

LAND USE APPLICATION SUMMARY

Property Location: 1904 Franklin Avenue Southeast
Project Name: 1904 Franklin Avenue Southeast Driveway
Prepared By: [Janelle Widmeier](#), Senior City Planner, (612) 673-3156
Applicant: Richard and Darla Wexler
Project Contact: Richard and Darla Wexler
Request: To construct a driveway to allow one off-street surface parking space accessory to a single-family dwelling.

Required Applications:

Variance	To reduce the minimum front yard requirement adjacent to Franklin Avenue Southeast from 20 feet to 0 feet to allow surface parking.
Variance	To reduce the minimum interior side yard requirement adjacent to the west lot line to allow surface parking has been returned .
Variance	Of the parking location requirements to allow parking between a dwelling and a street.
Variance	Of the UA University Area Overlay District standards to allow surface parking to be located outside of the rear 25 feet of the property.

SITE DATA

Existing Zoning	R2B Two-family District UA University Area Overlay District
Lot Area	3,660 square feet
Ward(s)	2
Neighborhood(s)	Prospect Park Association
Designated Future Land Use	Urban Neighborhood
Land Use Features	Not applicable
Small Area Plan(s)	Not applicable

Date Application Deemed Complete	May 31, 2016	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	July 30, 2016	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The existing use is a single-family dwelling. The existing 2-story dwelling was permitted for construction in 1916. There is no on-site parking and the site is not adjacent to an alley.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The surrounding properties are predominately single-family dwellings.

PROJECT DESCRIPTION. The applicant is proposing to establish a driveway for one on-site surface parking space in the northwest corner of the property located at 1904 Franklin Avenue Southeast. The driveway/parking space would be 10 feet wide by approximately 20 feet deep within the confines of the property lines. The parking space would be accessed from Franklin Avenue by way of a shared curb cut with their neighbor that would be widened by approximately 6.5 feet. The shared curb cut is proposed to avoid the removal of a boulevard tree. The minimum front yard requirement along Franklin Avenue is 20 feet. Parking is not allowed in a required front yard. A parking area is also not allowed to be located between a principal residential structure and a front lot line. Lastly, the UA University Area Overlay District requires all surface parking for one- through four-unit dwellings to be located in the rear 25 feet of a property. Variances are required to reduce the front yard requirement and to allow the proposed parking location. If the variances are approved, Public Works will also need to approve the widening of the curb cut and a shared access easement with the neighboring property owner will need to be finalized before construction can begin. The variance to reduce the interior side yard requirement to allow the parking space is being returned because the driveway would be located entirely in the required front yard, which extends the full width of the property.

PUBLIC COMMENTS. Correspondence from the neighborhood group has been received and is attached to this report. Any additional 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 1) a variance to reduce the minimum front yard requirement adjacent to Franklin Avenue Southeast from 20 feet to 0 feet to allow surface parking, 2) a variance of the parking location requirements to allow parking between a dwelling and a street, and 3) a variance of the UA University Area Overlay District standards to allow surface parking to be located outside of the rear 25 feet of the property 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.*

All variances: Today's zoning code generally requires a minimum of one parking space per dwelling unit. Because the existing use was established prior to the minimum parking requirement taking effect in 1963, the use has grandfather rights for the minimum off-street parking requirement. Since the applicants have resided on the property, they have been able to park on Franklin Avenue in front of their house. This summer, Franklin Avenue will be repaved. As part of the repaving project, the parking lanes will be removed and replaced by bike lanes. Being in close proximity to

the University of Minnesota, there is a high demand for on-street parking. To address the change in availability of on-street parking in close proximity to their property and the general shortage of on-street parking in the surrounding area, the applicant is proposing to construct an on-site space.

Surface parking is not allowed in a required front yard or between the dwelling and front lot line. The UA Overlay District requires surface parking to be located in the rear 25 feet of the property. Practical difficulties exist in complying with these ordinances due to circumstances unique to the property that were not created by the applicant. No parking exists on the site. There are limited options where an off-street parking space can be located. The site is smaller than an average-sized residential lot in Minneapolis. The existing dwelling is located less than 5 feet from each side lot line, which does not allow access to the rear of the property. The site also does not have access to a public alley.

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.*

All variances: In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The intent of the location requirement is to reinforce the traditional character of residential neighborhoods. The UA University Area Overlay District is established to ensure high quality residential development through site design and off-street parking regulations that acknowledge the unique demands placed on land uses near a major center of educational employment and enrollment. Together, these regulations work to minimize the visibility of surface parking accessory to residential uses.

The proposed parking location would directly abut the portico/parking space for the adjacent dwelling, but it would not be located within 6 feet of any habitable space for the subject or adjacent dwellings. The applicant has also minimized the size of the proposed parking surface. However, the parking area would still be highly visible from the surrounding area. It would extend in front of not only the dwelling on the subject property, but also in front of the other dwellings on the same block face. For these reasons, the proposal would not be consistent with the intent of the ordinance and the comprehensive plan. If the variances are approved notwithstanding the CPED recommendation, CPED staff would recommend that decorative pavers be required for the surfacing to lessen the adverse aesthetic effects of the parking area.

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.*

All variances: The adjacent property located to the west has a driveway and parking area adjacent to the shared lot line. This property is not likely to be adversely affected by the granting of the variances. There are also other properties in the area where vehicles are parked in required front yards and are not located in the rear 25 feet of the property as demonstrated by the photos submitted by the applicant. However, the yard and location ordinances were established to prevent the creation of more parking situations like those in the attached photographs, which have detracted from the residential character of the neighborhood. Even though the applicant has minimized the size of the proposed parking space, it would still be highly visible from the surrounding area. It would extend in front of not only the dwelling on the subject property, but also in front of the other dwellings on the same block face. If granted, the proposed variances would not be detrimental to the health, safety or welfare of the public or those utilizing the property provided no vehicles are parked over the public sidewalk. If the variances are approved notwithstanding the CPED

recommendation, CPED staff would recommend that decorative pavers be required for the surfacing to lessen the adverse aesthetic effects of the parking area.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Zoning Board of Adjustment adopt staff findings for the applications by Richard and Darla Wexler for the property located at 1904 Franklin Avenue Southeast:

A. Variance to reduce the front yard requirement.

Recommended motion: **Deny** the variance to reduce the minimum front yard requirement adjacent to Franklin Avenue Southeast from 20 feet to 0 feet to allow surface parking.

