

LAND USE APPLICATION SUMMARY

Property Location: 101 51st Street East
Project Name: 101 51st Street East Detached Garage
Prepared By: [Janelle Widmeier](#), Senior City Planner, (612) 673-3156
Applicant: Paul and Jane Berge
Project Contact: Paul and Jane Berge
Request: To construct a detached garage accessory to a single-family dwelling.
Required Applications:

Variance	To allow a detached garage to not be located entirely to the rear of the principal dwelling.
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SITE DATA

Existing Zoning	RI Single-family District AP Airport Overlay District
Lot Area	14,320 square feet
Ward(s)	11
Neighborhood(s)	Tangletown
Designated Future Land Use	Urban Neighborhood
Land Use Features	Not applicable
Small Area Plan(s)	Not applicable

Date Application Deemed Complete	July 27, 2016	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	September 25, 2016	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. A single-family dwelling with a two-car, detached garage is located on the subject property. The dwelling was permitted for construction in 1911. One stall of the garage was permitted for construction in 1926 and the other stall of the garage was permitted for construction in 1945. The garage is accessed from 51st Street East. The site does not have access to a public alley.

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

PROJECT DESCRIPTION. The applicant is proposing to demolish the existing garage and construct a detached 22 foot by 24 foot garage accessory to the existing single-family dwelling. The location of the garage would be further northwest of the current location. The driveway is also proposed to be reconfigured and the curb cut widened. All detached parking garages serving residential uses must be located entirely to the rear of the principal residential structure. The proposed garage would not be located entirely behind the dwelling. A variance is required to allow the proposed location. The garage would comply with all other applicable zoning code requirements. In addition to obtaining approvals of the variance and a building permit, the Public Works Department will also need to approve any work done in the public right-of-way.

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

ANALYSIS

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to allow a detached garage to not be located entirely to the rear of the principal dwelling based on the following findings:

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

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. There are limited options where the garage can be located on the site. The site is odd-shaped, is not adjacent to a public alley, and has over 200 feet of curving street frontage. To determine the area entirely behind the dwelling, a line parallel to the entire street frontage is drawn at the part of the dwelling furthest from the street. Therefore, the only area determined to be entirely behind the rear of the dwelling on the subject property is in the southeast corner of the lot. Constructing a garage in that location would require a long driveway and removing mature trees. Further, the compliant location is located at the bottom of a hill and would require significant regrading to allow access for the driveway and/or the garage. The applicant is proposing to shift the garage location 9 feet to the west and 10 feet to the north in order to avoid compromising the stability of an existing utility pole 3.5 feet behind the existing garage. The existing and proposed garage locations are on a hill requiring frost footings and foundations. Locating the garage further from the utility pole would minimize adverse effects from excavation for the new garage.

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

The intent of the location requirement for garages is to ensure that the structure appears subordinate to the principal dwelling and to reinforce the traditional character of residential neighborhoods. The proposed garage would be 15 feet closer to the street than the existing garage, but would still be behind a line drawn parallel from the rear wall of the dwelling and would appear subordinate. The garage would be set back 26 feet from the front lot line and more than 15 feet from the interior side and rear lot lines. It would also be significantly separated from other residential structures. The proposal would comply with all other applicable zoning code requirements. However, reusing/widening the existing curb cut would not be appropriate because it would result in a longer than necessary driveway. The Public Works Department was consulted and concurred with CPED staff. They would like a perpendicular entrance to the street because, generally, anything that is asymmetrical results in traffic conflicts. CPED staff is recommending that the applicant be required to reduce the length of the driveway and install a perpendicular entrance to the street. With the adoption of the staff recommendation, the request is reasonable and consistent with the intent of the ordinance and the comprehensive plan.

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

The proposed garage would be 15 feet closer to the street than the existing garage, but would still be behind a line drawn parallel from the rear wall of the dwelling and would appear subordinate. The design of the garage would also be compatible with the stucco dwelling. It would be clad in lap-siding, but would also have board and batten on the gable ends. The roof pitch and style is also similar. The garage would be setback 26 feet from the front lot line and more than 15 feet from the interior side and rear lot lines. It would also be significantly separated from other residential structures. The proposal would comply with all other applicable zoning code requirements. However, reusing/widening the existing curb cut would not be appropriate because it would result in a longer than necessary driveway. The Public Works Department was consulted and concurred with CPED staff. They would like a perpendicular entrance to the street because, generally, anything that is asymmetrical results in traffic conflicts. CPED staff is recommending that the applicant be required to reduce the length of the driveway and install a perpendicular entrance to the street to minimize adverse impacts of relocating the existing garage. With the adoption of the staff recommendation, the granting of the variance would not affect the character of the area or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety or welfare of the public or those utilizing the property provided the proposed garage is constructed to current building codes.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Zoning Board of Adjustment adopt staff findings for the application by Paul and Jane Berge for the property located at 101 51st Street East:

- A. Variance to allow a detached garage to not be located entirely to the rear of the principal dwelling.**

Recommended motion: **Approve** the variance to allow a detached garage to not be located entirely to the rear of the principal dwelling, subject to the following conditions:

1. The driveway shall be reduced in length and shall have a perpendicular entrance to the street.
2. Approval of the final site, elevation and floor plans by the Department of Community Planning and Economic Development.
3. All site improvements shall be completed by August 25, 2018, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

ATTACHMENTS

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

July 26, 2016

Minneapolis Zoning Board of Adjustment
250 South 4th Street, Room 300
Minneapolis, MN 55415-1316

To Whom it May Concern,

We are applying for a variance to build a new garage and change the location from the current placement. After discussions with the Zoning Department they have determined that the existing garage is not 'entirely to the rear of the principal residential structure' as set forth in Zoning Code section 537.80, therefore a variance is required to change the placement of the new garage. The new placement will move the garage 9'-0" to the west and 10'-0" to the north of the current location. This placement will allow for a 26'-0" front yard setback (25'-0" min.) and a 17'-6" rear yard setback (6'-0" min.)

