



CPED STAFF REPORT

Prepared for the Zoning Board of Adjustment
BOA Agenda Item #10
July 14, 2016
BZZ-7726

LAND USE APPLICATION SUMMARY

Property Location: 3201 Hennepin Avenue
Project Name: Office Parking Area
Prepared By: Lisa Steiner, Senior City Planner, (612) 673-3950
Applicant: Eric Hawkins
Project Contact: Eric Hawkins
Request: To allow a parking area for an existing building.
Required Applications:

Variance	To reduce the front yard requirement from 15 feet to 10 inches.
Variance	To reduce the rear yard requirement from 5 feet to 0 feet.
Variance	To reduce the required drive aisle from 22 feet to 18 feet.

SITE DATA

Existing Zoning	OR1 Neighborhood Office Residence District
Lot Area	5,126 square feet
Ward	10
Neighborhoods	CARAG; adjacent to ECCO
Designated Future Land Use	Urban Neighborhood
Land Use Features	Community Corridor (Hennepin Avenue); one block from Uptown Activity Center
Small Area Plan	<u>Uptown Small Area Plan (2008)</u>

Date Application Deemed Complete	June 9, 2016	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	August 8, 2016	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject property is located at the southeast corner of West 32nd Street and Hennepin Avenue South. The building was built in 1906 as a single-family home and has been used residentially since that time. The applicant purchased the property in 2015 and has received building permits for interior alterations to convert the previously residential building to an office use with five offices and two conference rooms. An accessible entry would be located at the north elevation of the building that is accessed by a ramp along the northern property line.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The majority of the 3200 block of Hennepin Avenue is zoned ORI Neighborhood Office Residence District and several of the residential buildings on the block have been converted to office or other commercial uses. Commercial uses are located on the northwest and northeast corners of the intersection. The adjacent property to the south is a multi-family residential building and townhomes are located across Hennepin Avenue. The property east of the alley is also a multi-family residential building.

PROJECT DESCRIPTION. The applicant is proposing a four-space parking area at the rear of the property to serve the office use. Because the properties to the east front on West 32nd Street, this property is a reverse corner lot and therefore has two front yard requirements. Per Section 541.260 of the zoning code, commercial parking areas are not permitted obstructions in required yards, so a variance is required for both the 15 foot required front yard along West 32nd Street and the 5 foot required rear yard along the alley. Additionally, all parking maneuvering is required to take place within the parking area and not the public street or alley per Section 541.290, so a variance of the required drive aisle is also required to partially utilize the public alley for maneuvering.

The office use has a minimum parking requirement of four spaces, which is reduced to only three spaces as the property has nonconforming rights to one parking space for the previous dwelling unit, which did not have a conforming designated parking space or accessory structure on the lot.

PUBLIC COMMENTS. No comments had been received as of the writing of this report. 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 of the front yard requirement from 15 feet to 10 inches 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 subject property is a reverse corner lot due to front lot line of the property east of the alley. Because of this, the subject property has a front yard requirement along Hennepin Avenue and West 32nd Street. If the property were a typical corner lot, the required corner side yard would be 8 feet rather than the required 15 foot front yard. The proposed setback of the parking area from the northern property line would be 10 inches.

The classification of the property as a reverse corner lot is a unique circumstance to the property that was not created by the applicant. However, the applicant is proposing a setback of only 10 inches from the north property line, which would not comply with a corner side yard requirement if the property were not a reverse corner lot. While staff finds that unique circumstances exist as the property is a reverse corner lot, there are no practical difficulties necessitating a 10 inch setback for a parking area. This building has a minimum parking requirement of three spaces and the applicant is proposing four spaces. Additionally, the applicant has worked with the Public Works Department for approval of a designated accessible on-street parking space on West 32nd Street.

Two of the on-site parking spaces are located in the required front yard. Eliminating both of these parking spaces would trigger the need for a variance of the minimum parking requirement unless the applicant provided 4 bicycle parking spaces to reduce the vehicle parking requirement by one more space. The applicant has indicated that they do not wish to reduce their parking requirement by utilizing the bicycle incentive. The area is well served by public transit as several bus routes run on Hennepin Avenue and the property is only 3 ½ blocks from the Uptown Transit Station which serves eight bus routes.

While the 15 foot front yard requirement is a relatively unique circumstance that was not created by the applicant, practical difficulties do not exist in complying with the yard requirement and the minimum parking requirement as the applicant could comply with both if the bicycle incentive were utilized. However, considering the unique circumstances of the reverse corner lot, staff recommends denying the variance from 15 feet to 10 inches, but in lieu thereof granting a variance from 15 feet to 8 feet, which would be the required corner side yard for a typical corner lot. This would eliminate the northernmost parking space, leaving three on-site parking spaces.

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 property is zoned ORI Neighborhood Office Residence District, which is established to provide a small scale mixed use environment of low to moderate density dwellings and office uses and typically serves as a transition between neighborhood commercial centers and surrounding residential uses. Per [Section 547.270](#), exterior alterations that change the residential character of the dwelling or the zoning lot where the property was originally designed for residential purposes are prohibited. The building was constructed in 1906 as a single-family dwelling. If the property were utilized residentially, a parking area would also be prohibited in the required front and corner side yard. Requiring an 8 foot setback from the property line will allow the property to retain a more residential appearance in compliance with the ordinance. Because there is approximately 9 feet between the existing public sidewalk and the subject property's northern property line, there would be 17 feet between the sidewalk and the parking area. Staff recommends a condition of approval that this area be landscaped and screened to create an attractive buffer between the parking area and the public sidewalk.

The property is designated as Urban Neighborhood in the *Minneapolis Plan for Sustainable Growth* and is located along Hennepin Avenue, a Community Corridor. The property is located within the boundaries of the *Uptown Small Area Plan* which was adopted by City Council in 2008. The property is located within the "South Hennepin Community Corridor" character area identified in the plan, which notes that several former single-family houses have been converted to office uses. The plan includes a design goal to improve and coordinate parking options in the area. Between 31st Street and 33rd Street, the plan also supports "incremental low-impact changes that maintain the residential buildings and support innovative adaptations to them such that they remain financially viable in the future."

