

## ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Saint Paul Public Safety Training Facility **FILE #** 16-047-815
  2. **APPLICANT:** Port Authority of St. Paul **HEARING DATE:** June 30, 2016
  3. **TYPE OF APPLICATION:** Conditional Use Permit
  4. **LOCATION:** 591 & 600 Lafayette Road, between Otsego Street and the railroad
  5. **PIN & LEGAL DESCRIPTION:** 600 Lafayette: 322922230022, 322922230053, & 322922220130; 591 Lafayette: Portions of 322922220071, 322922220072, 322922220113, & 322922220126; See file for legal descriptions
  6. **PLANNING DISTRICT:** 5 **PRESENT ZONING:** B3/R4/RT1
  7. **ZONING CODE REFERENCE:** §63.207(c); §61.501
  8. **STAFF REPORT DATE:** June 22, 2016 **BY:** Bill Dermody
  9. **DATE RECEIVED:** June 15, 2016 **60-DAY DEADLINE FOR ACTION:** August 14, 2016
- 

- A. **PURPOSE:** Conditional use permit to increase the surface parking maximum from 170 spaces to 204 parking spaces for a public safety training facility.
- B. **PARCEL SIZES:** Approximately 22,000 sq. ft. (591 Lafayette) + 159,430 sq. ft. (600 Lafayette) = 181,430 sq. ft. total (4.2 acres)
- C. **EXISTING LAND USES:** Vacant former contractor's shop/storage (600 Lafayette) and vacant land (591 Lafayette)
- D. **SURROUNDING LAND USE:** Railroad tracks (I1) to the west/southwest, multifamily residential (R4) to the north, single-family residential (R4) and a tennis club (B3) to the east, and single-family (RT1) and industrial (I1) to the south.
- E. **ZONING CODE CITATION:** §63.207(c) establishes a surface parking maximum for the site and provides for a conditional use permit process based on demonstration of need; §61.501 lists general conditions that must be met by all conditional uses.
- F. **HISTORY/DISCUSSION:** The north side of Lafayette Road, including 591 Lafayette, was rezoned from RM2 to the present mix of zoning between 1975 and 2011. 600 Lafayette has been zoned B3 since 1975. There was a nonconforming storage use at 600 Lafayette Road until 2008, at which time the property became vacant. The proposed project's site plan was conditionally approved in May 2016, contingent (in part) on the parking maximum issue being resolved, either through this application being approved or the parking being reduced.
- G. **DISTRICT COUNCIL RECOMMENDATION:** As of this writing, the District 5 Council has not provided a recommendation.
- H. **FINDINGS:**
  1. The application requests approval to increase the surface parking maximum from 170 spaces to 204 spaces, an excess of 34 spaces, for a public safety training facility at 600 Lafayette Road. 144 of the spaces are proposed to be located on the site of the new public safety training facility, while 60 of the spaces are proposed in a new parking lot across the street at 591 Lafayette Road.
  2. §63.207(c) states that a conditional use permit may be approved to exceed the parking maximum, based on demonstration of need. The Planning Commission has adopted a checklist to inform and assist in determining whether need has been sufficiently demonstrated. The application materials note that academy and department-wide Police training will be held at the facility, allowing for up to 615 trainees at a time, 2 to 3 times per year. More regularly, two classrooms serving up to 150 people and a 12-lane gun range will be utilized. Additionally, there will be 15-20 full time staff at the facility, with an additional 20-40 officers potentially brought in to instruct. Given the lack of shared parking options adjacent to 600 Lafayette Rd., the need for parking above the maximum 170 spaces is sufficiently demonstrated.
  3. During times of anticipated light training usage, the lot at 591 Lafayette Rd. is intended to be used to alleviate parking stresses at the 367 Grove Street headquarters facility located about 1,700 feet to the southwest. Per §63.304(b), parking intended to serve the headquarters facility must be

located within 300 feet of the building; therefore, the parking lot at 591 Lafayette Rd. must primarily serve the training facility and not the headquarters building.

4. §61.501 lists five standards that all conditional uses must satisfy:

- (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The Comprehensive Plan, in Figure LU-B, designates the south side of Lafayette Road as Industrial and the north side as Established Neighborhood. Nonresidential uses, such as the proposed above-maximum parking at 591 Lafayette Rd., can be considered when the neighborhood character of the Established Neighborhood is maintained. A 26-space parking lot could be provided at 591 Lafayette Road without requiring this application. The additional 34 spaces requested at this site will not alter the neighborhood character. In fact, the additional spaces could avoid intensive use of on-street parking in the adjacent residential neighborhood during times of high usage.
- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. Both sites provide adequate ingress and egress, as reviewed and approved through the site plan review process.
- (c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is met. The additional 34 parking spaces will not be detrimental to the immediate neighborhood.
- (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. The additional 34 parking spaces, which expand an already-approved parking lot, will not impede the normal and orderly development of surrounding property.
- (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is met, as affirmed through recent site plan review approval.