This pie-slice shaped lot is a unique size and shape compared to the vast majority of residential lots in the City of Minneapolis, which are long skinny rectangles with access to a garage from an alley at the rear of the lot. There is no alley for rear access on this lot. The original placement of the house on the lot, size of the house, lack of alley access, locations of existing mature trees, and the sloping grade elevation at the rear of the lot make it impractical to relocate the new garage to a position that is 'entirely to the rear' of the existing house. We would have to remove several mature trees and raise the area around the new garage approximately 6.3' to match the level of the side yard (900.9'), which would then require 7+/- foot high retaining walls, a much larger driveway and increased impervious surface. The end result would be a garage structure that towers over portions of two adjoining properties to the south, as these properties are both at the rear yard elevation of 894.6 or lower. This would also effectively eliminate any usable back yard on the property.

The relocation of the garage will:

1. Allow for better access to the back yard from the driveway and side yard.
2. Eliminate an unsafe condition during the construction of the new garage as the current garage is only 3'-5" from an existing utility pole with power lines, phone lines and cable lines.
3. Eliminate a dangerous condition where the utility pole would lose support from the adjacent soil if we were to excavate for the proper frost footings to build the garage in the current location. Moving the garage forward will eliminate any chance of toppling the utility pole during construction. Most garages built near the back of a lot are built on a 'floating slab' and require minimal excavation. Our proposed garage

cannot be built on a floating slab and will require full depth frost footings due to the large drop in grade elevation from the front of the garage to the back of the garage. The extra depth of excavation around the utility pole will weaken the support of the pole and may cause the pole to topple over.

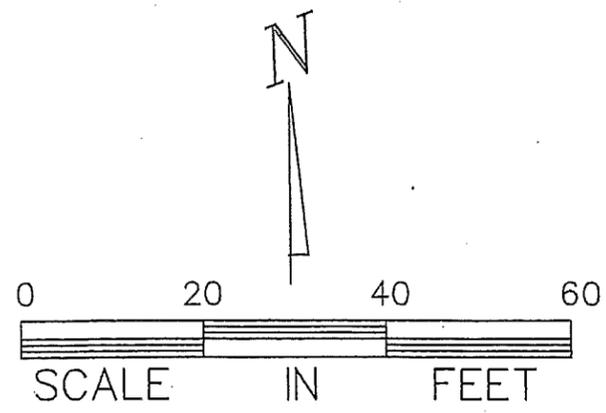
4. Increase the distance between the garage and the utility pole and provide safe clearances to overhead wires..
5. Not be out of character with the existing home or other homes and garages in the neighborhood.
6. Exceed all setback requirements.
7. Allow the Owner reasonable use of the property and maintain reasonable use of the back yard area.
8. The construction and maintenance of the new garage will in no way be detrimental to or endanger the public health, safety, comfort or general welfare.

We appreciate your review of this matter and welcome any questions concerning this application.

Sincerely,

Paul and Jane Berge
101 East 51st Street
Minneapolis, Mn 55419

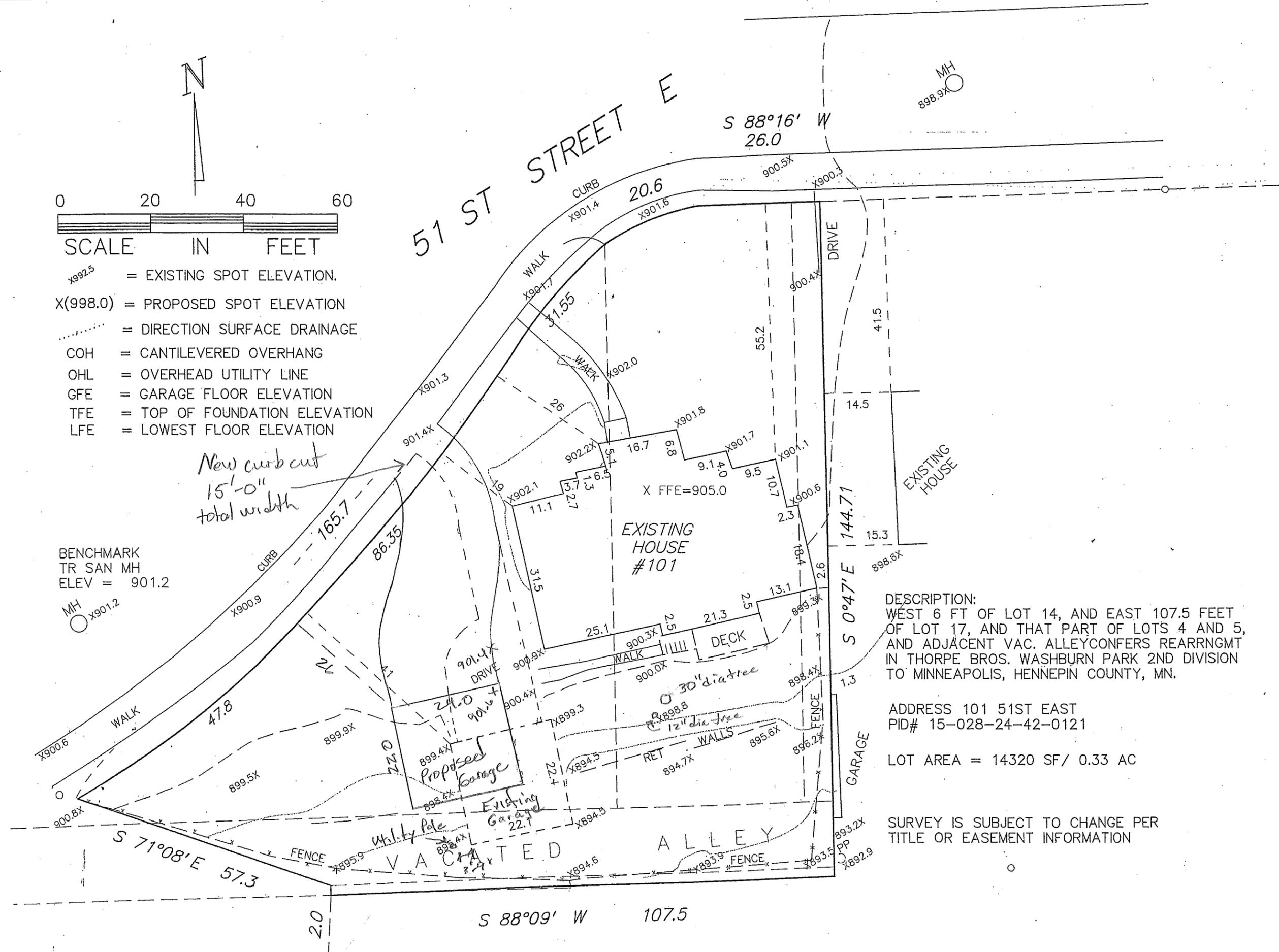
612-481-1374
goldygo4@comcast.net



- X992.5 = EXISTING SPOT ELEVATION.
- X(998.0) = PROPOSED SPOT ELEVATION
- = DIRECTION SURFACE DRAINAGE
- COH = CANTILEVERED OVERHANG
- OHL = OVERHEAD UTILITY LINE
- GFE = GARAGE FLOOR ELEVATION
- TFE = TOP OF FOUNDATION ELEVATION
- LFE = LOWEST FLOOR ELEVATION