The plan also supports the increased use of bicycles to and from Uptown. Per Section 541.180 of the zoning code, an office use has a requirement of 3 bicycle parking spaces. The applicant has not proposed any bicycle parking spaces on the site. Staff therefore recommends a condition of approval that the applicant provide at least 3 bicycle parking spaces to comply with this requirement.

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.*

While the variance would not be detrimental to the health, safety, or welfare of the general public or those utilizing the property, the proposed location of the parking area 10 inches from the north property line where 15 feet is required will alter the character of the property and may be injurious to the use and enjoyment of other property in the vicinity. The property to the east was built in 1915 with no front yard setback along West 32nd Street. Adhering to the required front yard would eliminate two parking spaces from the parking area, if the other requested variances are approved. Considering that there are unique circumstances with the reverse corner lot, staff recommends denying the variance from 15 feet to 10 inches and in lieu thereof, granting a variance from 15 feet to 8 feet. This would be the required corner side yard of a typical corner lot. When accounting for the 9 feet of landscaped area between the property line and the sidewalk, the parking area would be 17 feet from the public sidewalk. Staff recommends a condition of approval that this area be landscaped and screened to create an attractive buffer between the parking area and the public sidewalk. This would lessen the impact of the variance to the neighbors to the east and would allow the building to better retain residential character.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the rear yard requirement from 5 feet to 0 feet 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.*

For all uses other than residential, parking areas are prohibited in required rear yards. The applicant is requesting a variance from the required 5 feet to 0 feet to allow for the parking area. Rather than apply for a variance of the minimum parking requirement, the applicant is trying to comply with the minimum parking requirement of three spaces for the office use by providing a parking area at the rear of the lot. Due to the existing location of utility boxes in the public right-of-way north of the property, the applicant is unable to create a new curb cut to access the parking area in a way that would comply with the rear yard requirement of 5 feet, instead needing to utilize the alley to access the parking area. Additionally, due to the location of the existing building, there is limited area to configure a parking area at the rear of the property. Reconfiguring the parking area to provide only a driveway from the alley as would be permitted would place the drive aisles within the required front yard. Practical difficulties therefore exist in complying with the ordinance because of these unique circumstances which were not self-created.

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 proposal to locate a parking area in the required rear yard is reasonable and meets the spirit and intent of the ordinance and the comprehensive plan. Parking areas are a permitted obstruction in required rear yards for residential uses. The purpose of yard requirements is to provide for

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. As noted above, Section 547.270 of the zoning code aims to limit changes to the residential character of converted buildings in the ORI District. Granting the variance would not impact that character as residential uses would be permitted to have a parking area within the 5 foot required yard.

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.*

There are several residential windows in the multi-family residential building across the alley from the proposed parking area. However, this building utilizes several parallel parking spaces along the alley which are visible from these windows currently. Due to this, staff finds that the visual impact of placing the parking area within the required yard would be minimal. With the recommendation to deny the front yard variance from 15 feet to 10 inches but in lieu thereof grant a variance from 15 feet to 8 feet, the impact of the parking area from the public street and the front yard of the adjacent property would be reduced. The variance of the rear yard would not alter the essential character of the locality or be injurious to the use and enjoyment of other property. The variance would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the required drive aisle from 22 feet to 18 feet 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 maneuvering for non-residential parking is required to take place within the parking area and not the public right-of-way. A variance of the required drive aisle is required to partially utilize the public alley for maneuvering. The proposed parking area is 36 feet in width from east to west. With the typical stall depth of 18 feet for 90 degree parking spaces, this leaves only 18 feet for maneuvering area. A two-way drive aisle is required to be 22 feet in width. Vehicles would therefore need to partially utilize the alley for maneuvering. On-site maneuvering would be impractical with the site constraints of the existing building location and the required yards for commercial parking areas. Practical difficulties exist in complying with the ordinance due to unique circumstances that were not created by the applicant.

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 variance request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. Drive aisle width regulations are established to ensure that proper access to off-street parking spaces is provided. Between the 18 foot on-site drive aisle and the 14 foot public alley, the maneuvering space for the parking spaces will be in excess of 22 feet.

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.*

Granting of this variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. While the on-site drive aisle will be less than 22 feet in width, access to the parking spaces will not be impeded.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Zoning Board of Adjustment adopt staff findings for the applications by Eric Hawkins for the property located at 3201 Hennepin Avenue South:

A. Variance to reduce the front yard requirement.

Recommended motion: **Deny** the application for a variance of the front yard requirement from 15 feet to 10 inches, and **in lieu thereof approve** a variance of the front yard requirement from 15 feet to 8 feet, subject to the following conditions:

1. The eight (8) foot yard shall be landscaped with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs, trees or edible landscaping. Screening three feet in height and not less than sixty (60) percent opaque shall be provided along the parking area in this yard.
2. A minimum of three (3) bicycle parking spaces shall be provided as required by Section 541.180 of the Zoning Code. These can be located on-site or within the public right-of-way with Public Works Department approval.

B. Variance to reduce the rear yard requirement.

Recommended motion: **Approve** the application for the rear yard requirement from 5 feet to 0 feet.

C. Variance of the required minimum drive aisle.

Recommended motion: **Approve** the application to reduce the minimum drive aisle from 22 feet to 18 feet.