B. Variance to reduce the interior side yard requirement.

This application has been **returned**.

C. Variance to allow parking between a dwelling and a street.

Recommended motion: **Deny** the variance of the parking location requirements to allow parking between a dwelling and a street (Franklin Avenue Southeast).

D. Variance of the UA University Area Overlay District standards.

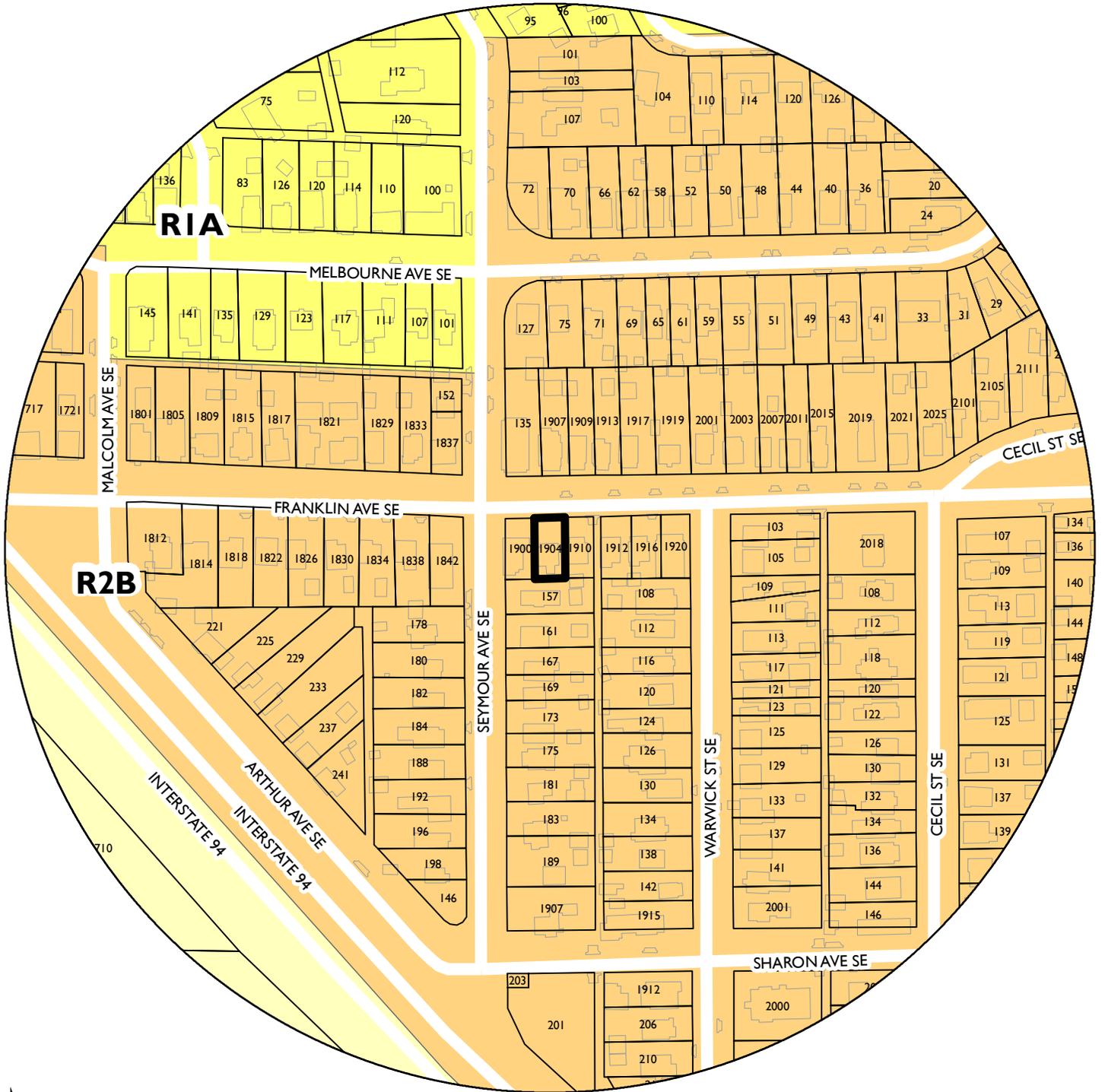
Recommended motion: **Deny** the variance of the UA University Area Overlay District standards to allow parking outside of the rear 25 feet of a lot.

ATTACHMENTS

1. Zoning map
2. Written description and findings submitted by applicant
3. Site survey/Site plan
4. Renderings
5. Photos of subject property
6. Photos of surrounding properties
7. Comments received

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

1904 Franklin Avenue Southeast

FILE NUMBER

BZZ-7737

SUMMARY OF THE PROBLEM:

This summer, 2016, the city of Minneapolis has decided to add bike lanes on both sides of Franklin Ave SE from the bridge to the city line with St. Paul and remove parking on both sides of Franklin. This will create a significant hardship for Richard and Darla Wexler, property owners at 1904, because we can no longer park in front of our home within reasonable access to our house. Presently it is a distance of approximately twenty-six feet. Without Franklin Av parking the nearest side street parking, assuming it is even available, would be approximately two hundred and twenty seven feet. This is untenable since we are well over 65 and hope to age in place so that carrying groceries or safely walking that distance is too far especially in inclement weather.

SOLUTION TO THE PROBLEM:

We need off street parking.

Our lot is too small to allow for a car to get behind the house. And there is no alley. Therefore we need to put in a parking area on the right side of our front yard. We also need to place it directly adjoining our neighbor's lot because there is a park board tree in our boulevard that we have to avoid therefore we have to use a shared use driveway with our 1900 neighbor. Thankfully they are willing to sign an agreement.

