

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Alan Hupp **FILE #** 19-042-697
 2. **APPLICANT:** Alan Hupp **HEARING DATE:** June 6, 2019
 3. **TYPE OF APPLICATION:** Conditional Use Permit with modifications and a variance.
 4. **LOCATION:** 617 Laurel Avenue, NE corner at Dale Street
 5. **PIN & LEGAL DESCRIPTION:** 01.28.23.22.0296, West 40 ft. of Lot 12, Block 6, Woodland Park Addition
 6. **PLANNING DISTRICT:** 8 **PRESENT ZONING:** RM2
 7. **ZONING CODE REFERENCE:** § 65.130, § 61.501, § 61.502, § 61.202
 8. **STAFF REPORT DATE:** May 30, 2019 **BY:** Tony Johnson
 9. **DATE RECEIVED:** May 15, 2019 **60-DAY DEADLINE FOR ACTION:** July 14, 2019
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- A. **PURPOSE:** Conditional use permit for a 5 unit cluster development with modification of lot coverage and setback standards and a parking variance (7 spaces required, 4 proposed).
- B. **PARCEL SIZE:** 40 ft. of frontage on Laurel Avenue x 175.5 feet of frontage on Dale St. N = 7,020 sq. ft. With half the width of the alley included for the purposes of calculating density the total lot area is 7,200 sq. feet.
- C. **EXISTING LAND USE:** Vacant
- D. **SURROUNDING LAND USE:** Vacant commercial (B2) to the north, one-family residential (RM2) to the east, multi-family residential (RM2) to the south, and parking lot (B2 and VP) to the west.
- E. **ZONING CODE CITATION:** § 65.130 lists the standards and conditions for a cluster development. § 61.501 lists general conditions that must be met by all conditional uses. § 61.502 authorizes the planning commission to modify any or all special conditions after making specified findings. § 61.202(b) authorizes the planning commission to grant variances when related to permits.
- F. **PARKING:** Zoning Code § 63.207 requires a minimum of 7 spaces for 5 dwelling units. The applicant is proposing to construct 4 off street parking spaces with additional bike parking and is requesting a parking variance.
- G. **HISTORY/DISCUSSION:** Since at least 1903 the subject parcel had multiple structures and land uses on the lot, including 3 separate residential structures and 3 separate commercial structures. The 1903 Sandborn maps indicate that the site was two separate parcels at that time, with multiple uses on each lot. In 1922 when the first zoning code was enacted, the subject parcel was zoned commercial, which would have permitted both residential and commercial uses. In 1975 when the modern zoning code was enacted the subject parcel was zoned RM2 and the maps indicate that it was three separate parcels at that time. The structures were gradually demolished and the site was completely vacant by 1991. It has remained vacant since that time.

In January of 2017, the site was acquired by the current owner. Since that time he has submitted multiple proposals in order to develop a multifamily structure on the site. He submitted his first proposal in 2017 and was granted four variances at that time by the board of zoning appeals: a variance of the 9000 sq. ft. minimum lot area required to develop a multi-family structure, a parking variance, and side yard setback variances for the principal and accessory structure. He subsequently received site plan and building permit approval for that project, but withdrew the permit because the project was financially unfeasible and after further research he didn't believe that there was a market for the larger units that he was proposing to develop.

In 2018, the applicant submitted a proposal to develop a six unit apartment building on the site. For that proposal, the applicant was granted multiple variances including a variance of the 9000 sq. ft. minimum lot area required to develop a multifamily structure, a variance of the 1,500 sq. ft. minimum lot area per unit, and side yard setback variances for the surface parking lot and the principal structure. The variances were then appealed to the City Council, and the BZA's decision was upheld. This proposal currently has conditional site plan and building permit approval; however, during the site plan review process the applicant was made aware of several additional requirements that have made this proposal unfeasible. These requirements include capping a water line in the middle of Dale Street that was not properly capped when the original structures

were demolished, stormwater retention and having to run another line to the storm sewer, and meeting ADA requirements.

Because of the issues with the six unit apartment building proposal, the applicant then submitted another proposal for a cluster development with 3 one-family structures and one two-family structure, for which he has requested a modification of the cluster development standards and a variance for off-street parking. Unlike the six unit apartment building, the individual homes are subject to the IRC building code which regulates one- and two- family structures and townhomes, and not the IBC building code which regulates multifamily structures.

After receiving feedback at a pre-development historic preservation commission hearing, the applicant reconfigured his site plan based on that feedback and has now submitted a new cluster development proposal. The new proposal has 2 two-family structures and one single family structure.

H. **DISTRICT COUNCIL RECOMMENDATION:** There has been no recommendation from the District 8 Planning Council at the time of this staff report.