ATTACHMENTS

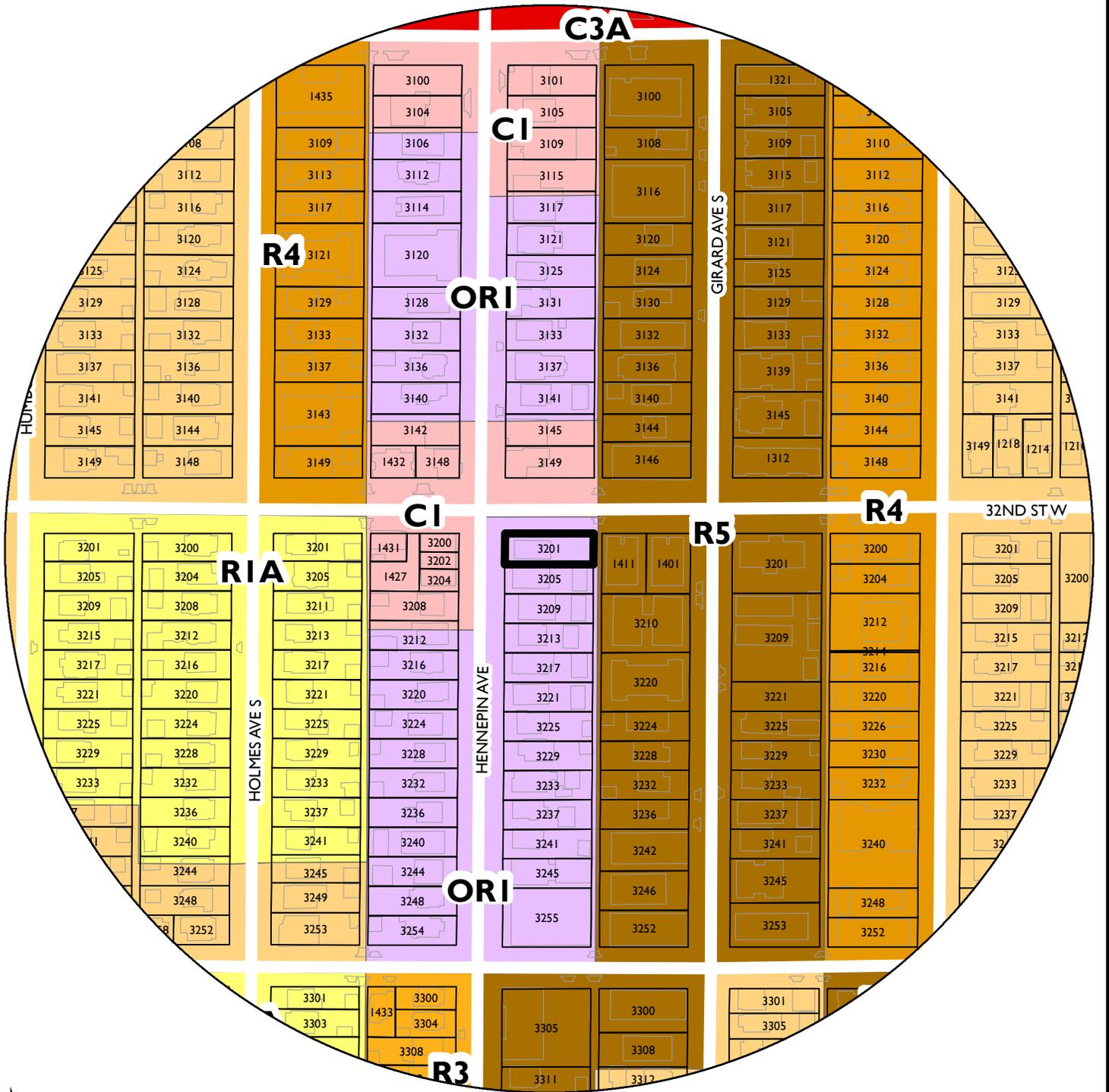
1. Zoning map
2. Oblique aerial photo
3. Written description and findings submitted by applicant
4. Survey
5. Site plan
6. Building elevations and floor plans
7. Photos
8. Correspondence

Eric Hawkins

10th

NAME OF APPLICANT

WARD



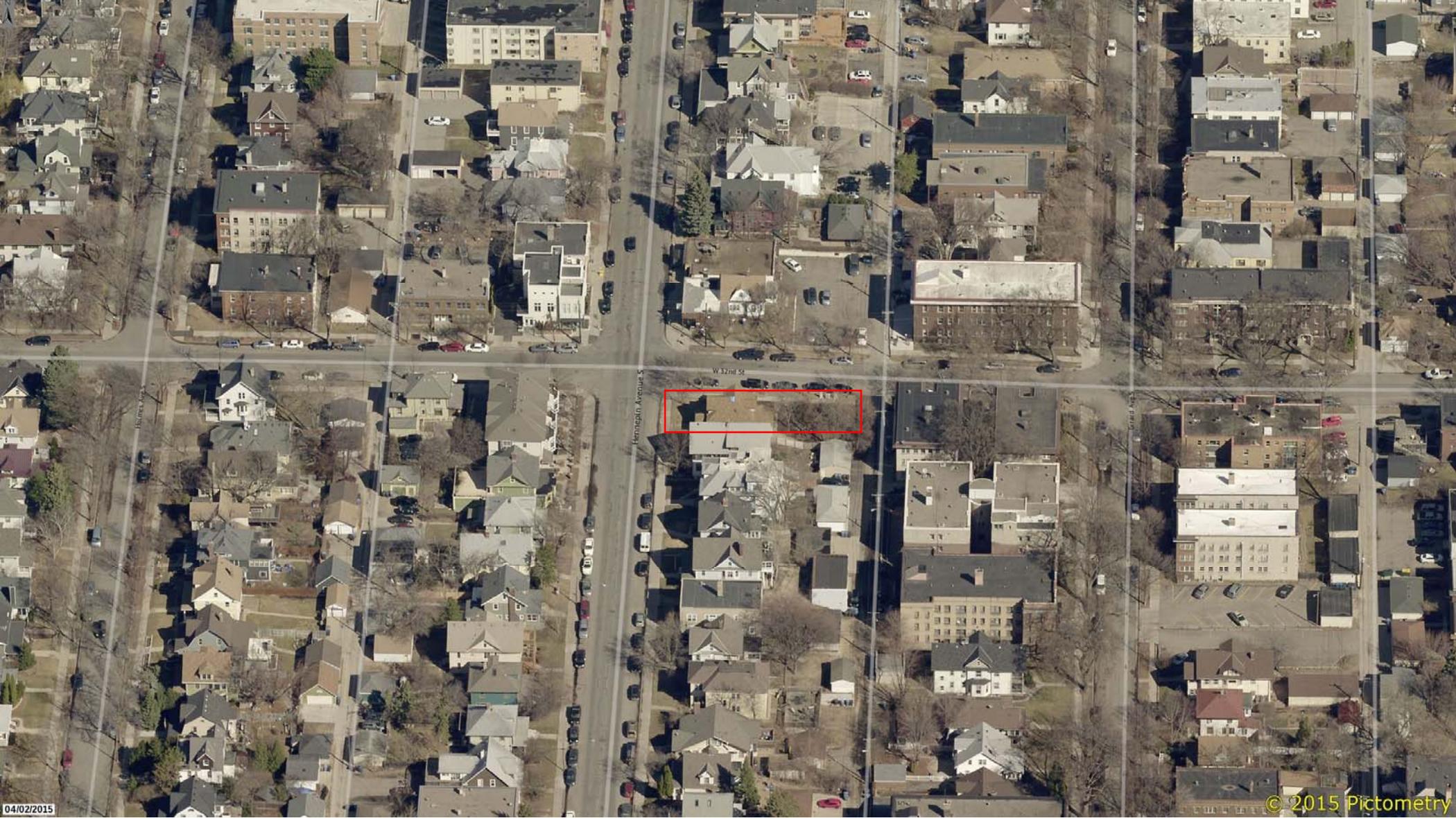
North arrow pointing up.