In order to do this, we desperately need the approval by the City of Minneapolis because we will need four variances. Our proposed parking area sits adjacent the 1900 parking area that has existed for the 38 years that we have lived in our home and presumably much longer before that. It has created no problem for us. The proposed parking area is totally consistent to the look and intent of the Prospect Park neighborhood.

**REQUEST AND JUSTIFICATIONS FOR GRANTING
VARIANCES REQUIRED FOR WEXLER
DRIVEWAY/PARKING SPACE**

June 15, 2016

We, Richard and Darla Wexler, request authority to place a driveway/parking space on the front yard of our property located at 1904 Franklin Avenue SE. We have lived at this location for the last 39 years, during which time we have never had off street parking. We are now forced to seek the addition of a driveway/parking space because parking on Franklin Avenue, and in particular in front of our home, will soon be prohibited. In order to obtain approval from the City to build a driveway/parking space, we will need four variances.

Comments Regarding the Standard to be Used in Judging our Request

In preparing our variance request, we inquired about the criteria used in judging variance applications. We were informed “requesting several variances (in this case four) can indicate that the proposal is not consistent with the spirit and intent of the ordinance and the comprehensive plan.” But we were assured that “all proposals are evaluated case-by-case with no limits on the number of variances that can be requested. E-mail of Janelle Widmeier dated June 7, 2016. Thus, it appears that the only standards for judging the validity of a variance request are the “spirit and intent of the ordinance and the comprehensive plan.” “Spirit and intent” are in the eye of the beholder. This leaves an applicant guessing as to what it will take to gain approval such vague standards are used.

In addition, while there is a concern (we are unaware of any prohibition) about front yard parking, there is a City policy strongly favoring off street parking. In fact, since 1963 the City Code requires that single-family residences, such as ours to have one off street parking space. While this requirement has not applied to homes, such as ours, built prior to 1963, the policy still exists as strong guidance for those homes. In fact, when a request is made by an owner of a pre-1963 house to add a parking space, the 1963 Code requirement should provide the strongest guidance for the granting of such a request, especially when the request results from City action that removes the only reasonable street parking for that home.

We assert, therefore, that in view of City policy strongly supporting off street parking for single-family residences, that requests for variances to add a driveway/parking space, lacking strong reasons to the contrary, must be granted unless there are over whelming reasons to the contrary. This should be particularly true, as in this case, when City action removes the only reasonable off-street parking and the needed variances are all of the same nature and type.

Background Information

The driveway/parking place we seek to add can be located only in our front yard because our home is on a very small lot that does not provide driveway width access to the

backyard. To our knowledge, there has never been an alley that served this property nor has there been a driveway. The only access to our home has always been provided by our ability to park on Franklin Avenue in front of our home.

Our freedom to park in front of our home will soon be denied us. With the addition of bike lanes on both sides of this part of Franklin Ave SE, parking will be completely prohibited. This action will greatly reduce the livability of our home, significantly reduce its value, make it impossible to age in place, and, when we reach the point where we need to sell our home, will likely result in the property becoming rental as opposed to being owner occupied as it has been, as far as we have been able to ascertain, for its entire existence.

Livability and home value will be significantly and unreasonably reduced.

Here are a few examples that demonstrate why livability and home value be significantly and unreasonably reduced? These factors are magnified by our age (69 and 72) and will become even greater detriments to our being able to age in place.

- Returning from a shopping trip, whether for groceries or otherwise, with multiple bags of food, packages or boxes;
- Returning home from the hospital after surgery or with an immobilizing condition;

And for younger people who might want to later buy our home:

- Coming home from the hospital with a new baby.
- Having to decide when with a baby or toddler(s) whether to leave the child (or children) in the car or the house alone while groceries and packages are brought into the house.

Instead of having to walk approximately twenty-six feet from in front of the house, we will now need to walk from someplace on Seymour (the nearest parking spot, assuming it is open, is approximately two hundred and twenty nine feet away). While that may not seem particularly onerous to those who don't have to do that or who are younger, one must take into account that the walk often will not be from the closest parking space on Seymour but from some significantly further distance because closer parking spaces have been taken. (In addition to distance, weather is also a factor from biting cold to pouring rain.)

We have observed over the years, that one now often has to park significantly further south of Franklin on Seymour as well as all along the first block north of Franklin on Seymour. And during snow emergencies we have had to park as far away as Melbourne Avenue SE, more than a block away. We also note that during such emergencies, after Franklin Avenue has been plowed, many cars that had parked on Seymour for that first day then park on Franklin. This option will no longer be available making parking, when Seymour is on one-sided street parking during the emergency, too crowded to accommodate all the cars that in the past parked there.

Front yard parking is normative in Prospect Park

Parking on one's front lawn area is not at all unusual in Prospect Park, the neighborhood of the City in which we live. In fact, as will be further explained later, our neighbor at 1900

Franklin Ave SE, as well as those who previously lived at 1900 Franklin over the last 39 years, has been parking in her front yard just as we are seeking to do!

In addition, while walking in parts of Prospect Park on several different days we counted well over 50 cars parked in front pull off parking spots, such as we are seeking, or otherwise visible beside their home. The Prospect Park neighborhood strongly values accommodating as much off street parking as possible because of the narrow streets and limited street parking.

Our Community Association Strongly Supports Our Request

We have the very strong support of the Prospect Park Association (PPA). On May 3, 2016, the PPA's Zoning Committee unanimously approved and sent to the PPA's Board of Directors a recommendation that the PPA fully and unconditionally approve our request for a driveway and front yard parking. On May 23, 2016, the full Board of Directors met. After comments strongly supporting our request, the Board on a loud voice vote unanimously approved a resolution supporting our request. The PPA Board's letter and resolution have already been sent to the appropriate City officials. We submit that the PPA letter by itself provides ample justification for the granting of the needed variances.