I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit to increase the surface parking maximum from 170 spaces to 204 parking spaces for a public safety training facility subject to the following additional condition:

- 1. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plan submitted and approved as part of this application.



**CITY OF SAINT PAUL**  
Christopher B. Coleman, Mayor

25 West Fourth Street  
Saint Paul, MN 55102

Telephone: 651-266-6700  
Facsimile: 651-228-3220

## **CONDITIONAL USE PERMIT TO INCREASE THE SURFACE PARKING MAXIMUM**

### **COMPREHENSIVE PLAN CONTEXT**

The Comprehensive Plan outlines broad goals for economic and environmental sustainability, with an increased emphasis on the need for a flexible and balanced transportation system and infrastructure that is designed and maintained with a light ecological footprint.

The Transportation Chapter calls for managing single-occupancy vehicle use and better coordinating land use and transportation choices. Transportation choice can maximize the efficiency of the existing system by providing options that better utilize infrastructure and transit investments. Mixed-use development helps to reduce overall travel trips by bringing more destinations to a compact, walkable area. The following Transportation Plan policies inform citywide parking policy direction and parking maximums:

*T 2.1 Create true transportation choices for residents, workers, and visitors in every part of the city. A more balanced transportation system should improve access to a range of travel modes and facilities, as well as increase the capacity of the regional transportation system. The City should create places to live, work, play, and conduct business that do not depend principally on the automobile for access, but rather accommodate all modes of transportation.*

*T 2.2 Support transit-oriented design through zoning and design guidelines. Compact, street-oriented design should be emphasized to promote walkability and transit use, especially in commercial corridors.*

*T 2.7 Expand commuter options with Travel Demand Management (TDM). Effective TDM strategies can help employers provide a competitive benefit to their employees, mitigate congestion, and reduce the need for parking infrastructure or subsidies.*

*T 2.13b Utilize TDM plans, parking maximums, shared parking agreements, limited time on-street parking, parking meters, and signage to better assess existing demand and parking supply.*

### **ZONING CODE CONTEXT**

§ 63.207 of the Saint Paul Zoning Code sets minimum and maximum off-street parking requirements for different types of land uses. § 63.207(c) sets off-street surface parking maximums based on a percentage over the minimum *“unless a conditional use permit is approved based on demonstration of need.”*

§ 60.103(g) states that a purpose of the zoning code is “to lessen congestion in public streets by providing for off-street parking....” By setting off-street surface parking maximums, the code also seeks to discourage oversupply of seldom used parking in order to promote more efficient land use, improved aesthetics, and environmental quality.

Minimum and maximum parking standards are set based on average parking needs for different types of land uses with the understanding that the actual need within some types of land uses may vary greatly. Therefore, the Planning Commission may grant a conditional use permit on a case-by-case basis to provide adequate off-street parking for a particular use that needs more.

**Applications for a conditional use permit to increase the surface parking maximum for a particular use must clearly demonstrate the need for the additional parking and conformance with the general standards for a conditional use permit.**

**An application for a conditional use permit to increase the off-street surface parking maximum for a particular use should address the following** to inform and assist the Planning Commission in its review of the application.

- ☐ Average daily counts to demonstrate parking demand, times and amount of peak demand, and the proportion of users who are employees, visitors, residents, clients, contractors, vendors, interpreters, etc. at those times.
- ☐ On-street parking availability and constraints along the street frontage of the property and within 300 feet of the property at times of peak parking demand, including what happens during snow emergencies.
- ☐ Access to the site by sidewalk, bicycle facilities, transit service, and other modes of transportation used by employees and visitors to the site. (Staff may provide a map.)
- ☐ Existing incentives for promoting alternatives to driving.
- ☐ Feasibility of alternatives to reduce the need for additional surface parking such as
  - ☐ Structured and underground parking
  - ☐ Shared parking arrangements
  - ☐ Distribution or subsidy of transit passes
  - ☐ Provision of bike racks
  - ☐ Flexible scheduling and carpooling efforts
  - ☐ Stacked parking possibilities
- ☐ Opportunities for sharing the additional parking on the site with other users.
- ☐ Need and location for on-site storage of snow and business/applicant-owned vehicles.
- ☐ Other circumstances that contribute to the need for the additional surface parking.
- ☐ Conformance with the five standards that all conditional uses must satisfy:
  1. *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.*
  2. *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.*
  3. *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.*
  4. *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*
  5. *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If you have any questions, contact the Zoning Office, 1400 City Hall Annex, 25 W 4<sup>th</sup> Street, Saint Paul, MN 55102, telephone 651-266-6589.



