGHBOR GARAGE (2512)



5 SPACE BETWEEN EXISTING GARAGE (2516) AND NEIGHBOR GARAGE (2512)



6 AT ALLEY BETWEEN NEIGHBORS (AT 2528)

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ZYGMUNT RESIDENCE
2516 West Lake of the Isles
Minneapolis, MN 55405

PROJECT PHASE:
Schematic
Design
PROJECT NUMBER:
15-024

ISSUE DATE:
August 12, 2015

DRAWN BY:

VARIANCE SUBMITTAL - AUGUST 12, 2015

A03

SITE
IMAGES



1 LOOKING SOUTH DOWN ALLEY



2 LOOKING SW DOWN ALLEY FROM (2516)



3 LOOKING UP ALLEY AT GARAGES (2516 AND 2512)



4 EXISTING GARAGE AND HOUSE (2516)

REHKAMP LARSON ARCHITECTS INC.
2732 West 43rd Street, Mpls, MN 55410
Tel. 612-285-7275 Fax. 612-285-7274

ZYGMUNT RESIDENCE
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PROJECT PHASE:
Schematic
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DRAWN BY:

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A04
SITE
IMAGES

Ryan Bicek

* To Ward 7 - City Council

From: Ryan Bicek
Sent: Wednesday, August 12, 2015 1:26 PM
To: 'Ruth.Hamann@minneapolismn.gov'
Cc: 'joseph.giant@minneapolismn.gov'; Josh Ortmeier
Subject: 2516 West Lake of the Isles Residence Variance proposal
Attachments: 2516 Zygmunt Variance letter.pdf

Hello,

I am contacting you on behalf of Rehkamp Larson Architects to let you know of a variance that is being proposed for a garage at a residence on 2516 West Lake of the Isles Parkway in Minneapolis. See the attached PDF document for the project description/ variance proposal. We will be submitting the application/drawings today (8/12/2015 to the city) and are aiming to be on the September 10th public hearing date.

Thank you,
Ryan Bicek

RYAN BICEK, AIA, Architect

REHKAMP LARSON ARCHITECTS INC.

2732 West 43rd Street, Minneapolis, MN 55410

T 612-285-7275 W rehkamlarson.com

Ryan Bicek

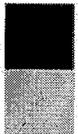
*to Kenwood Isles Area Association

From: Ryan Bicek
Sent: Wednesday, August 12, 2015 1:23 PM
To: 'debbielarry@comcast.net'
Cc: 'joseph.giant@minneapolismn.gov'; Josh Ortmeier
Subject: Variance proposal for 2516 West Lake of the Isles Parkway
Attachments: 2516 Zygmunt Variance letter.pdf

Hi Larry,

I am contacting you on behalf of Rehkamp Larson Architects to let you know of a variance that is being proposed for 2516 West Lake of the Isles Parkway in Minneapolis. See the attached PDF document for the project description/ variance proposal. We will be submitting the application/drawings today (8/12/2015 to the city) and are aiming to be on the September 10th public hearing date.

Thank you,
Ryan Bicek

 RYAN BICEK, AIA Architect
REHKAMP LARSON ARCHITECTS INC.
2732 West 43rd Street, Minneapolis, MN 55410
T 612-285-7275 W rehkamlarson.com