THE REQUIRED VARIANCES:

1. Variance to reduce the minimum front yard requirement to allow a parking space.
2. Variance to allow parking to be located between a dwelling and the front lot line.
3. Variance of the UA University Area Overlay District standards to allow a surface parking space to not be located in the rear 25 feet of the property.
4. Variance to reduce the minimum interior side yard requirement to allow a parking space to be located less than 5 feet from the side lot line.

Variances 1 and 2 are grouped together because our lot is so small that there is only one place that the driveway/parking space can go.

Variance 3 is needed because there is not enough space between our home and the property line to run a driveway to the back yard.

Variance 4 is needed because, due to placement of a Park Board tree in the boulevard, we need to use part of our neighbor's driveway in order to access the proposed driveway/parking area. We can only expand our neighbor's driveway apron by 3 ½ feet which means that we will need to drive in part on her driveway apron and her driveway in order to park in the area in which we want to place the parking space. Our neighbor's driveway runs to the property line between our two homes. For your information, we and our neighbor have entered into a shared use driveway easement agreement.

Because of the unique nature of placement of the proposed driveway/parking space, the justification for granting each variance is the same. Thus the discussion of the criteria

covers all four variances together.

The criteria for granting variances, and how we meet them, are listed below.

- (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.*

Reasons why our proposal meets this criterion:

Our home was built 101 years ago on a small lot sandwiched between two other homes. At that time, there was little thought of the need to plan for the eventual almost universal use of automobiles. When we bought our home in 1977, things had changed dramatically in a manner that led to the widespread need for parking. While not having access to off-street parking seemed troublesome, after moving in we quickly realized that the availability of parking on Franklin Avenue in front of our house was totally sufficient.

That our home is the only one on Franklin without off street parking is only one of a number of circumstances that are unique to our property. By removing all parking on Franklin Av SE, the city will take away all public access to our home. Our property will be landlocked. This will create significant hardship. We are being forced into placing a parking area on our property so that we can park reasonably close to our front door. It needs to be in our front west side of yard because our lot is so small that it is impossible to park behind our home, and there is no alley.

We need to have our parking area located immediately adjoining to our neighbor's property at 1900 Franklin for several reasons. First, if we were to place the driveway more to the middle of our lot, it would then overlap with the front walk up to our home. Not only would that be undesirable from an aesthetics aspect, it would also create a significant safety hazard. Second, placing a driveway immediately to the east or the west of our front walk is impossible due to the placement of two Park Board trees in the boulevard.

The only reason a driveway/parking area is possible on the west side of our property, even with the presence of a Park Board tree, is because our neighbor at 1900 Franklin has a driveway immediately next to our property line. Although we must stay at least six feet away from the Park Board tree in the boulevard, which prevents us from being able to put in a full curb cut, we can add three feet to the east edge of our 1900 neighbor's curb cut and have a shared use driveway. Fortunately our neighbor at 1900 Franklin Ave. SE very willingly signed a shared driveway use agreement.

Another hardship is that our property value will be greatly reduced without off street parking. We did not create these circumstances. We have been perfectly content for

almost 39 year in this house without off street parking because we could always park in front of our home on Franklin Avenue. We have contributed many, many positive things to the Minneapolis community over the 39 years and paid our taxes willingly. Another hardship is that we are aging and hope to age in place. Without parking near our door, this will be impossible.

- (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.*

Reasons why our proposal meets this criterion:

The use of the property and the proposed driveway/parking space are reasonable and in keeping with the spirit and intent of the zoning ordinance and comprehensive plan. The support for this statement is contained above on page one in the sections captioned "Comments Regarding the Standard to be Used in Judging our Request."

The house will remain a single-family residence, and just as importantly, keep it from becoming rental property in an area that is otherwise primarily owner and long term occupied. In addition, this is not an inappropriate use of the land, especially for Prospect Park. It **will not prevent** adequate light, air, privacy, and **convenience of access to the property. In fact, it is the only way to maintain convenience of access to the property!**

Our request results in changes that are very consistent with the look and goals of Prospect Park. Cars are parked in many front yard pull offs and driveways all around Prospect Park. Our request will result in one less car that needs an on street parking spot, which is significant as street parking is very congested in Prospect Park.

In addition, this will benefit the neighborhood. All our adjoining neighbors strongly support our request. Not one of the many neighbors in Prospect Park that we have talked to raised any negative response at all. In fact, they are applauded that the process is so laborious and expensive when the city has created this situation for us. And finally and significantly, the Prospect Park Association submitted a strong letter of support that was approved by unanimous vote.

In order to keep the Prospect Park neighborhood viable and strong, we desire to keep this property owner occupied, not rental. Without reasonable access, it will join the many others along Franklin Av SE that are not owner occupied due to University of Minnesota student housing encroaching the Prospect Park neighborhood.

- (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.*

Reasons why our proposal meets this criterion:

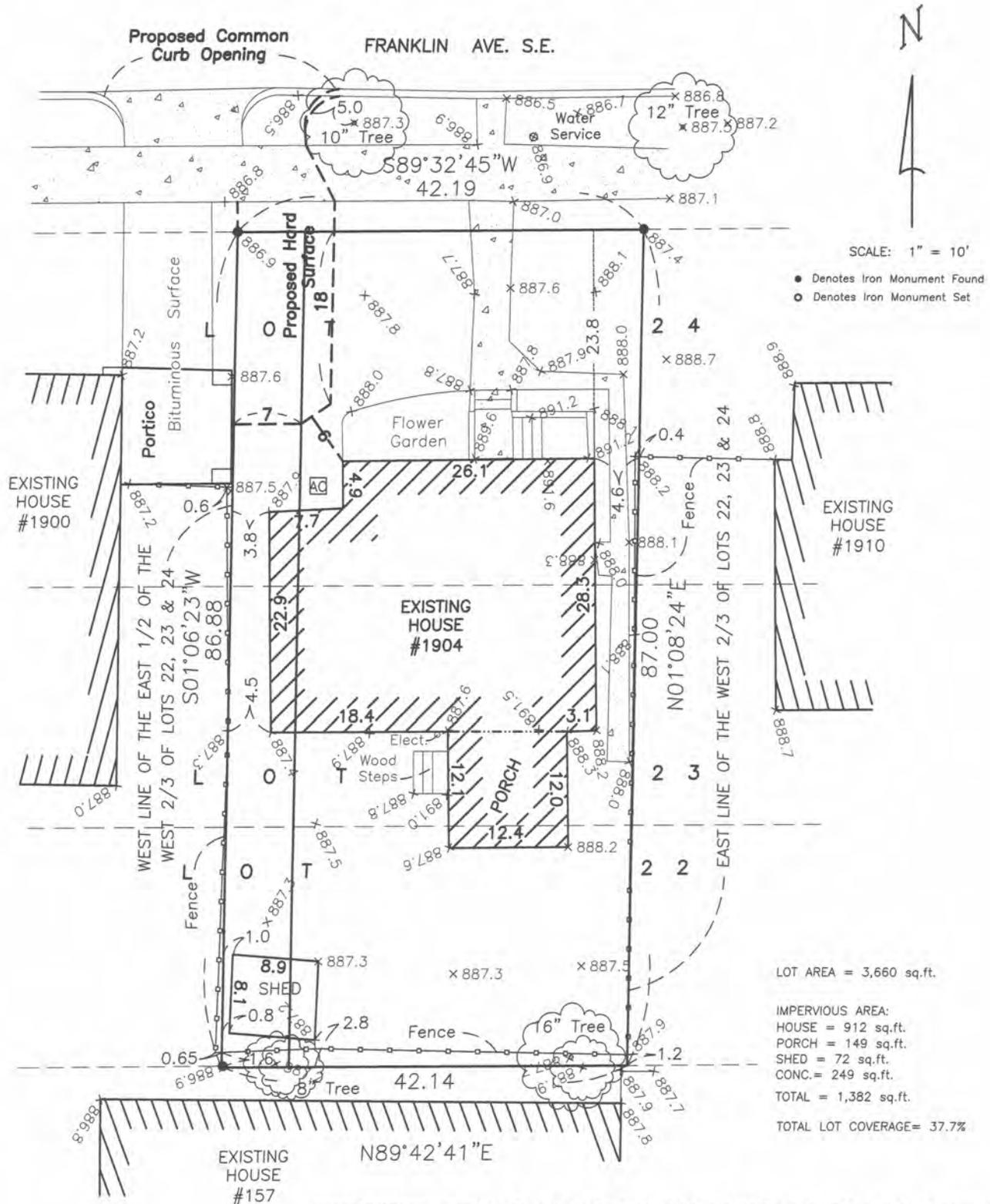
What we propose is totally in keeping with the unique character of Prospect Park. Because of hilly terrain and/or small lot or lot configuration, most off street parking in Prospect Park is accessed from the front of the house. Furthermore, many cars are visible beside most houses whether the lot has a garage or not. As far as health, we are seniors and hope to age in place. The only health hazard would be for us not to be able to park reasonably close to our door. Also, this will allow bike paths to be added to Franklin Avenue thus reducing health risks. As far as parking too close to an adjoining property, we will only be mirroring what our next-door neighbors at 1900 have done for 39 years, and for many years before that, without any harm to the general public or to nearby properties. The only nearby property has been ours! And we have lived with our neighbor parking right next to us in their front yard without any problems!

We respectfully submit our request for four variance and request, based upon the reasons stated above, that they be granted.

Richard and Darla Wexler
1904 Franklin Avenue S.E.
Minneapolis, MN 55414

CERTIFICATE OF SURVEY

Survey for: RICARD AND DARLA WEXLER



DESCRIPTION: EAST 1/2 OF THE WEST 2/3 OF LOTS 22, 23 & 24, BLOCK 6, PROSPECT PARK SECOND DIVISION (REVISED)

I hereby certify that this survey was prepared by me or under my direct supervision, and that I am a registered land surveyor under the laws of the State of Minnesota. Dated this 11th day of May, 2016.

CARLSON & CARLSON, INC.
LAND SURVEYORS
Tele. No. (952) 888-2084

BY *Larry R. Couture*
Larry R. Couture, Land Surveyor
Minnesota License No. 9018



REVISED 6-1-16

NOTE: Stepping Stone Walks are not shown and are not considered Impervious surface.