Tentative Hearing Date:

Contact Person (if different) Melissa Stein, Wold Architects and Engineers Phone 651-227-7333

(attach additional sheet if necessary)

**TYPE OF PERMIT:** Application is hereby made for a Conditional Use Permit under provisions of Chapter 63, Section 207, Paragraph C, of the Zoning Code.

**SUPPORTING INFORMATION:** Explain how the use will meet all of the applicable standards and conditions. If you are requesting modification of any special conditions or standards for a conditional use, explain why the modification is needed and how it meets the requirements for modification of special conditions in Section 61.502 of the Zoning Code. Attach additional sheets if necessary.

See Attachment B for additional information on the need for increased parking capacity on this site and on how the use will meet the applicable standards and conditions.

X Required Site Plan is attached - Attachment C

Applicant's Signature Natasha Date 6/15/16 City Agent \_\_\_\_\_

**PROPERTY DESCRIPTION SOUTH OF LAFAYETTE ROAD****Parcel 1:**

That part of Lot 10, "Bass Addition of Out Lots of the Town of St. Paul" lying Northerly of a line extending from a point of the East line of said Lot 10, distant 258.76 feet South from the Northeast corner of said Lot to a point on the West line of said Lot 10, distant 55.48 feet South from the Northwest corner of said Lot, Ramsey County, Minnesota. The Southerly line of said parcel is marked by Judicial Landmarks set pursuant to Torrens Case 11795 at the Southeast and Southwest corners of said parcel.

**Parcel 2:**

Lots 1, 2, 3, 4 and 5, Block 12, Lots 4, 5 and 6, Block 13, that part of Lot 6, Block 12, that part of Lot 3, Block 13, those parts of Lots 3, 4, 5 and 6, Block 7, that part of adjoining Herkimer Avenue, vacated, that part of adjoining Iris Alley, vacated, that part of adjoining Lane, vacated, and that part of adjoining Becker Place, vacated, all in Warren and Winslow's Addition, all described as beginning at a point on the East line of said Lot 6, Block 12, distant 50 feet South from the Northeast corner of said Lot 6; thence South along the East line of said Lot 6 to the Southeast corner thereof; thence West along the South line of said Lot 6 a distance of 10.30 feet; thence south deflecting to the left 90 degrees a distance of 7.5 feet, more or less, to an intersection with the centerline of said Lane; thence West along said centerline a distance of 164 feet; thence South, at right angles 7.5 feet, more or less, to an intersection with the extension East of the South line of said Lot 6, Block 13; thence West along the extension of said South line and along the South lines of said Lots 6, 4 and 3, Block 13, to a point on the South line of said Lot 3 distant 49.66 feet West from the Southeast corner of said Lot 3; thence Northwesterly, deflecting to the right 45 degrees 28 minutes, a distance of 95.44 feet; thence Northeasterly deflecting to the right 89 degrees 24 minutes a distance of 125.53 feet; thence on a tangential curve to the right, having a radius of 1157 feet, a distance of 142.02 feet; thence Northeasterly on a tangent to said last described curve to an intersection with the extension Northwesterly of the Northeasterly line of said Lot 5, Block 12; thence Southeasterly along said Northeasterly line of Lot 5, Block 12, and its extension, to an intersection with a line drawn parallel to and 14 feet Southeasterly from the Northwesterly line of said Lot 5, Block 12 and its extension; thence Northeasterly along said last described parallel line to an intersection with a line drawn parallel to and 5 feet Northeasterly from the Northeasterly line of said Lot 5, Block 12; thence Southeasterly along said last described parallel line to an intersection with a line drawn parallel to and 100 feet West from the East line of said Lot 6, Block 12 and its extension; thence South along said last described parallel line a distance of 91.19 feet to an intersection with a line extending West at right angles to the East line of said Lot 6, Block 12, from the point of beginning; thence East to the point of beginning; except the Northwesterly 100 feet of said Lot 5, Block 13, and except that part of said Lot 2, Block 13, and adjoining Herkimer Avenue, vacated which lie Southwesterly of the Easterly line of said Lot 2, Block 13, and its extension.

The Southwesterly and Northwesterly boundary lines of said parcel are marked by Judicial Landmarks set pursuant to Torrens Case 11795 at the Southwesterly corner at each of the two most Westerly corners and at the most Northerly corner of said parcel and at the point of curvature and the point of tangency of the curved portion of said Northwesterly line of said parcel.

Together with that part of the southwesterly one-half of Iris Alley vacated in Document No. 2375668 lying west of a line parallel to and 100 feet west of the East line of Lot 6, Block 12, extended northerly.

