



August 5th 2020

RE: Project update for 5200 34th Avenue S Redevelopment

Project Description: The proposed project sits on once parcel located at the corner of 34th Avenue S and 52nd Street E. The property is zoned C1 and in the AP overlay. The 2040 plan guides this as Corridor 3 / Corridor mixed-use. The proposed project is consistent with the 2040 plan as a 3-story mixed-use structure.

The proposed project will replace an existing 1 ½ story residential building that has been repurposed into an office space. The project will be a 3-story building with an office on the first floor and two stories of residential above, containing 19 residential units and 5 enclosed parking stalls. The first level will have an office area of 1,714 sf and a parking area. This total office is less than the 5,000 sf maximum in the C1 district. Half of the first level is a parking area with a total of 5 parking stalls, and spaces for 8 bike stalls. The parking is screened with active use covering 108' of the 144'-9" total length or 75% of the length. The residential units will consist of 2 studios and 14 one-bedroom units and 3 two-bedroom units. Thirty-five percent (7 out of 19) of the units are designated affordable at 50% AMI with rents starting at \$811. The developer has partnered with MACV, an organization whose mission is to end veteran's homelessness. MACV and the developer will occupy these units with residents that meet the mission of MACV. The office space will be occupied by Twin Cities Home Rental, a residential management company. The parking stalls will be dedicated to the residential units.

A neighborhood meeting was conducted on July 20th to review this proposal.

The corner is maximized with active use for the commercial area. The design highlights the corner office with an identifiable brick building mass at the corner in similar scale to the traditional commercial brick structures. The north façade along 34th Avenue expresses the multi-use nature of the building and allows it to blend into the adjacent neighborhood.

Gross Square Footages:

Total Building Area = 17,064sf

Residential Uses = 12,155sf

Office = 1,714sf

Parking / storage = 2,383sf

Useable first floor area = 2,433 (1,714 or 70%) is commercial active use.

Lot Area: 7,522 sf

Lot Coverage: 5,801 / 7,522 = 77.1%

Floor Area Ratio: $12,255 + 1,919 = 14,174$ total

$14,719 / 7,522 = 1.88$ Allowable FAR at C1 = 1.7

1.7×1.2 (density bonus) = 2.04 allowed $\times 1.2 = 2.448$ allowed.

Density Bonus for enclosed parking. 20% increase in FAR is allowed with all required parking enclosed. The project encloses all of the parking. 20% FAR bonus allowed for Bonus for Affordable Housing 20%.

Setbacks: No setbacks are required in a C1 district except where it abuts a R1 district. The property to the south is an R1 zoning. So, the front setback along 34th Avenue is required to be 25' for the first 25' from the southern property line, and the setback on 52nd from the west is 25' for the first 25' measured from the midpoint of the alley. The alley is 20' wide, and the setback from the alley is three feet, making the separation from the R1 on the west 13'.

Building Materials: The proposed design will be a mix of brick, metal panel accents, metal trim, and fiber cement lap siding at the rear of the building and between windows as shown on the elevations.

Parking: Residential parking required = 1 stall per unit. Five parking stalls for the residential are provided. The site is well located to transit. The 7 bus line stops at the corner the site is located on. The 7 has midday headway of 30 min. The site is .625 miles from the light rail stop on Hiawatha and 50th, and 2 blocks or 1250 from the 22 bus line with 15 minute midday headway. Office parking required = 2 stalls. Half of the first level has enclosed parking with a total of 8 stalls and will be accessed from the alley on the west side of the property.

Bike Parking: Bike Parking will be located in the garage/ storage area on first floor and will have capacity for 8 bikes. There is one exterior bike rack with 3 bike loops on 34th Avenue for the office.

Requested Land Use Applications:

- Site Plan Review

- Parking Variance: Request to reduce the parking from 21 required stalls (2 office and 19 residential) to 5 stalls (5 residential). 7 of the units are designated affordable and serve a population that rarely has a car. The site is well located to transit and is very close to the transit incentives for not just one line, but also the light rail. The site is directly on a bus line with 30 minute headway. The 7 bus line stops at the corner the site is located on. The 7 has midday headway of 30 min. The site is .625 miles from the light rail stop on Hiawatha and 50th, and 2 blocks or 1250 from the 22 bus line with 15 minute midday headway. Although the site does not meet the requirements for of the 100% reduction of parking for the transit incentive it is very close to meeting the requirements of the reduction. This site also has three bus options as listed, and a fourth option with the 515 route 1250 feet along 54th. Due to the variety of transit options we believe this is an ideal site transit and parking is not needed.

- Front and Side Yard Setback: We are requesting a reduction from the reflective setbacks at both 34th Ave, and 52nd St. The Variance on the reverse corner is a hardship with the narrowness of this lot. The reduction in the reflective setback is necessary to accommodate the projects inclusion of affordability. Due to the narrowness of the lot for a commercial mixed-use project the reflective setback becomes awkward for building layouts, and a burden to accommodate residential units toward 34th Avenue.

Reduction of 52nd street reflective setback to 0' in depth and 13 feet in width. This is a reverse corner lot, and abuts an alley as well. The inclusion of commercial structures on commercial nodes with zero setbacks is consistent with the historical fabric and historical building development.

- o We are also requesting a variance for the reflective setback on 34th Avenue from 25' to 22'-7" or a variance of 2'-5" in width, and a reduction from 25' to 15' in depth, or a variance reduction of 10'. The existing lot at 51' is narrow. In order to adequately fit the commercial and the units this lot additional width and depth are needed along the east façade. The offset of 25' from the front along 34th avenue would result in an awkward office layout with a large offset between the north half of the office and the south half of the office. The alley is 20' wide, and the setback from the alley is three feet making the separation from the R1 on the west 13'.

- o We feel the reduced front yard setback is appropriate for the mixed-use development proposed for the site, and the goals set forth by the 2040 comprehensive plan Corridor 3. The ground floor level active use is critical, and functioning office space will help toward this goal. The proposed setback does provide some transition, and an area for planting. The decreased front yard setback will help meet the goals of Policy 2 by increasing employment opportunities at the street level along an established transit route. The reduce setback also is critical to provide 35% of the units at an AMI of 50%.

Please let me know if any of the items need additional information or clarifications.

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