BENCHMARK
TR SAN MH
ELEV = 901.2
MH
○ X901.2

*New curb cut
15'-0"
total width*



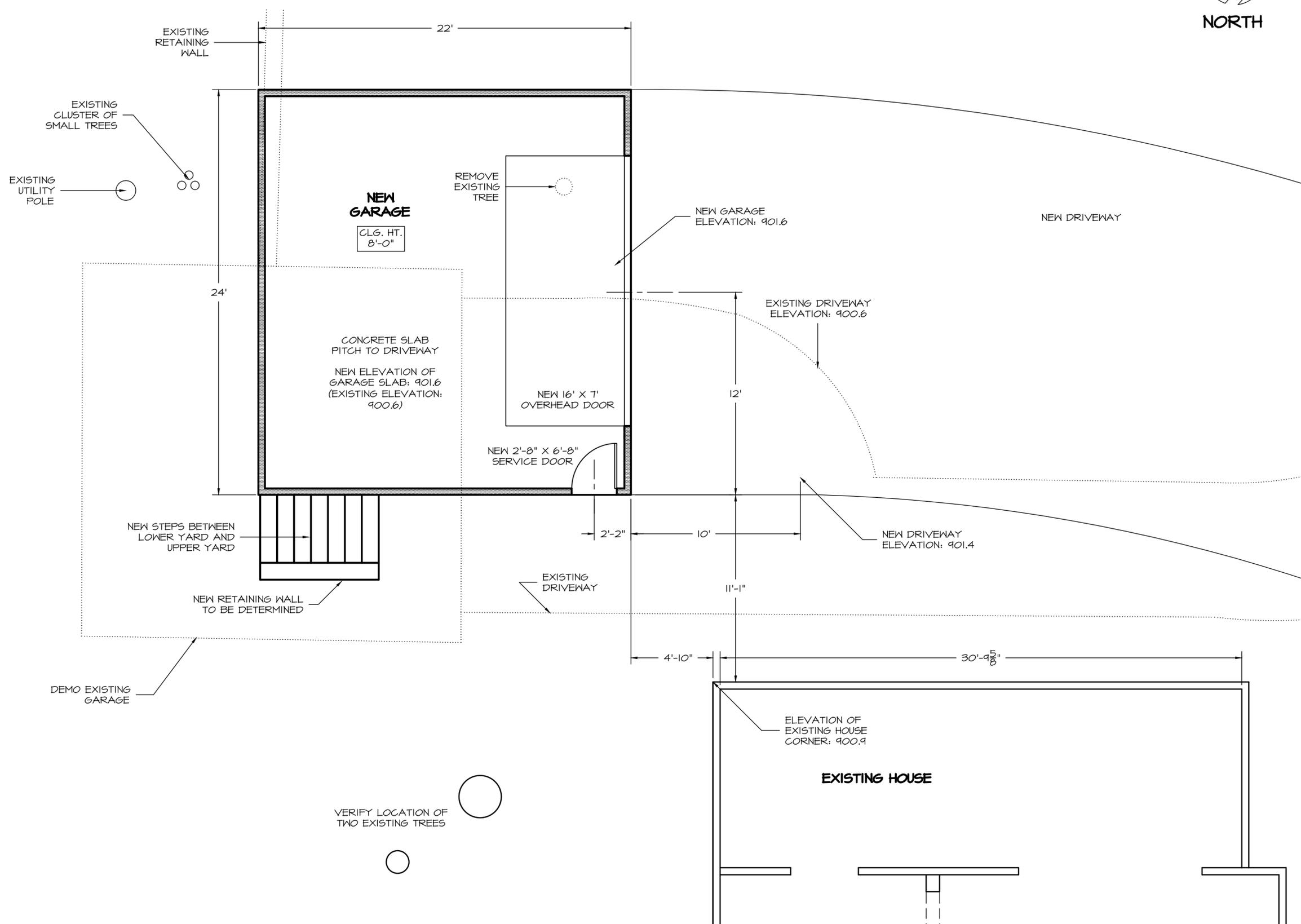
DESCRIPTION:
WEST 6 FT OF LOT 14, AND EAST 107.5 FEET
OF LOT 17, AND THAT PART OF LOTS 4 AND 5,
AND ADJACENT VAC. ALLEY CONFERS REARRNGMT
IN THORPE BROS. WASHBURN PARK 2ND DIVISION
TO MINNEAPOLIS, HENNEPIN COUNTY, MN.

ADDRESS 101 51ST EAST
PID# 15-028-24-42-0121

LOT AREA = 14320 SF/ 0.33 AC

SURVEY IS SUBJECT TO CHANGE PER
TITLE OR EASEMENT INFORMATION

 Land Frank R. Cardarelle Surveyor 6440 FLYING CLOUD DRIVE EDEN PRAIRIE, MN 55344 952-941-3031	
BUILDING PERMIT SURVEY	
BERGE RESIDENCE 101 51ST STREET E	
PROJECT NO. DATE REVISIONS	BOOK PAGE DEC 15, 2015 I HEREBY CERTIFY THAT THIS SURVEY 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. FRANK R. CARDARELLE REG. NO. 6508



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REVISIONS	DATE	BY
09-16-16	09-23-16	WT
09-23-16	09-23-16	J. KURTZ
09-30-16	01-20-16	
01-25-16		VAR.