4/26/16

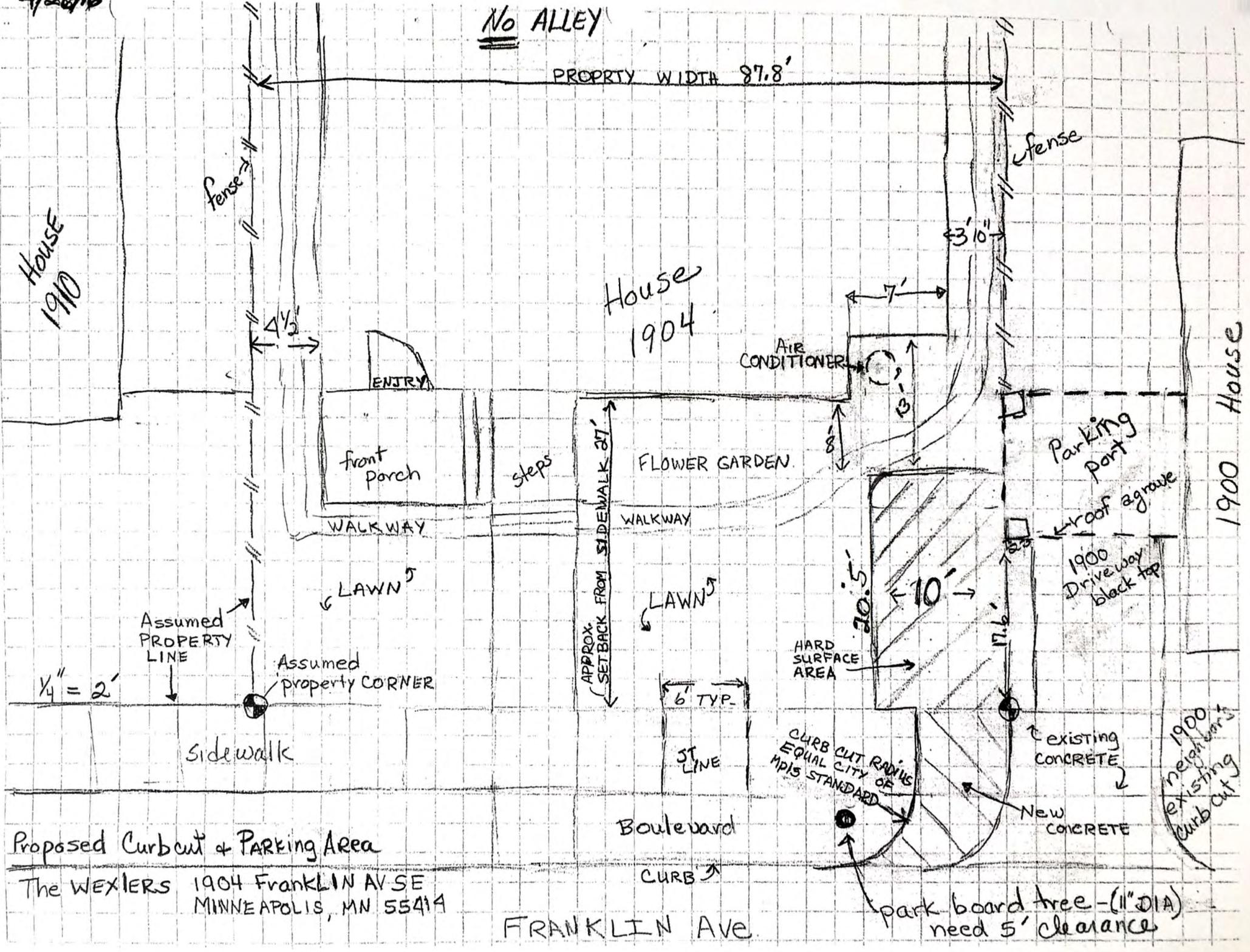
No ALLEY

PROPERTY WIDTH 87.8'

House 1910

House 1904

House 1900



Proposed Curbcut + Parking Area

The WEXLERS 1904 Franklin Ave
MINNEAPOLIS, MN 55414

FRANKLIN Ave

park board tree - (11" DIA)
need 5' clearance



Proposed change areas drawn in shaded



probably put in red brick pavers or black top

3'
+ curb cut and sidewalk replacement

Wexler Property - 1904 Franklin Av SE



Proposed changes drawn - shaded



11" diameter
Parr
Board tree
• Must stay
6' from tree
bark in an
arc follows
curb cut and
that exists.



red brick pavers or
asphalt

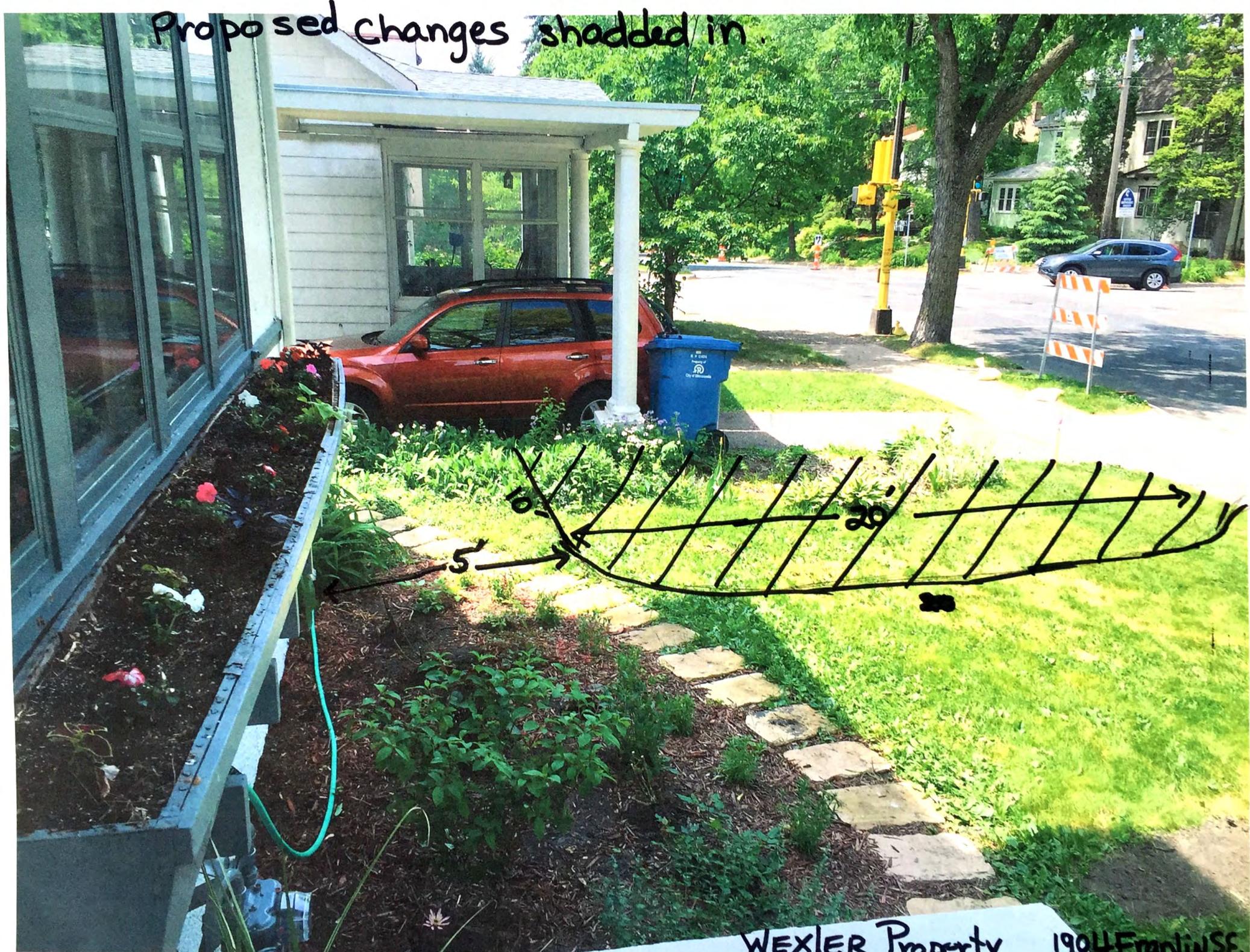
property line stake

new expanded curb cut
and sidewalk piece
to withstand car weight.
Can only get 3' due to park
board tree that we must
stay 6' from.