Parcel 3:

That part of Lot 5 lying Northwesterly of a line parallel with and 100 feet Southeasterly of the North line of said Lot 5, Block 13, Warren & Winslows Addition to the Town of St. Paul, Ramsey County, Minnesota.

Parcel 4:

A piece of parcel off the Northeasterly corner of Lot 6, Block 12, Warren & Winslows Addition to the Town of St. Paul, described in Book 160 of Deeds, Page 306, Ramsey County, Minnesota, together with that part of the vacated Iris Alley lying southwesterly of Crispus Attucks Addition and lying east of a line parallel to and 100 feet west of the East line of Lot 6, Block 12, extended northerly.

Parcel 5:

Lot 1, Block 1, Crispus Attucks Addition, Ramsey County, Minnesota.

#### **PROPERTY DESCRIPTION NORTH OF LAFAYETTE ROAD**

Part of Lots 12, 13, 14, 15 and 16, Block 7, Warren and Winslow's Addition to St. Paul, Ramsey County, Minnesota lying west of Arkwright Street (as opened) and vacated Arkwright Street and the vacated alley accruing thereto.

Part of Lots 2, 7, 12, 13, 14 and 15, Block 7, Warren and Winslow's Addition to St. Paul, Ramsey County, Minnesota lying east of Arkwright Street (as opened) and part of vacated Rivoli Street.

Re: Conditional Use Permit Application  
Saint Paul Public Safety Training Facility  
Commission No. 152166

Please see below for the information requested in the application for a Conditional Use Permit to exceed the maximum parking requirement at the 600/591 Lafayette Road N site, which is being designed as a new safety training facility for the Saint Paul Police Department:

A. Additional parking in excess of 170 spots is needed for the following reasons:

1. There is extremely limited on-street parking surrounding the new training facility, and the community members expressed concerns that we would be utilizing the limited parking they have. We want to ensure that we are self-sufficient and have enough parking to accommodate our needs without utilizing any on-street parking. The additional parking lot is essential to ensure we have adequate parking to meet our needs.
2. This new Police Safety Training Facility is designed with a large classroom that will seat 100 people, a small classroom that will seat 32-50 people (depending on if arranged for computer lab or lecture style). The scenario training space has been designed to handle large groups including cadet classes of up to 50. And there can be SPPD staff training at the same time accommodating another 20-40 officers. There are 15-20 staff that will be full time at this site. In addition, the indoor gun range can handle 12 shooters, 12 officers cleaning their weapons, and staging for the next set of 12 shooters. This means that this building when fully utilized can easily accommodate up to 300 users at one time. While we expect 300 users to be the rare case, users in excess of 200 will likely be a regular occurrence. We have are trying to meet the concerns of the neighborhood and not add additional burden on street parking, since this is a concern of the Rail Road Island (D5) Residents.
3. We have completed and are working to implement a Traffic Demand Management Study to encourage users to utilize alternate modes of transportation. However, we also acknowledge that for the safety of the officers attending training, the majority of the users will be driving and needing a secure location for their vehicle while at this facility.
4. If we know training at the facility will be light in attendance, we may work with Headquarters to allow additional police staff to use this parking lot on a short-term basis.

B. Conditional use Permit, General Standards:

1. *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.*

This project is consistent with the District 5 Rail Road island plan. In specific this project will help the neighborhood to become a safer, more active use on an underused property. This project is very aware of the residential neighborhood and has meet with District 5 residents to address their concerns about look of the building and providing lots of decorative fencing and landscaping to provide visual buffers. We are working with the community to have involvement in the creation and selection of public art to be installed at the site. And most of all, having a Police Safety Training Facility and a high police presence will help to address community concerns of street safety and reduce nuisance crimes.

2. *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets:*

The off-street parking will have an inlet at the driveway for the proposed gate as to not disrupt the flow of traffic on Lafayette Road. The entrance to the parking area will provide six public parking spots and allow for additional ingress and egress to minimize traffic congestion on Lafayette Road.

3. *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety, and general welfare:*

The 600 Lafayette parcel will be the home to a new Police safety training facility, which will give Police presence over this neighborhood, to help cut down on crime. This building, along with the parking lot across the street on 591 Lafayette, will help address the neighborhood security concerns with homeless camps that are prevalent in this area. Additionally, we've met with nearby residents of Rail Road Island and have tried to accommodate their requests for items such as different exterior brick color and more input in the public art design process (which is in progress).

4. *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district:*

The proposed building and parking lots will not impede the orderly development and improvement of the surrounding properties. The main entries for the parcels will be off of Lafayette Road and this conditional use permit would ensure the Police will not use Desoto, to protect existing street parking for residential neighbors and the existing buildings across the street that use the street to park.