DATE	11-30-15
DRN BY	J. KURTZ
JOB NO	
FILENAME	CAD JOBS 2016
	BERGE VARIANCE APP

PREPARED FOR:
BERGE RESIDENCE
PAUL AND JANE BERGE
101 EAST 51ST STREET
MINNEAPOLIS, MINNESOTA 55419

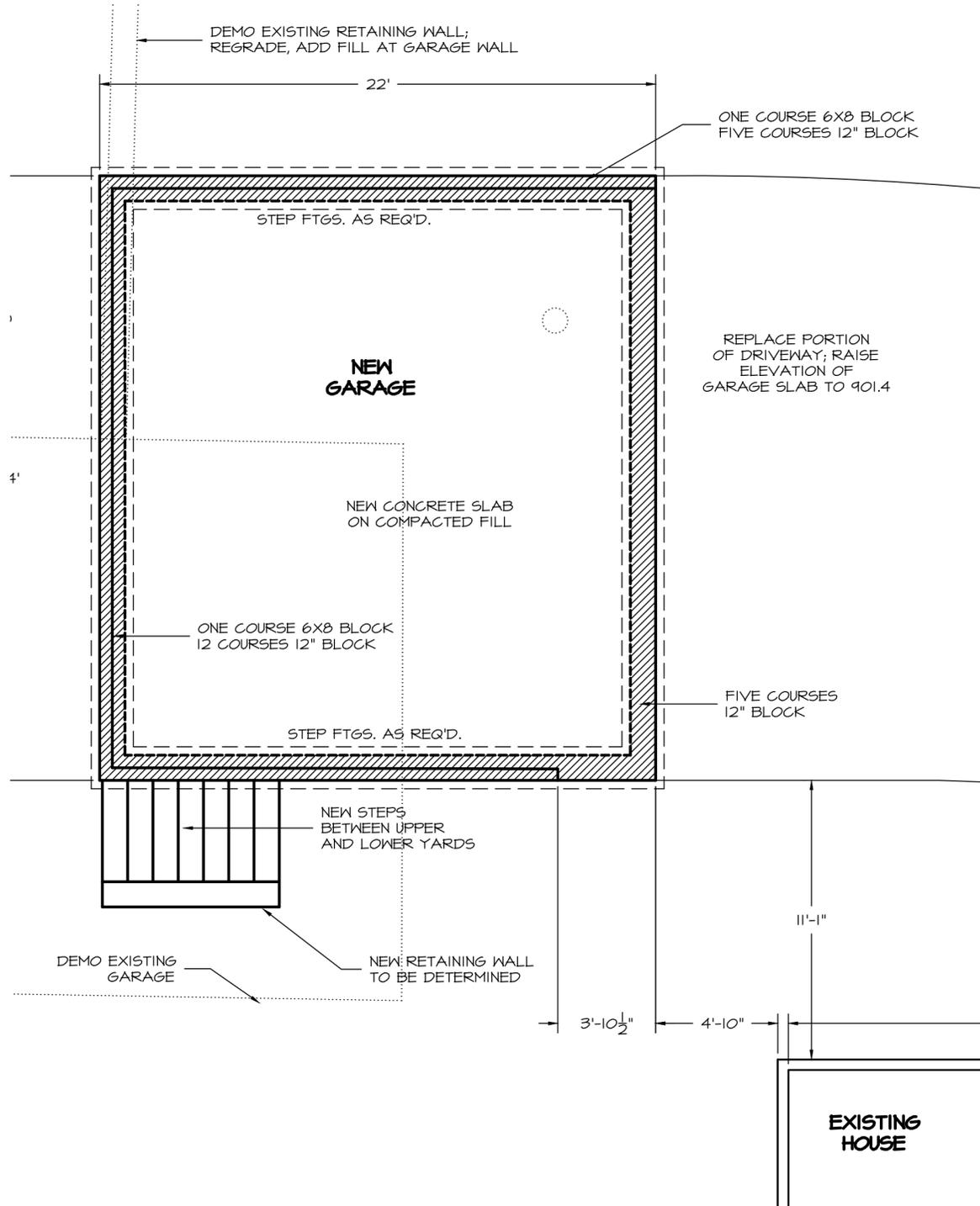
PROPOSED GARAGE AND DRIVEWAY
SHEET
1

PROPOSED GARAGE AND DRIVEWAY PLAN

SCALE: 1/4" = 1'-0"