Valorie Lee
@ 1900 will
sign a
shared use
agreement.
(Thank you)
Val!



Proposed changes shaded in.



WEXLER Property 1904 Franklin SE



Shaded area is proposed changes



fruit tree

WEXLER Property 1904 Franklin Ave SE

From: [Dick and Darla Wexler](#)
To: [Wilmör, Janelle A.](#)
Cc: [Dick and Darla Wexler](#); [Dick and Darla Wexler](#)
Subject: Pictures for our Variance Request
Date: Wednesday, June 01, 2016 3:00:54 PM

Hi Janelle,

This is the first of several pictures I am sending to you of driveway/parking spaces in the front of homes in Prospect Park. Yesterday, if I remember correctly, you said that the existence of other front yard parking spaces in Prospect Park has no bearing on our application. However, as I was reviewing the criteria that must be met for variances to be granted, I noticed that criterion number three states in part that "the proposed variance will not alter the essential character of the locality..." Stated in the positive, this means that the proposed project must be in keeping with the essential character of the locality. Thus, we are submitting some of the pictures of homes/front yard parking spaces we took a short time ago that demonstrate that what we clearly meet this criterion. It is something that has to be considered. If these pictures aren't enough, we'll send more.

Dick Wexler















Day
Sm
FOR A BETTER







From: [Dick and Darla Wexler](#)
To: [Widmeier, Janelle A.](#)
Cc: [Dick and Darla Wexler](#); [Dick and Darla Wexler](#)
Subject: Last picture.
Date: Wednesday, June 01, 2016 3:37:57 PM

This is the last one I'll send although I have others of "garage less" cars. This one is a little different than the others because this one shows a garage. But the garage is VERY small. It very definitely appears that the car could not fit in the driveway and that there is no room on the property to enlarge the garage. I have a number of other photographs of cars in driveways with garages, but it is obvious that the cars could not, or have not for a very long time, ever been parked in the garage.

Dick and Darla Wexler





From: Prospect Park Association
2828 University Avenue SE
Minneapolis, MN 55414

Date: May 24, 2016

To: Janelle Widmeir, Principal Planner
Department of Community Planning & Economic Development
City of Minneapolis
250 South 4th Street, Room 300
Minneapolis, MN 55414
Janelle.Widmeir@minneapolismn.gov

RE: Wexler Property Variances – 1904 Franklin Avenue SE

Dear Ms. Widmeir,

I am writing with the support of the Prospect Park Association (PPA) on behalf of our neighbors Richard and Darla Wexler who reside at 1904 Franklin Avenue SE. The Wexler's have been residents at this address for over thirty-eight years. They have a problem. Later this summer, the City of Minneapolis is going to disallow parking on both sides of Franklin Ave. SE in front of their home. For other residents with driveways living along Franklin Ave. SE this is not a problem but for the Wexler's who do not have a driveway, removal of curbside parking is a significant hardship. Removal of parking along Franklin Avenue will force the Wexler's to park around the corner on Seymour Ave. SE a considerable distance from their home. No other residents along Franklin Avenue are being forced to endure such a hardship. The Wexler's have indicated that if the City was not eliminating the curbside parking they would not make efforts to install a driveway, but their response is purely the result of actions the City of Minneapolis is taking. As a result PPA feels that the City should waive any fees normally charged for Variances that the Wexler's may encounter in pursuit of a driveway.

The Wexler property is unique along Franklin Ave. SE because it is the only one without driveway access. For unknown reasons on this block, the City did not plot an alley behind the group of homes that face Franklin Ave. The lack of a rear alley makes the Wexler's landlocked. The other properties along this frontage either have driveway access from Franklin Ave. SE or the north-south alley that travels south from Franklin Ave. SE to Sharon Ave. SE. At the time the Wexler property was built (1915) the City must not have required a curb-cut or off-street parking space because the Wexler property is the same width (42.19') as the adjacent properties and the builder constructed the home too wide to leave space on either side of the house for driveway access to the rear yard. For the last 101 years, the lack of a driveway was not a problem for residents of 1904 because they could park on Franklin Ave. in front of the house.

Because the Wexler's situation is unique and caused by the City of Minneapolis we request the City provide the Wexler's with Variances for their driveway due to these shortcomings:

- *A Variance to reduce the minimum front yard requirement to allow a parking space.*
- *A Variance to allow parking to be located between a dwelling and the front lot line.*



- *A Variance of the UA University Area Overlay District Standards to allow a surface parking space to not be located in the rear 25 feet of the property.*

Furthermore, as a result of the recent survey the Wexler's undertook on their property, the Wexler's will also need Variances on the following topics:

- *Variance to reduce the minimum interior side yard requirement to allow a parking space to be located less than 5 feet from the side lot line.*

The Wexler's have been in contact with their neighbor Valerie Lee to the west at 1900 Franklin Ave. SE who fully supports this project. Ms. Lee is willing to sign a shared use agreement with the Wexlers and the Wexler's will eventually share portions of the driveway.

In summary, PPA supports the Wexler's and their efforts to gain the Variances needed for the proposed driveway and we hope the City will grant them the variances to carry out their project and drop all variance fees.

Thank you.