5. *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located:*

Yes, it is the Police's intent to be good neighbors and to facilitate their building in a conduct that is applicable to the regulations for the intended district it is in.



**CITY OF SAINT PAUL**  
*Christopher B. Coleman, Mayor*

367 Grove Street Telephone: 651-291-1111  
Saint Paul, Minnesota 55101 Facsimile: 651-266-5711

June 16, 2016

Bill Dermody  
City Planning and Economic Development  
1400 CH Annex  
St. Paul, MN 55102

Re: Saint Paul Police Training Facility - additional parking (overflow parking)

Dear Mr. Dermody:

The St. Paul Police Department is expecting and projecting the building occupancy to regularly be in excess of 200 people necessitating the need for parking in excess of 170 spaces. There are 15-20 full time staff allocated to the new facility and based on the activities for the week an additional 20 to 40 training officers can be brought in to instruct and/or provide safety officer positions for the course facilitation.

The new Police Safety Training Facility is designed with a large classroom that will seat 100 people but can also be divided into two separate classrooms; it also has a small classroom that will seat up to 50 people which will accommodate an 18 week police academy. In some years the PD will run 2 -18 week academies based on need. Otherwise it will be utilized as an additional space for PDI courses to host trainings. The scenario space will allow for academy training and department wide for 615 sworn personnel in-service training to be held which occur 2 to 3 times per year for. On average it takes four weeks of instruction to train the sworn compliment of officers.

In 2016, the Professional Development Institute which trains outside agencies and St. Paul Police department personnel is projected to host 44 training courses; this is also a revenue generating venture. The instructions day for each course breakdown is as follows:

- 1 day course – 5
- 2 day course – 17
- 3 day course – 8
- 4 day course – 14

The following is a list of course topics that PDI could and would like to add in the future once we have an adequate training facility that could accommodate these courses. The course length also varies from 1 to 4 days in length:

- Active Shooter
- Verbal De-escalation Tactics
- Racial Equity
- Specialized defensive tactics courses (i.e. SRO, high-risk specialty units, etc.)
- Community oriented range/firearms courses for civilians (i.e. live fire and TI-simulator)
- Specialized report writing (e.g., intermediate level, use of force, camera-based, etc.)
- Legal updates
- Terrorism prevention response
- Police Leadership
- Forensic Services (e.g., crime scene analysis, fingerprinting, blood pattern analysis, etc.)
- CIT (Crisis Intervention Training)
- Civilian in-services and training for PD personnel
- Investigation courses (i.e., expanding on current courses with specialty focus on specific crimes such as criminal gangs, juvenile crimes, elder abuse, child abuse, fraud/forgery, homicide, etc.)
- Technology related courses (i.e., social media, criminal investigations, etc.)
- Body and in-car camera courses (i.e. legal updates, working with cameras, etc.)
- Mobile field force / crowd management courses
- Mass casualty training for civilians (i.e. private security, schools, hospitals, etc.)
- Cyber-crimes investigations
- Alcohol/DUI related refresher and training
- Racial Equity for civilians
- Searching and firearms for canine units
- Bicycle rapid response training
- Officer building searching tactics
- Training at the Speed of Life (utilizing modular training space)
- Specific departmental training for external agencies – renting out training facility
- EVOC Instructor refresher course

The potential for additional courses is not limited to the aforementioned list as there is room for growth given law enforcement needs that may arise. Additionally, with this new space and additional staffing, there would be a high probability of doubling current PDI courses offered. This would not only mean an increase in courses and attendees; however, achieving this would also require having concurrent courses thus increasing the need for additional parking to achieve training needs. PDI has seen growth every year and with a new facility, a larger location, and proper parking available there is no reason to believe that this trend of growth will continue and potentially increase dramatically. Also, we plan to utilize this new space for planned and unplanned event briefing and debriefings, promotion ceremonies and possibly educational cohorts we have hosted for many years at our existing headquarters cite.

The new indoor 12 person range is projected to relieve the current outdoor range activities by 50% of training and/or qualifications courses. In 2016, the outdoor range is operational 225 days. By moving 50% of the activities to the new indoor range the new range is projected to be operational 112 days of the year, but will also see an increase of PDI courses added to the indoor range on other days as training needs arise. A twelve person range at any given time during department qualifications twelve officers could be shooting, twelve officers cleaning weapons after a shoot and twelve officers waiting to shoot on the upcoming relay.

It is the belief of the police department that during regular business hours the facility will fully utilize the onsite and overflow parking area on a regular basis. The PD expects building occupancy to regularly be in excess of 200 people, necessitating the need for parking in excess of 170 spaces. The PD is sensitive to the community and not wanting to create a negative impact on the surrounding residents by over utilizing the on street parking in and around the neighborhood as expressed in many community meetings.