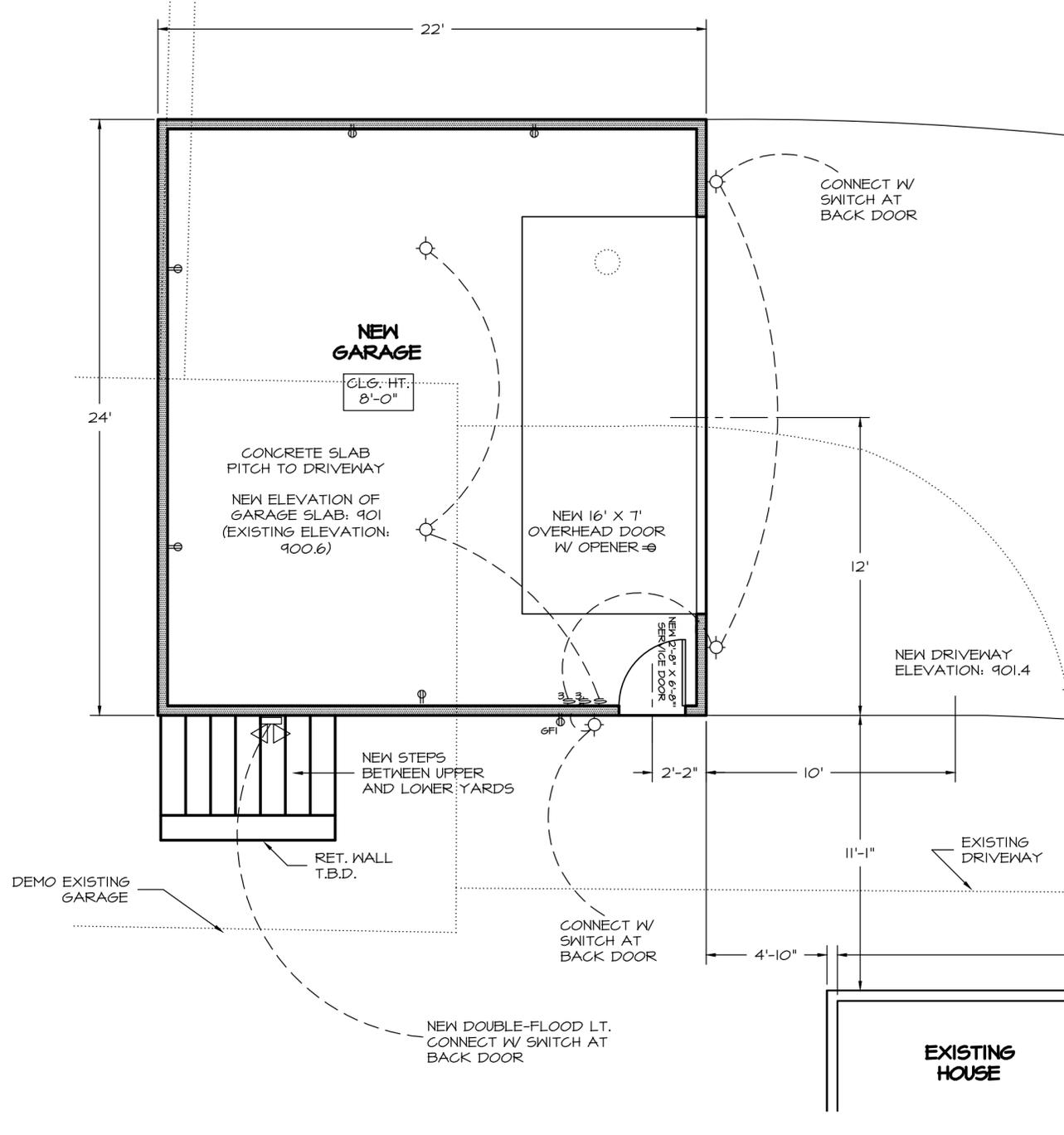
ELECTRICAL KEY

- ⊙ CEILING LIGHT FIXTURE
- ⊕ DUPLEX RECEPTACLE
- ⚡ SINGLE POLE SWITCH
- ⚡⚡ THREE-WAY SWITCH



PROPOSED GARAGE FNDN. PLAN

SCALE: 1/4" = 1'-0"



PROPOSED GARAGE ELECTRICAL PLAN

SCALE: 1/4" = 1'-0"

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DATE	DRN BY	JOB NO	FILENAME
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			BERGE VARIANCE APP