PROPERTY ADDRESS
3201 Hennepin Avenue

FILE NUMBER
BZZ-7726

BZZ-7726: 3201 Hennepin Avenue



04/02/2015

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LAND USE APPLICATION

3201 Hennepin Ave S, Minneapolis MN 55408

STATEMENT OF PROPOSED USE AND DESCRIPTION OF PROJECT:

The corner property at Hennepin Ave. and 32nd St. W in Uptown will be converted from its current use as a single family dwelling into commercial offices. While the property is zoned OR1 and has been used as a commercial building in the past, it has not been updated to conform to commercial zoning or building codes. Under a previous building permit, the house's interior has been remodeled in accordance with commercial codes. The exterior of the building will retain its appearance as a single-family house.

Currently, we are working to provide the required site improvements that will enable the property to meet commercial codes regarding on-site parking. This will require 3 variances.

The office building will consist of 5 offices and 2 conference rooms. The lot is narrow at 40.5' wide and is 127.16' long. The office space will be over 1,000 square feet, and so requires 4 parking spaces on site in the rear of the property off of the alley. **The property can only accommodate the required off street parking spaces by obtaining 3 variances:**

1. A variance is needed to extend the parking pad into the 15' frontyard setback (at the north side of the property along 32nd St.).
2. A variance is needed to back into the alley.
3. A variance is needed to extend the parking pad across the 5' rearyard setback for alley access.

DETAILED DESCRIPTION OF PROPOSED VARIANCES:

Variance (1.)

Extending the parking pad into the 15' frontyard setback.

- The 40.5' wide lot presents difficulties in providing the required 4 parking spaces. Currently there is an existing chain link fence along the edge of the sidewalk at the north side of the property. The prior owners used the property as a business with a rear parking area up to the fence line. After purchasing the property and having a survey conducted, I found that the property line is not on the fence line. On the north side of the property, the property line is approximately 8' south of the fence and sidewalk. With the required 15' frontyard setback from the north side property line (along 32nd St.), there is 20.5' available for parking. The required 15' frontyard setback along the north side also produces a 15' wide area of unusable space on the property that was previously used as parking when the building was purchased. This proposal requests an additional 14.5' of lot width to be used as parking. This

additional 14.5' is within the edges of the side property lines. The required parking spaces can only fit on the property with approval of the variance.

- Approval of the variance would allow the property to be used as an office building. The property is an OR1 and this use is permitted and consistent with the other successful conversions of residential properties into businesses along Hennepin Ave. in the immediate area.
- Granting the variance would permit the property to be used "consistent" with the surrounding properties. The property on the North side is a Dry Cleaner, and is on the other side of the street with a parking lot in the rear. That lot has paved parking up to the sidewalk edge. The requested variance still provides for 9'-2" of landscape and screening along the north sidewalk edge.

Variance (2.)

Backing into the alley

- Entering the parking lot from the alley and backing out into the alley to exit is the only way to access the rear of the property. The property cannot be accessed on the south side because the neighboring lot blocks access from the south. The property cannot be accessed from the north side because it would require a curb cut and the removal of 3 utility boxes. In addition, because the lot is so narrow there isn't room to maneuver a car within the current set back lines.
- Approval of the variance would allow the property to be used as an office building. The property is an OR1 and this use is permitted and consistent with the other successful conversions of residential properties into businesses along Hennepin Ave.
- Granting the variance would permit the property to be used "consistent" with the surrounding properties. The property to the east—on the other side of the alley—is a large apartment complex. The apartment building's west side runs along the alley and provides no off street parking. The properties that share the alley are predominately apartment buildings with no off street parking. Because there are few parking spaces and garages along the alley, there isn't much traffic driving through the alley. The parking spaces that are available along this stretch of the alley appear to be configured so that cars pull-in to park then back out into the alley to exit. Additionally, my property is at the end of the alley on the corner with less likelihood of interfering with other vehicles. Granting the variance and allowing vehicles to back into the alley from my property would be consistent with the neighboring properties that share the alley.

Variance (3.)

Extending the parking pad into the 5' rearyard setback.

- Because the back lot of the property is small with considerable slope (over 7 feet of fall between grade at the building vs. alley) and curb cut access is blocked by utility boxes, on site vehicle maneuvering space isn't practicable. In order to access the

parking area from the alley, a variance will be needed to cross over the 5' rear yard setback. This variance request goes hand in hand with the request for variance(2)—alley access to parking.

- Approval of the variance would allow the property to be used as an office building. The property is an OR1 and this use is permitted and consistent with the other successful conversions of residential properties into businesses along Hennepin Ave.
- Approval of the variance would allow the property to be used in a consistent manner with the surrounding properties. Because the property is fronting Hennepin Ave. most converted commercial properties along and across the block do have alley access to onsite parking areas, rather than the minimal parking available on Hennepin Ave.

LEGAL DESCRIPTION:

Lot 14, Block 24, REMINGTON'S SECOND ADDITION,
Hennepin County, Minnesota.