Very truly yours,

Christina Larson
PPA Board President

Cc:

Cam Gordon, City Council Representative Ward 2
Peter Wagenius, Policy Director, City of Minneapolis, Office of the Mayor
Richard and Darla Wexler

May 27, 2016

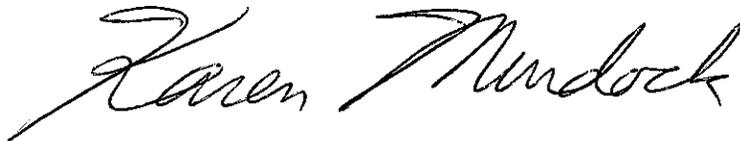
Dear Minneapolis city officials,

I have been a member of the Prospect Park Zoning and Project Review committee for many years. I am writing to support Darla and Dick Wexler in their attempt to get a parking place in their front yard. They came before our committee to present their case, showed photos and maps, and explained their situation. I know that, in general, you do not support front-yard parking. But these poor folks have nowhere else to park!

It is the city that is taking away parking on Franklin Avenue. The city must be reasonable in letting people have **some** place to park that is close to their house. The Wexlers do not have an alley and there is no room on their lot for a garage or even a driveway.

Front yard parking requests have come before Z & PR several times (mostly due to steep slopes in the back yard) and we have supported these requests. Just try to imagine that it was **your** street on which parking had been banned and that **your** property had no alley access and no place to put a garage. You would be forced to park on the nearest side street. If you would not like that to happen to you, you should not make it happen to the Wexlers.

Sincerely yours,

A handwritten signature in black ink that reads "Karen Murdock". The signature is written in a cursive, flowing style with a large initial 'K'.

Karen Murdock

1212 Yale Avenue Southeast

June 23, 2016

Dear Minneapolis City Officials,

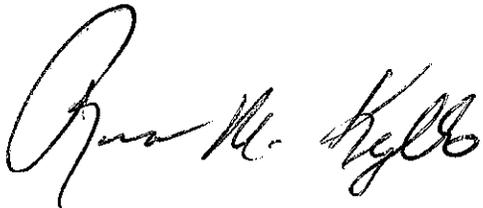
I am submitting this letter in support of Richard and Darla Wexler's request to the City of Minneapolis to approve placement of a front yard driveway and parking area at their home on 1904 Franklin Ave. SE.

The city has decided to prohibit all parking on both sides of Franklin Ave SE. Because the Wexler's have never had access to off street parking, they have had to rely on parking on Franklin in front of their home. The prohibition of parking there will create great hardship for the Wexler's to access their property. They will be unable to load and unload groceries or other items or people within a reasonable distance from their home as they always have been able to do for the 38 plus years they have lived there.

Our neighborhood has a great number of front yard parking areas exactly like the one they are requesting. In fact their neighbor parks right next to their property in exactly the same situation as they are requesting. This is very much in keeping with the look of this historic and hilly neighborhood where nothing is uniform and parking is at a premium.

Please grant the Wexler's reasonable request for a driveway and parking place on the side of their front yard. This will enable them to continue to have close parking access to their home.

Thank you,



Ross M. Kylo
220 Cecil St SE
Minneapolis MN 55414
612-379-7424

June 23, 2016

Dear Minneapolis City Officials,

I am submitting this letter in support of Richard and Darla Wexler's request to the City of Minneapolis to approve placement of a front yard driveway and parking area at their home on 1904 Franklin Ave. SE.

The city has decided to prohibit all parking on both sides of Franklin Ave SE. Because the Wexler's have never had access to off street parking, they have had to rely on parking on Franklin in front of their home. The prohibition of parking there will create great hardship for the Wexler's to access their property. They will be unable to load and unload groceries or other items or people within a reasonable distance from their home as they always have been able to do for the 38 plus years they have lived there.

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Please grant the Wexler's reasonable request for a driveway and parking place on the side of their front yard. This will enable them to continue to have close parking access to their home.

Thank you,

Richard B. Adams

*Richard B. Adams
220 Cecil St SE
Minneapolis MN 55414
612-379-7424*

May 27, 2016

Dear Minneapolis City Officials,

As a neighbor of Richard and Darla Wexler in Prospect Park, I am submitting this letter in support of their request to the City of Minneapolis to approve placement of a front yard driveway and parking area at their home on 1904 Franklin Ave. SE.

The city has decided to prohibit all parking on both sides of Franklin Ave SE. Because the Wexler's have never had access to off street parking, they have had to rely on parking on Franklin in front of their home. The prohibition of parking there will create great hardship for the Wexler's to access their property. They will be unable to load and unload groceries or other items or people within a reasonable distance from their home as they always have been able to do for the 38 plus years they have lived there.

Another reason to grant the necessary variances so they can build a driveway is to keep their property value up. With no place to park a vehicle, their house value is sure to decrease. This affects the value of their house and that of their neighbors.

Our neighborhood has a great number of front yard parking areas exactly like the one they are requesting. In fact, their neighbor parks right next to their property in exactly the same situation as they are requesting. This is very much in keeping with the look of this historic and hilly neighborhood where nothing is uniform and parking is at a premium.

Please grant the Wexler's reasonable request for a driveway and parking place on the side of their front yard. This will enable them to continue to have close parking access to their home.

Thank you,

John McAnaney
John McAnaney
111 Melbourne Ave SE
Apts 111 55414

Widmeier, Janelle A.

From: Jo Walstedt <walst003@umn.edu>
Sent: Monday, June 13, 2016 4:33 PM
To: Widmeier, Janelle A.
Subject: Re: 1904 Franklin Ave. Southeast Variance Request

Janelle Widmeier, Senior Planner
250 S. 4th St., Room 300
Minneapolis, MN 55415

Dear Ms.. Widmeier,

In response to your correspondence, I am writing in enthusiastic support of the variance for Richard and Darla Wexler's property at the above address.

I see no way in which this is a detriment to the neighborhood or to my property.

Best Regards,

Jo Walstedt, Owner/Resident
178 Seymour Ave. SE
Minneapolis, MN 55414

PS If a hard copy of this is required of me to send, please advise at your earliest convenience. Thank you.

--

Jo Walstedt
Prospect Park
Minneapolis, MN