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PROPOSED GARAGE PLANS

SHEET
2

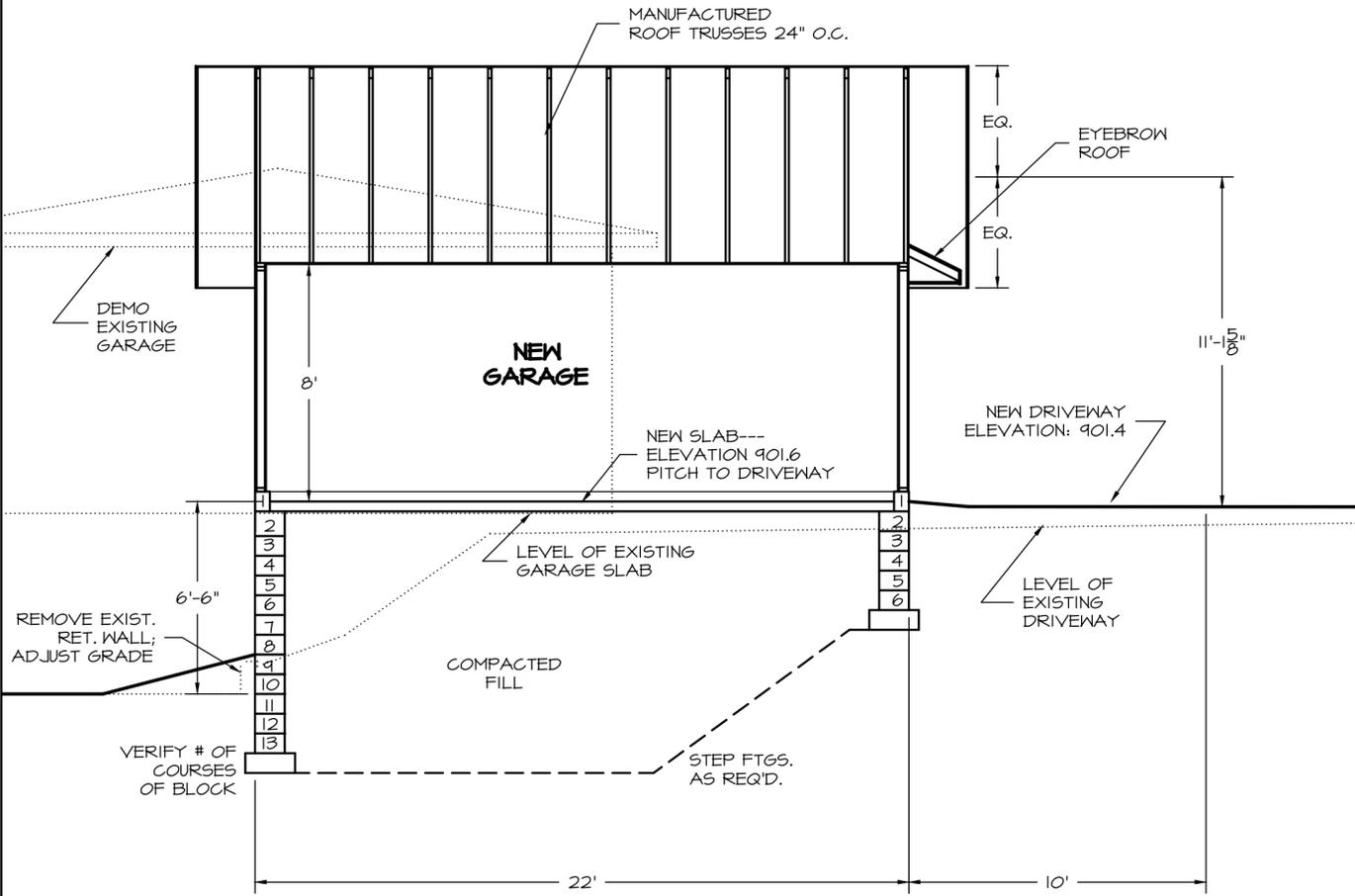
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09-30-16
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DATE	DRN BY	JOB NO	FILENAME
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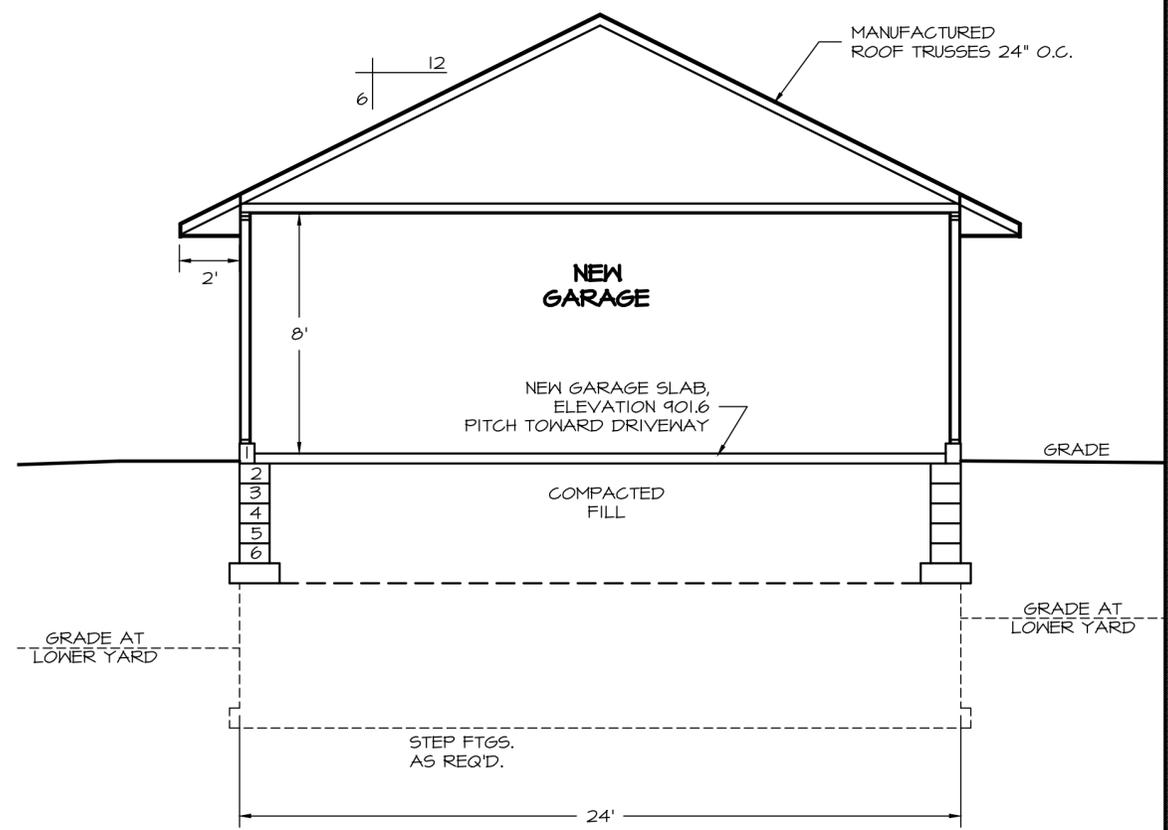
GARAGE SECTIONS