GENERAL NOTES:

1. The bearing system used is assumed.
2. The location of the underground utilities shown hereon, if any, are approximate only. PURSUANT TO MSA 216D CONTACT GOPHER STATE ONE CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.
3. Site area = 5,126 square feet = 0.118 acres.
4. This survey was made on the ground.
5. No current title work was furnished for the preparation of this survey, legal description, recorded or unrecorded easements and encumbrances are subject to revision upon receipt of current title work.
6. Elevation datum is based on NAVD 88 data. Bench mark is located Top of Nail (AS SHOWN ON SURVEY) Elevation = 877.58

HSJ BENCHMARK
TOP OF NAIL
ELEV.=877.58

LEGEND

- | | |
|--|----------------------------|
| | FOUND IRON |
| | SET IRON |
| | Concrete Curb |
| | Fence |
| | Overhead Electric |
| | Underground Electric |
| | Underground Telephone |
| | Water |
| | Gas |
| | Sanitary Sewer |
| | Storm Sewer |
| | Electric Meter |
| | Power Pole |
| | Unknown Manhole |
| | Catchbasin |
| | Gas Meter |
| | Telephone Box |
| | Sanitary Manhole |
| | Storm Manhole |
| | Existing Contour |
| | Existing Spot Elev. Gutter |
| | Existing Spot Elevation |

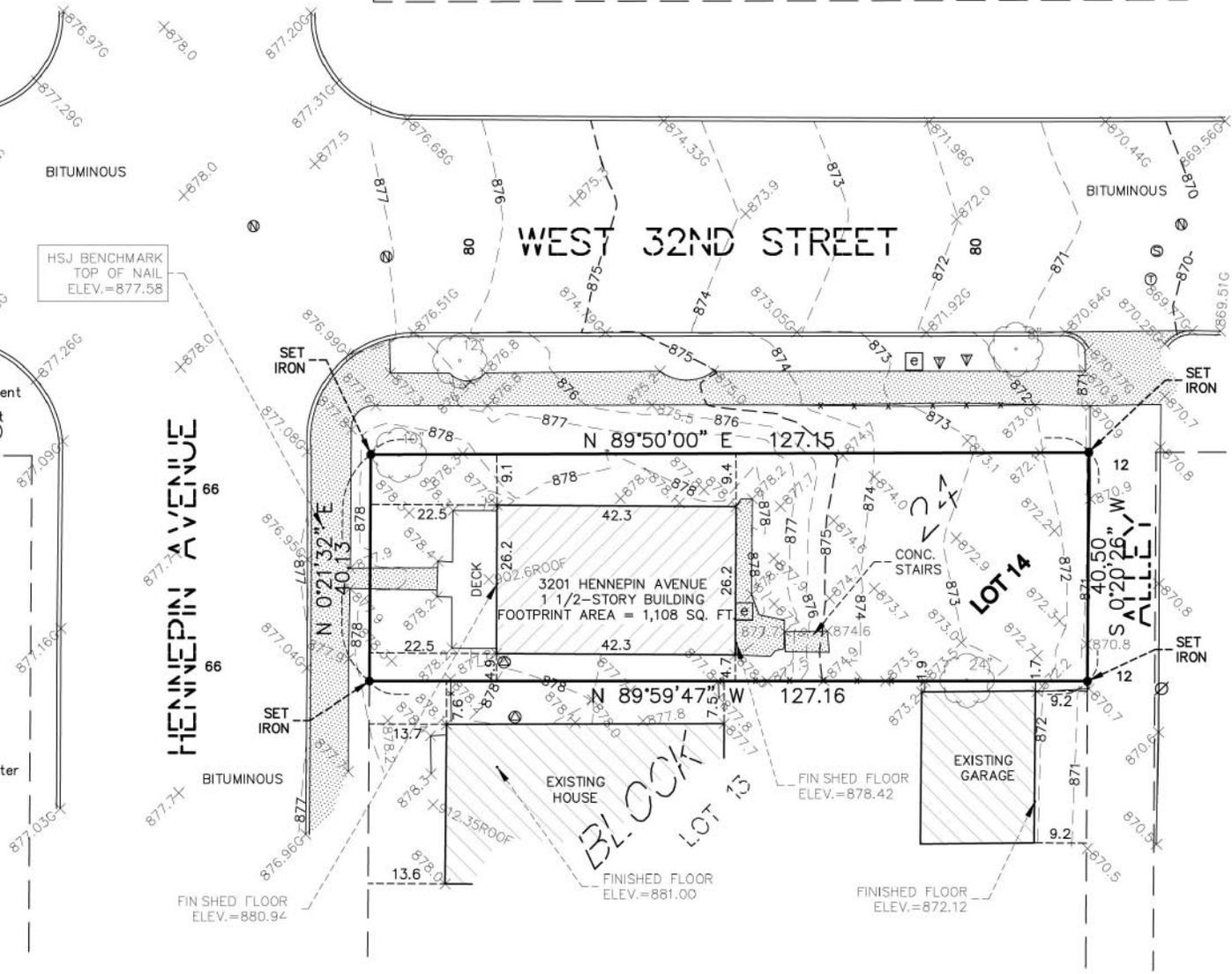
CERTIFICATION:

I hereby 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.

Date: May 20, 2015

Thomas E. Hodorff
Thomas E. Hodorff
Minn. Reg. No. 23677

Revision History:



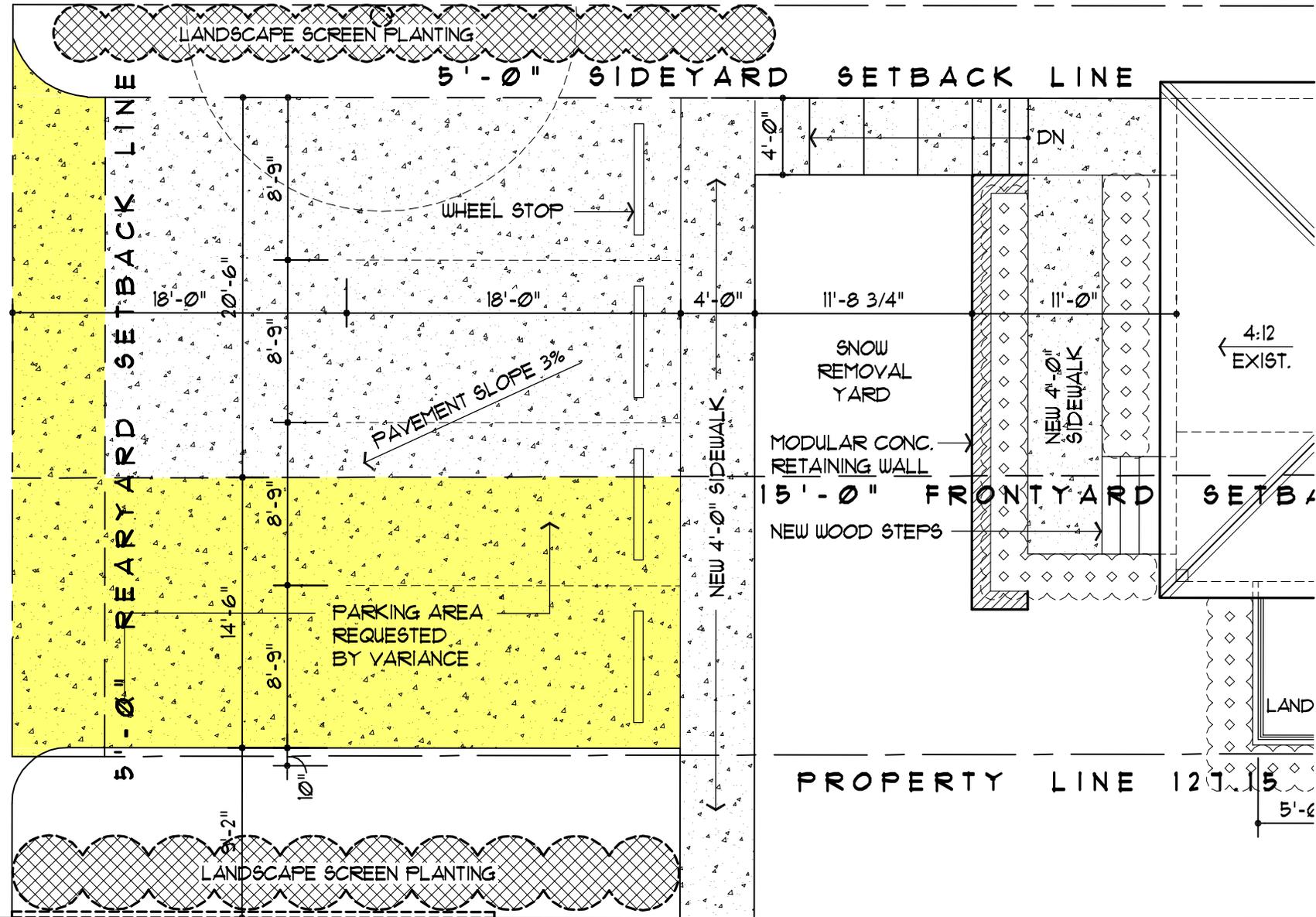
HARRY S. JOHNSON CO. INC.
LAND SURVEYORS & CONSULTANTS
9063 Lyndale Avenue South
Bloomington, Mn. 55420
(952) 884-5341
(952) 884-5344 Fax
Email: tom@hjsurveyors.com
Web: www.hjsurveyors.com

**LOT CERTIFICATION SURVEY
WITH TOPOGRAPHY**
for:
ERIC HAWKINS
SITE: 3201 HENNEPIN AVENUE
MINNEAPOLIS, MINNESOTA

File No.	1-3-9116M	Page	59
P.L.O. Number	2015253	Block	643
Sheet No.	1 OF 1	DWG. Title	CT

A L L E Y

PROPERTY LINE 40.15



EXISTING FENCE TO REMAIN

EXISTING CITY SIDEWALK



EXTERIOR WORK/FINISH NOTES:

1. EXTERIOR WORK INCLUDES FRAMING AND FINISHES AT BACK PORCH AND HC RAMP AREA, AND FRONT STEPS. ALL OTHER EXTERIOR TRIM WORK HAS BEEN COMPLETED.
2. BUILDING SIDING AND TRIM WORK WILL BE PAINTED.
3. EXTERIOR ELEVATION DRAWINGS THIS PAGE ARE PROVIDED FOR REFERENCE. SEE PARTIAL ELEVATIONS PAGE A4 FOR CONSTRUCTION NOTES.



2 SOUTH - SIDE ELEVATION
1/8" = 1'-0"



3 WEST - FRONT ELEVATION
1/8" = 1'-0"



4 EAST - BACK ELEVATION
1/8" = 1'-0"

- RAIL GUARD AND HANDRAIL NOTES:**
1. PAINTED OR STAINED CEDAR 1x6 TOP RAIL ON 2x4 OVER-THE-ROOF CEDAR SUB-TOPRAIL
 2. TOP OF FINISH TOP RAIL 18 3/4" ABOVE FINISH LANDING OR RAMP
 3. MOUNT 1 1/2" DIA. HANDRAIL ON 4x4 POSTS 36" ABOVE LANDING OR RAMP



5 NORTH - SIDE ELEVATION
1/8" = 1'-0"

PROJECT GENERAL NOTE:

1. PHASE ONE WORK REFERED TO IN THESE DRAWINGS WAS COMPLETED UNDER A RESIDENTIAL CONSTRUCTION PERMIT -- THIS DRAWING SET DESCRIBES THE WORK SCOPE FOR PHASE TWO, AND WILL BE COMPLETED UNDER A COMMERCIAL PERMIT.

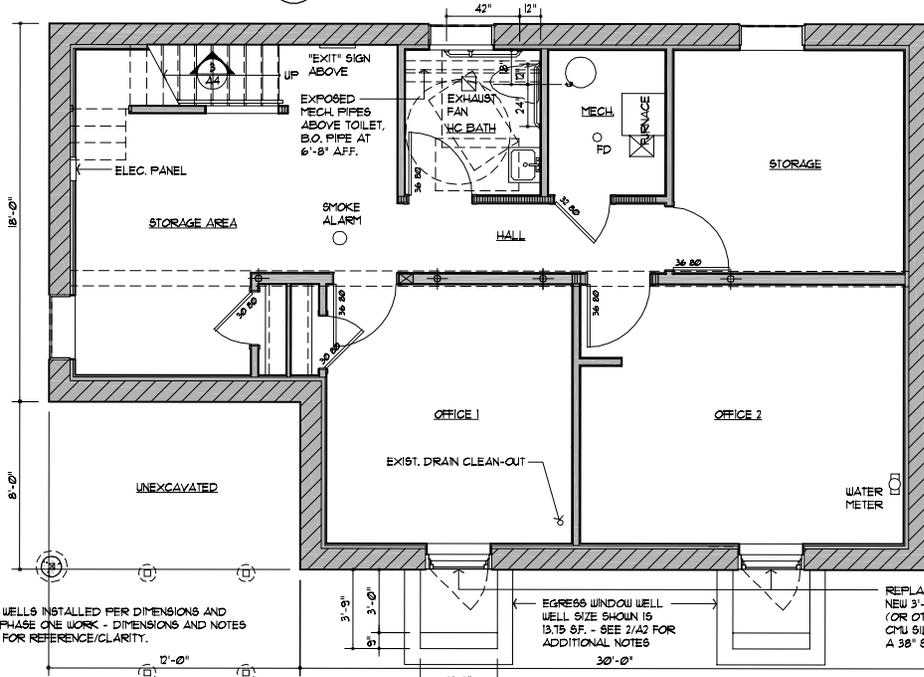
GENERAL LOWER LEVEL NOTES:

1. ALL STRUCTURAL, ROUGH FRAMING, AND UTILITY ROUGH-IN WORK WAS COMPLETED DURING PHASE ONE, INCLUDING UP TO SANDED DRYWALL FINISH -- PHASE TWO WORK INCLUDES FINISHES ONLY THIS LEVEL.
2. INSTALL BATHROOM GRAB BARS PER FEDERAL CODE ON BLOCKING INSTALLED DURING PHASE ONE.
3. DRYWALL CEILING WAS INSTALLED ON EXISTING FLOOR STRUCTURE WITH FINISH CEILING AT 1'-1 1/2" FROM FINISH FLOOR.
4. LIGHTING LAYOUT IS DESIGN/BUILD BY ELECTRICIAN PER CODE.

LEGEND:



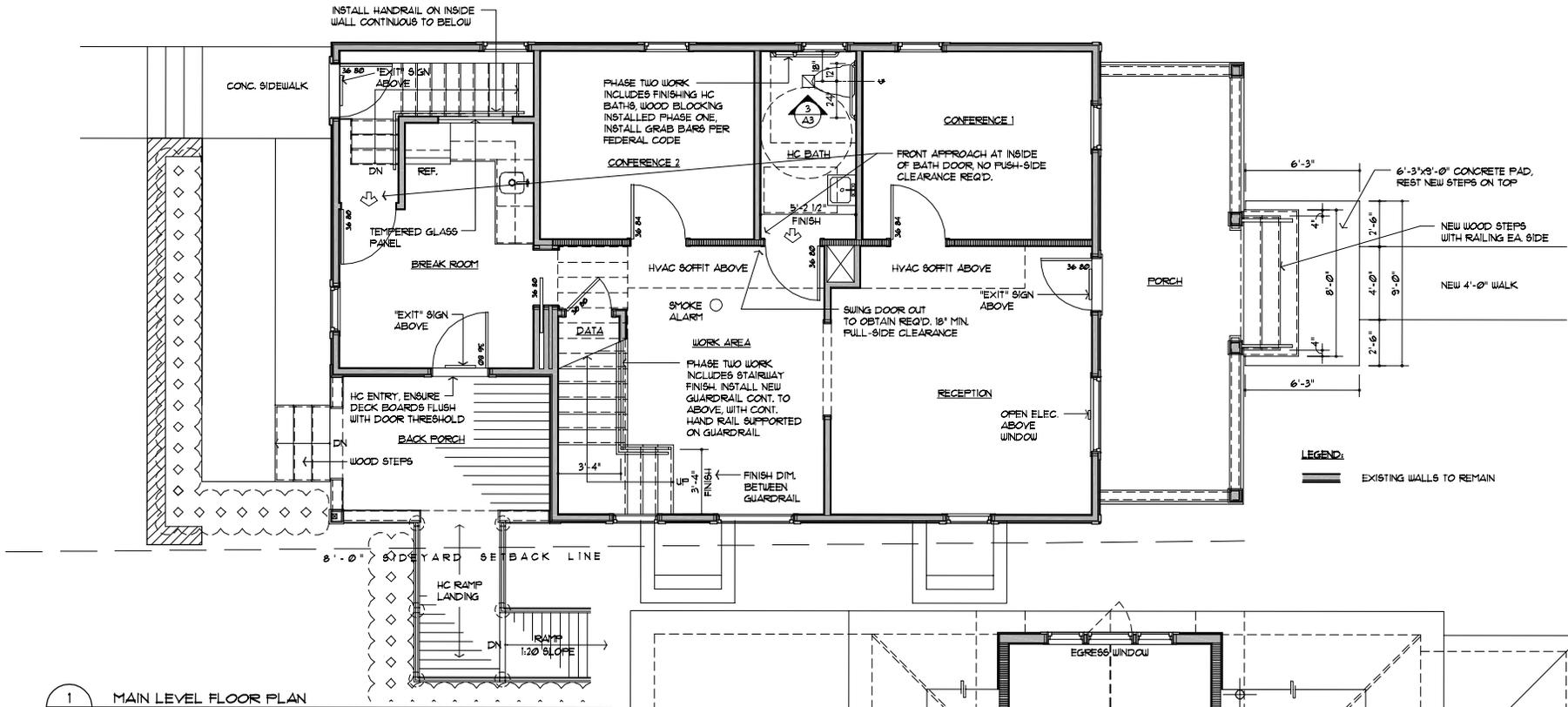
NOTE:
EGRESS WINDOWS AND WELLS INSTALLED PER DIMENSIONS AND NOTES SHOWN DURING PHASE ONE WORK - DIMENSIONS AND NOTES KEPT IN THIS DRAWING FOR REFERENCE/CLARITY.