Also, there is a hope the additional parking may be able to relieve some of the parking stresses at the HQ facility. Even if it is just minor relief in comparison based on the new facility operational needs, this parking could occur in the rear of the main facility where vehicle could be checked out on a daily basis.

We really feel that this additional parking is critical to the successful function of our new training facility. We hope you will consider the aforementioned reasons to support and approve this request.

Sincerely,

Kathy Wuorinen  
CHIEF OF POLICE

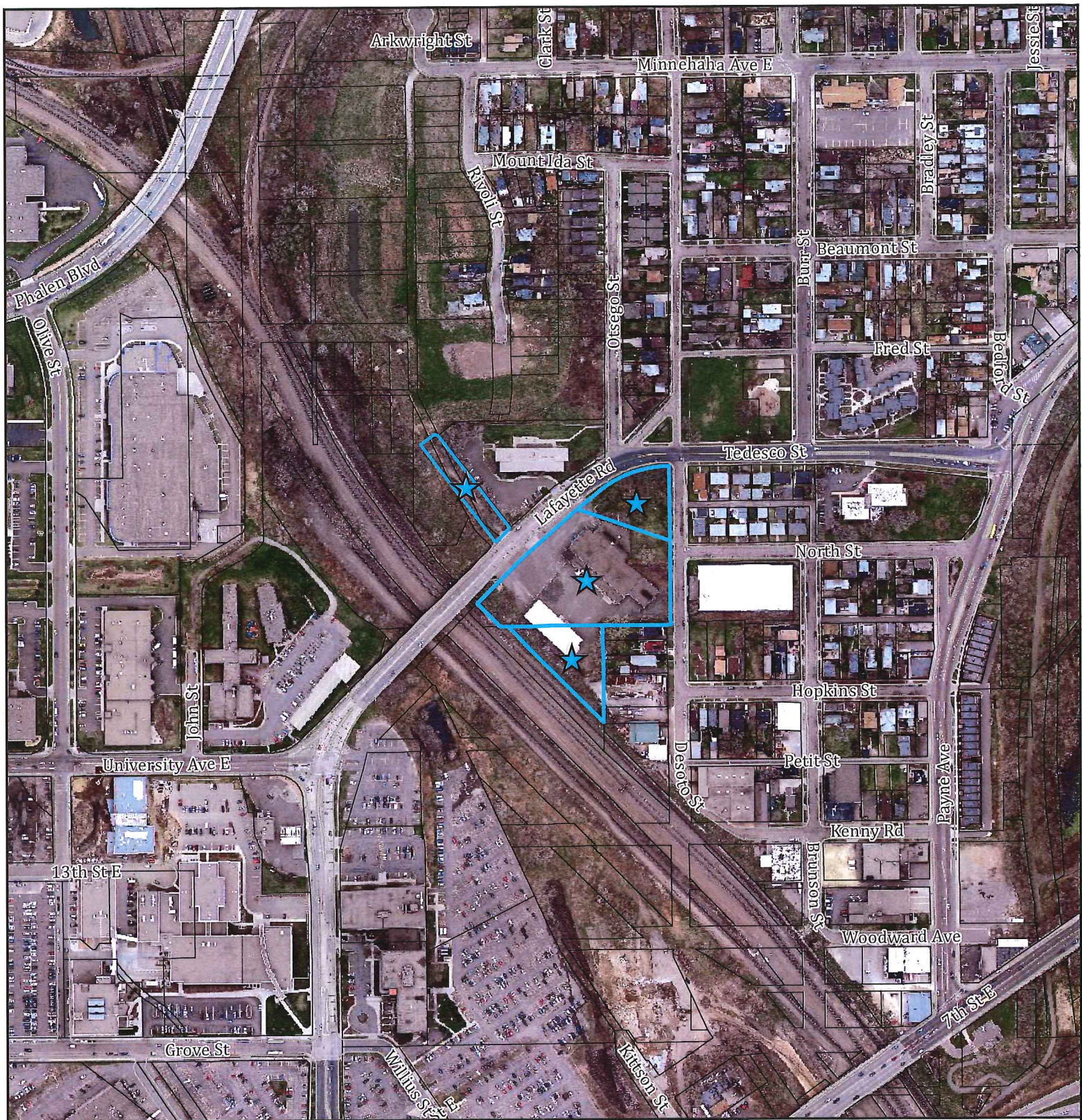
A handwritten signature in black ink, appearing to read "Paul Iovino". The signature is stylized with a large, sweeping initial "P" and a cursive "Iovino".