SHEET
3



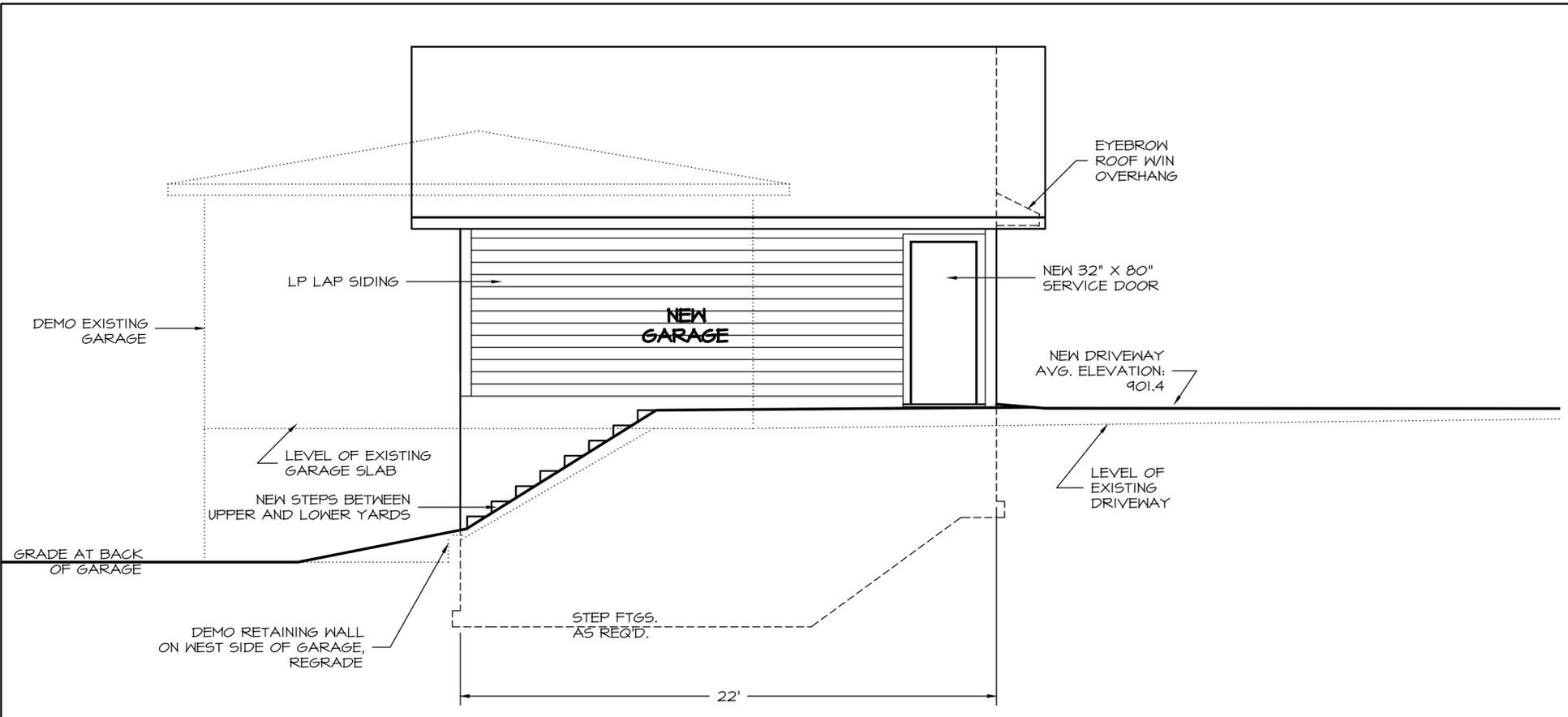
NORTH/SOUTH GARAGE SECTION

SCALE: 1/4" = 1'-0"



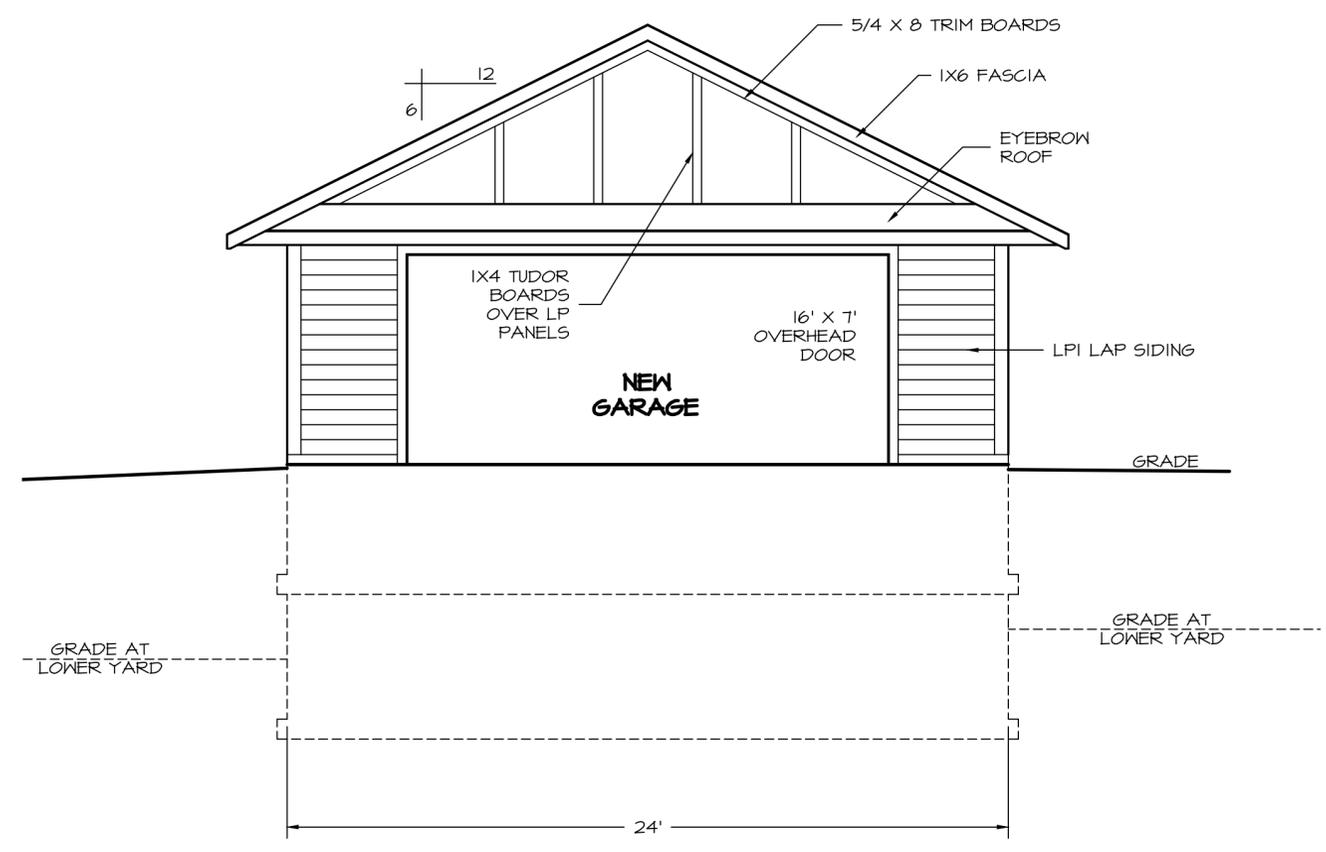
EAST/WEST GARAGE SECTION

SCALE: 1/4" = 1'-0"



PROPOSED GARAGE ELEVATION---EAST SIDE

SCALE: 1/4" = 1'-0"



PROPOSED GARAGE ELEVATION---FRONT(NORTH)

SCALE: 1/4" = 1'-0"