1 LOWER LEVEL FLOOR PLAN
1/4" = 1'-0"

REPLACE NORTH WINDOWS WITH NEW 3'-0" x 3'-11 1/8" MARVIN INTEGRITY (OR OTHER) CASEMENT, CUT DOWN CURB SILL AS REQUIRED (WILL PROVIDE A 38" SILL HEIGHT FOR EGRESS (42" MAX))

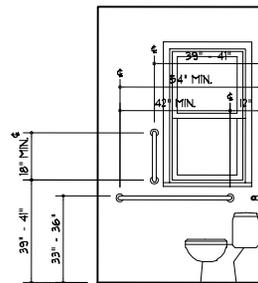




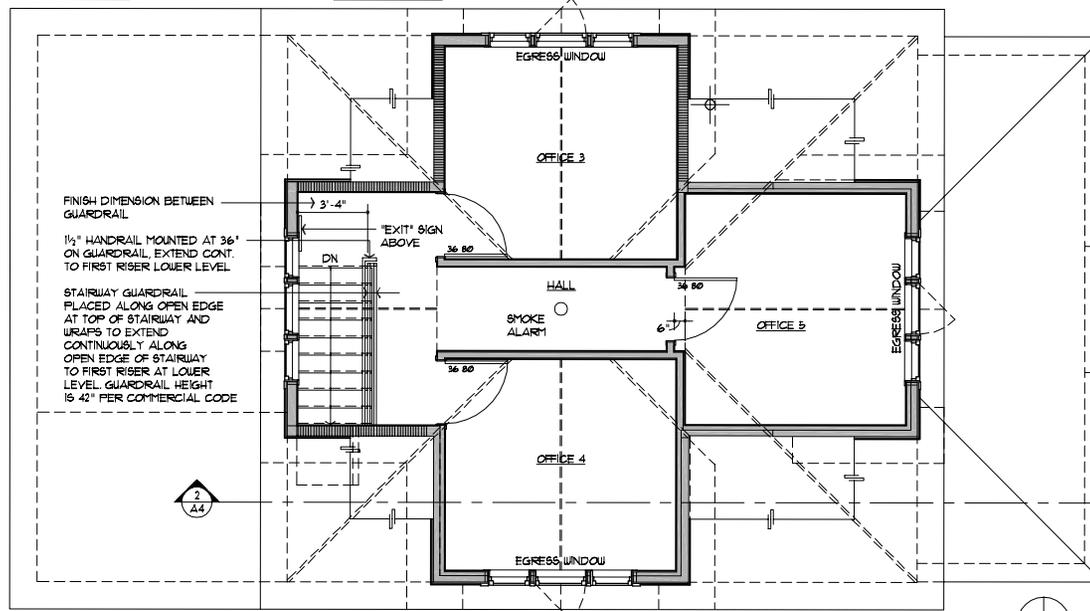
1
A3
MAIN LEVEL FLOOR PLAN
1/4" = 1'-0"

HC BATH NOTES:

1. INSTALL GRAB BARS ON CONTINUOUS WOOD BLOCKING
2. REFER TO THIS DIAGRAM AND GRAB BAR LOCATION DIMENSIONED ON MAIN LEVEL PLAN FOR BAR PLACEMENT IN LOWER LEVEL BATH



3
A3
MAIN LEVEL HC BATH ELEVATION
3/8" = 1'-0"



2
A3
UPPER LEVEL FLOOR PLAN
1/4" = 1'-0"





Corner of Hennepin and 32nd St. W looking East (property on right beyond stop sign)



Corner of Hennepin and 32nd St. W (property at center)



3201 Hennepin Ave. S



Corner of Hennepin and 32nd St. W looking northwest



Neighboring property opposite side of Hennepin Ave. directly across from property



Neighboring Property opposite side of Hennepin diagonally to the south



Corner of Hennepin and 32nd St. W looking South



North side of property along 32nd St. W (HC ramp proposed along flat area next to window wells)



Rear yard of property with view across 32nd St. of neighboring buildings



View from neighboring parking lot across 32nd St. to alley (property on the right)



Entrance to Alley from 32nd St. (proposed parking pad will be on the right)



Proposed parking lot location at back of the property - looking toward the alley



Proposed parking lot location at back of the property



View down the alley at the rear of the property (proposed parking pad at right)

June 9, 2016

From: Applicant - Eric Hawkins
4254 Harriet Ave. S
Minneapolis, MN 55409
(612) 877-1751
ehawkmail@yahoo.com

To: **East Calhoun Community Organization (ECCO)**
nrp@eastcalhoun.org

Re: **Land use application:**
Variances for 3201 Hennepin Ave. S, Minneapolis, MN 55408

The corner property at Hennepin Ave. and 32nd St. W. will be converted from its current use as a single family dwelling into commercial offices. The exterior of the building will retain its appearance as a house. The project will require 3 variances.

The office building will consist of 5 offices and 2 conference rooms. The lot is narrow at 40.5' wide and is 127.16' long. The office space will be over 1,000 square feet, and so requires 4 parking spaces on site in the rear of the property off of the alley. **The property can only accommodate the required off street parking spaces by obtaining 3 variances:**

1. **A variance is needed to extend the parking pad into the 15' frontyard setback (at the north side of the property along 32nd St.).**
2. **A variance is needed to back into the alley.**
3. **A variance is needed to extend the parking pad across the 5' rearyard setback for alley access (this variance request goes hand in hand with variance 2).**

Cc: Calhoun Area Residents Action Group (CARAG), Minneapolis City Council Office, Council Member Lisa Bender

June 9, 2016

From: Applicant - Eric Hawkins
4254 Harriet Ave. S
Minneapolis, MN 55409
(612) 877-1751
ehawkmail@yahoo.com

To: **Calhoun Area Residents Action Group (CARAG)**
carag@carag.org

Re: **Land use application:**
Variances for 3201 Hennepin Ave. S, Minneapolis, MN 55408

The corner property at Hennepin Ave. and 32nd St. W. will be converted from its current use as a single family dwelling into commercial offices. The exterior of the building will retain its appearance as a house. The project will require 3 variances.

The office building will consist of 5 offices and 2 conference rooms. The lot is narrow at 40.5' wide and is 127.16' long. The office space will be over 1,000 square feet, and so requires 4 parking spaces on site in the rear of the property off of the alley. **The property can only accommodate the required off street parking spaces by obtaining 3 variances:**

1. **A variance is needed to extend the parking pad into the 15' frontyard setback (at the north side of the property along 32nd St.).**
2. **A variance is needed to back into the alley.**
3. **A variance is needed to extend the parking pad across the 5' rearyard setback for alley access (this variance request goes hand in hand with variance 2).**

Cc: East Calhoun Community Organization (ECCO), Minneapolis City Council Office, Council Member Lisa Bender

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350 S 5th Street, Room 307
Minneapolis, MN 55415

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