Paul Iovino  
ASSISTANT CHIEF OF POLICE  
Support Services

Cc: Training Commander  
Chief







FILE NAME: Saint Paul Public Safety Training Facility

Aerial

APPLICATION TYPE: CUP

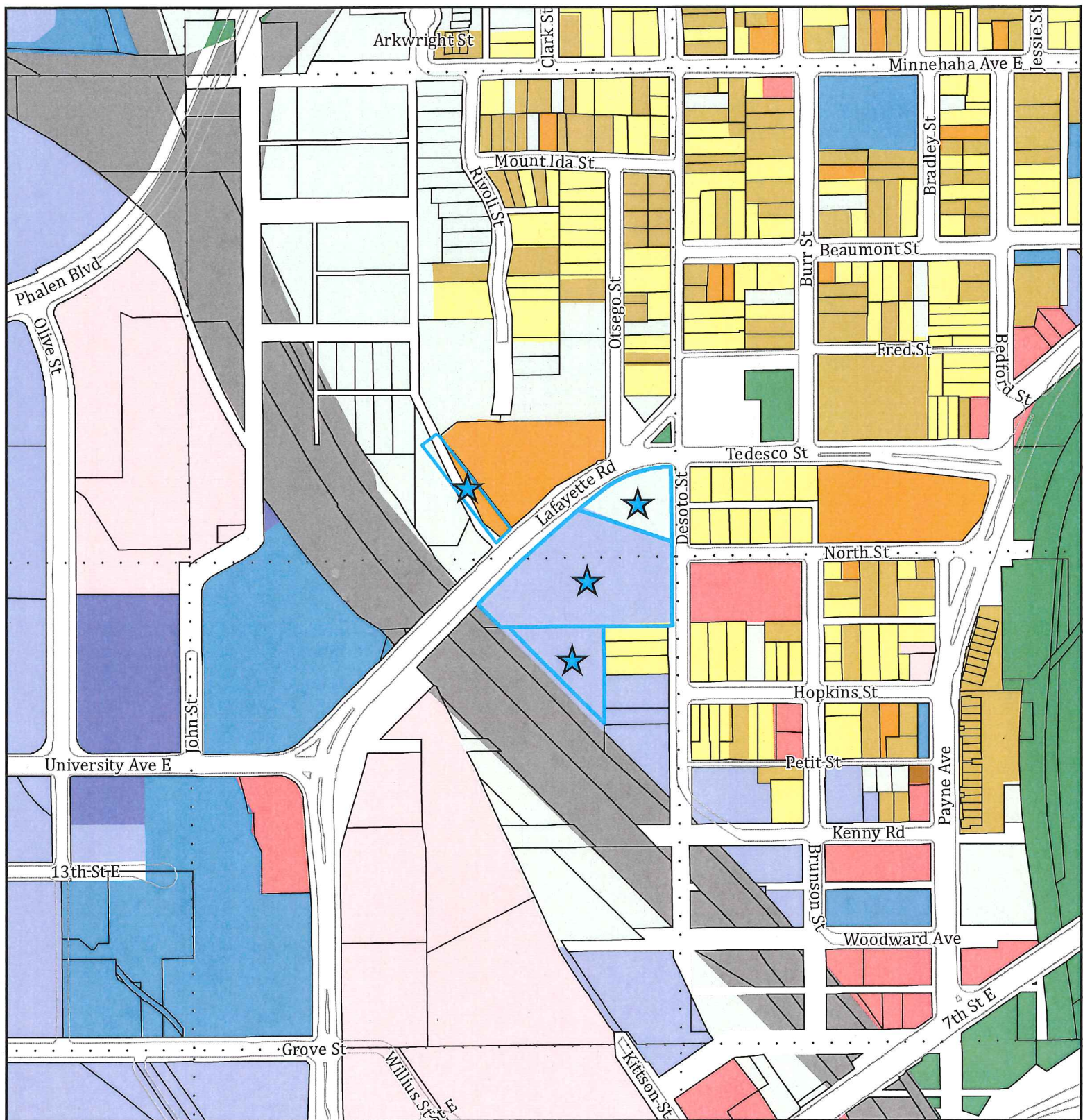
 Subject Parcels

FILE #: 16-047815 DATE: 6/21/2016

PLANNING DISTRICT: 5

ZONING PANEL: 10





FILE NAME: Saint Paul Public Safety Training Facility

APPLICATION TYPE: CUP

FILE #: 16-047815 DATE: 6/21/2016

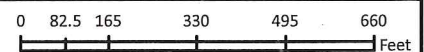
PLANNING DISTRICT: 5

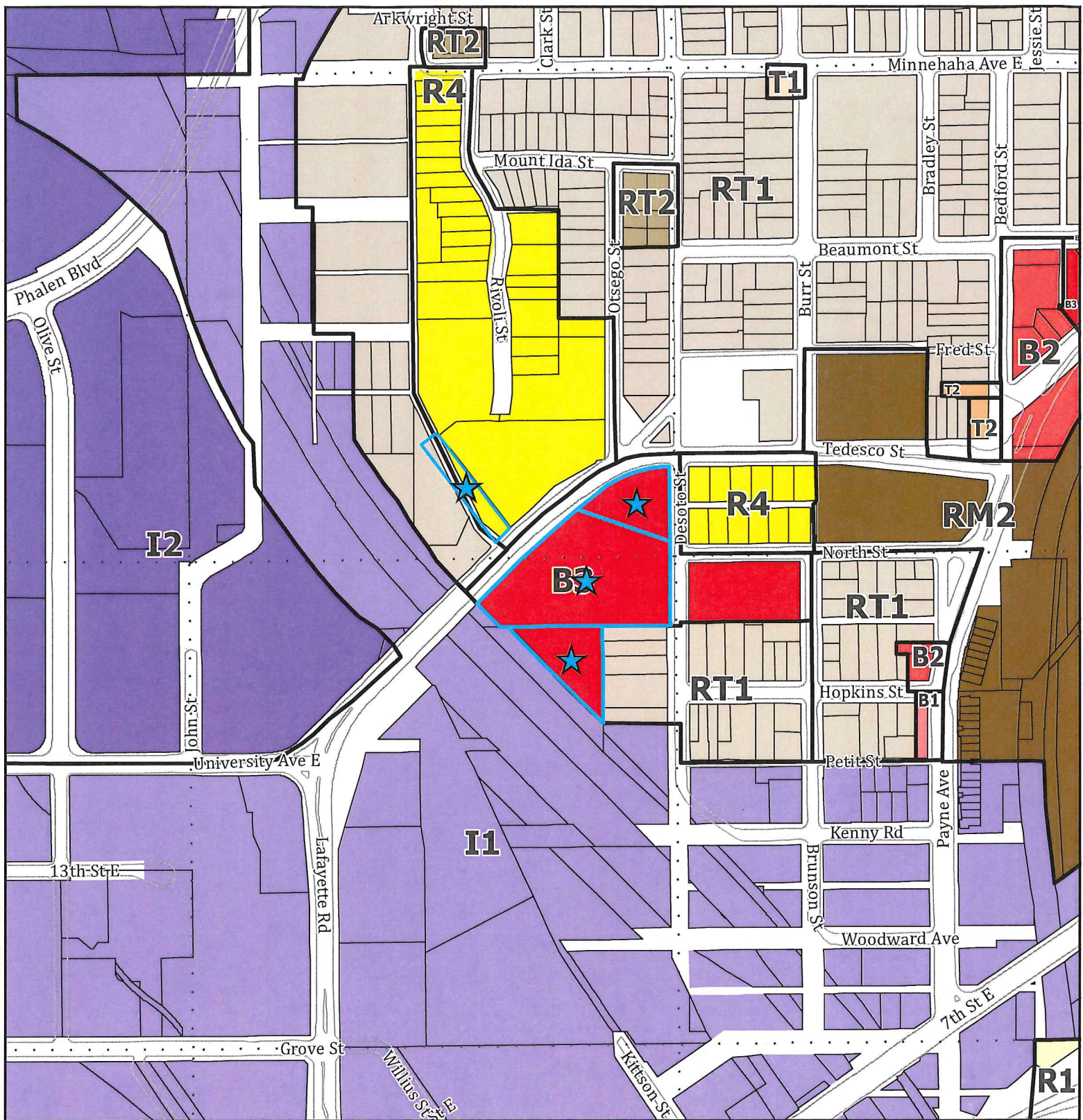
ZONING PANEL: 10

Saint Paul Department of Planning and Economic Development and Ramsey County

#### Land Use

- |                             |                                |
|-----------------------------|--------------------------------|
| Single Family Detached      | Industrial and Utility         |
| Single Family Attached      | Institutional                  |
| Multifamily                 | Park, Recreational or Preserve |
| Office                      | Railway                        |
| Retail and Other Commercial | Undeveloped                    |
| Mixed Use Residential       | Subject Parcels                |
| Mixed Use Industrial        | Section Lines                  |





FILE NAME: Saint Paul Public Safety Training Facility

APPLICATION TYPE: CUP

FILE #: 16-047815 DATE: 6/21/2016

PLANNING DISTRICT: 5

ZONING PANEL: 10

*Saint Paul Department of Planning and Economic Development and Ramsey County*

#### Zoning

Subject Parcels

Section Lines

R1 One-Family

R4 One-Family

RT1 Two-Family

RT2 Townhouse

RM2 Multiple-Family

T1 Traditional Neighborhood

T2 Traditional Neighborhood

B1 Local Business

B2 Community Business

B3 General Business

I1 Light Industrial

I2 General Industrial