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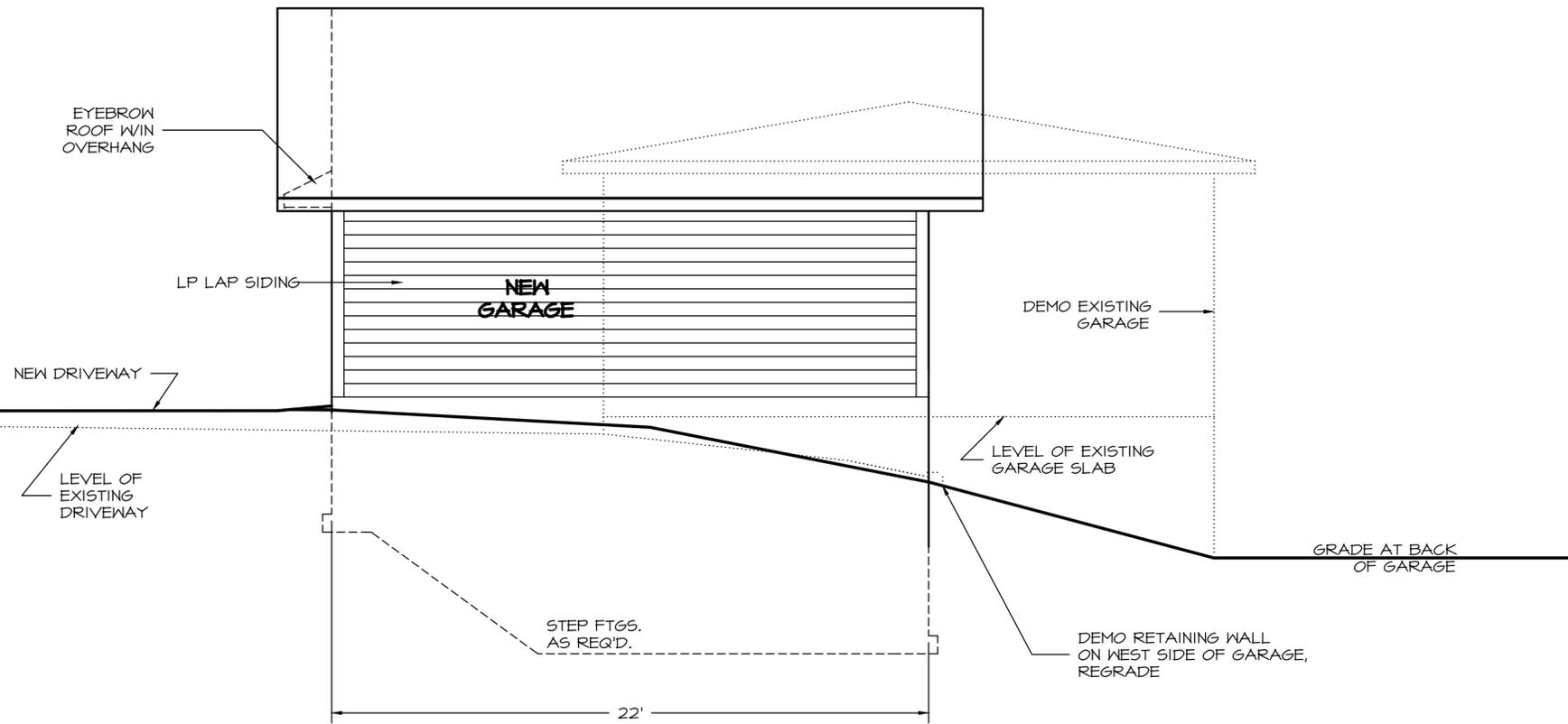
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GARAGE ELEVATIONS

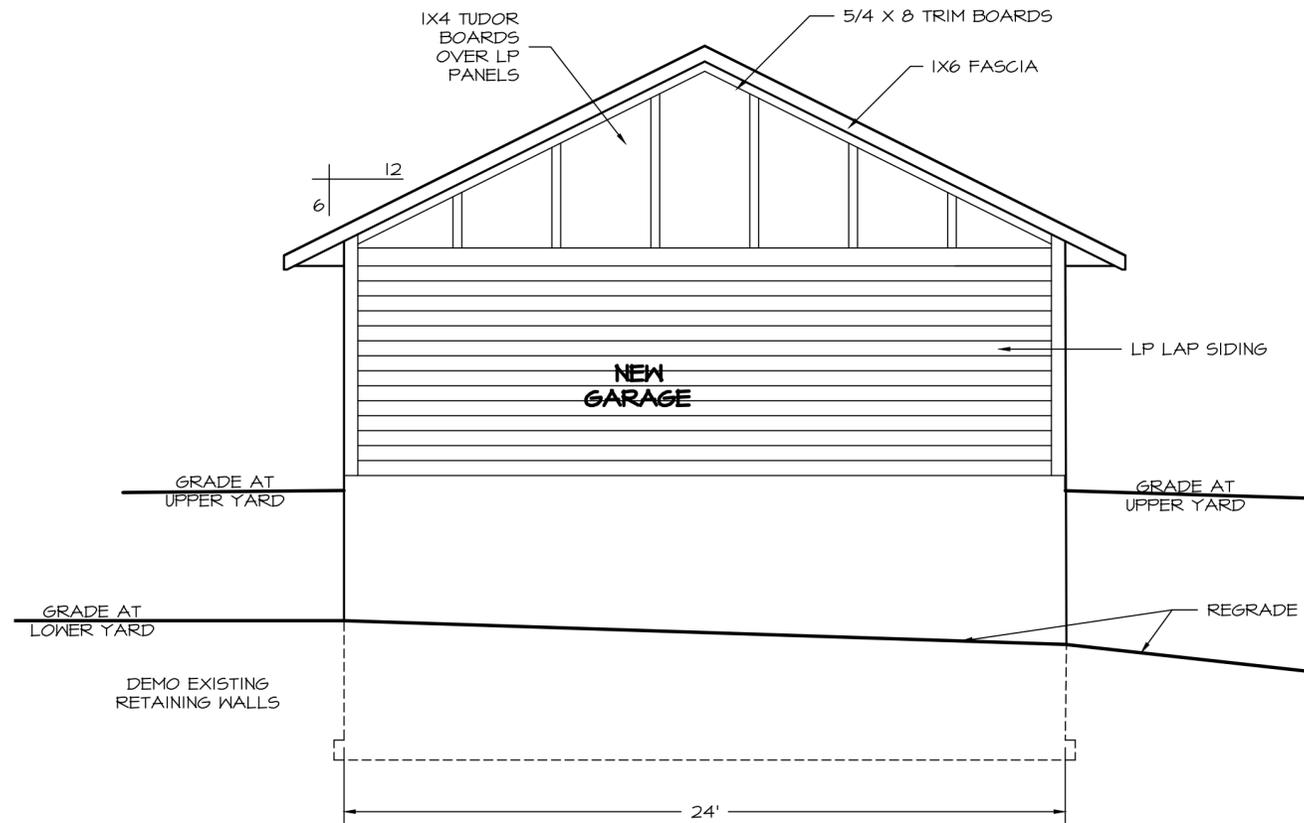
SHEET

4



PROPOSED GARAGE ELEVATION---WEST SIDE

SCALE: 1/4" = 1'-0"



PROPOSED GARAGE ELEVATION---BACK(SOUTH)

SCALE: 1/4" = 1'-0"

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GARAGE ELEVATIONS

SHEET
5



