I. **FINDINGS:**

1. The application is for a cluster development with 1 single family home and 2 two-family homes, a modification of cluster development standards 65.130(c) and 65.130(d), and a parking variance (7 off-street parking spaces required, 4 off-street parking spaces proposed).
2. § 61.130 lists six standards and conditions that must be met for a cluster development:
 - (a) *Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request. This standard is met.* The applicant has provided a site plan and elevations with the application.
 - (b) *No unit shall intrude on the vertical airspace of any other unit. This standard is met.* The proposed structures will not intrude on the vertical air space of any other unit.
 - (c) *The parcel shall have a minimum frontage of eighty (80) feet on an improved street and meet the lot area required per unit in the zoning district. Individual lots within a cluster development may have less than the required lot area for the zoning district provided such reductions are compensated for by an equivalent amount of property owned in common elsewhere in the cluster development. Lot area shall not include areas designated as public or private streets.* The subject parcel is a corner lot with 215.5 ft. of street frontage, so the proposed cluster development conforms to this standard in this regard. The applicant is requesting a modification of the portion of the standard that requires the parcel to meet the minimum lot area per unit in the zoning district. For a multifamily structure in an RM2 zoning district, the minimum lot area per unit is 1,500 sq. ft. per unit. Because the applicant is proposing to develop 5 units in 1 one-family structures and 2 two-family structures, he must meet the minimum lot area per unit for those building typologies, per section 66.231 (a): *R4 one-family district dimensional standards shall apply when one-family dwellings are erected in less restrictive residential districts. RT1 two-family district dimensional standards shall apply when two-family dwellings are erected in less restrictive residential districts.* The minimum lot area per unit for a one-family home in the R4 one-family residential district is 5000 sq. ft. per unit and the minimum lot area per unit in an RT1 two-family residential district is 3000 square feet. The total lot area that is required for this proposed development is 17,000 sq. feet, and the lot area is 7200 sq. feet including half the alley.
 - (d) *Structures shall conform to the dimensional standards for height, lot coverage, and setbacks for the zoning district. Required yards within a cluster development may be reduced or eliminated provided required yards are maintained along the periphery of the cluster development.* The applicant is requesting a modification of the dimensional standards for maximum lot coverage, and side, front, and rear setbacks. The maximum lot coverage for principle structures in residential zoning districts is 35%. All of the proposed structures are considered principal structures and therefore the sum of all of the building footprints must be less than or equal to 35% of the total lot area. The applicant is proposing a total of 39% lot coverage for all of the structures

on the lot. The modification of the required front setback is required for the two-family home closest to Laurel Avenue. The required front setback on laurel is 30 feet (average of the block) and 17 feet is proposed. The applicant is also requesting modifications of side yard setback requirements for the garage duplex and the duplex closest to Laurel. The required side yard setback for the duplexes are 9 ft.; 2 and 3 feet are proposed for the garage duplex and six foot setbacks are proposed for the front duplex. The required rear yard setback for the garage duplex is 25'; 10 feet 7 ¾ inches is proposed.

(e) *The design shall be compatible with the surrounding neighborhood. This standard is met.* The subject property is in the Historic Hill Heritage Preservation District, and subject to review by the Heritage Preservation Commission, which will ensure compatibility with the surrounding neighborhood and architecture. This concept has been approved by the heritage preservation commission.

(f) *Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography. This standard is met.* No significant alterations to natural features or topography are proposed.

3. The planning commission may approve modifications of special conditions when specific criteria of §61.502 are met: *strict application of such special conditions would unreasonably limit or prevent otherwise lawful use of a piece of property or an existing structure and would result in exceptional undue hardship to the owner of such property or structure; provided, that such modification will not impair the intent and purpose of such special condition and is consistent with health, morals and general welfare of the community and is consistent with reasonable enjoyment of adjacent property.* The applicant is requesting modifications of the following standards:

- The minimum lot area per unit. The lot is 7,200 square feet including half of the width of the alley. 17,000 square feet is required for the proposed uses. 5000 square feet of lot area is required for the single family dwelling, and 6000 square feet is required for each of the duplexes.
- Lot coverage. Maximum of 35%; 39% lot coverage is proposed.
- Front setback. 30 feet is required, 17 feet is proposed.
- Rear setback. 25 feet is required; 10 feet, 7¾ inches proposed.
- Side yard setbacks. 9 feet is required for the duplexes; 2 ft. and 3 ft. are proposed for the garage duplex and 6 ft. is proposed for the front duplex.

Minimum lot area per unit (pertains to all the structures): The subject property is located in an RM2 district, which permits one-family, two-family, and multifamily residential uses. The minimum lot area per unit required for multi-family residential uses in the district is 1500 square feet, and the minimum lot area for any multi-family structure is 9000 sq. feet. Prior to this application the applicant has had two multifamily proposals approved that both required variances, a 3 unit apartment building and a 6 unit apartment building. The applicant withdrew the site plan and building permit for the 3 unit apartment building, but he still has conditional site plan and building permit approval for the six unit apartment building. Because the applicant is now proposing to develop 1 single family structure and 2 two-family structures, the minimum lot area per unit in the R4 single family residential district and the RT1 Two-family residential district apply per §66.231 (a): *R4 one-family district dimensional standards shall apply when one-family dwellings are erected in less restrictive residential districts. RT1 two-family district dimensional standards shall apply when two-family dwellings are erected in less restrictive residential districts.* The new proposed cluster development is less intensive and is less dense in terms of units and bedrooms than the conditionally approved 6-unit apartment building proposal, but it requires more lot area per unit. It appears that 1 single-family dwelling and 2 two-family dwelling would be a reasonable use of this parcel that would fit this unusually deep 40 ft. wide corner lot as well or better than an apartment building. The criteria for modification of the required lot area requirement for the one-family dwellings and 2 two-family dwelling are met.

Required Front Set Back (pertains to the duplex closest to Laurel Avenue): At the HPC pre-development review, the commission requested that site be reconfigured so that there is a courtyard in between the structures. Based on their feedback, the original cluster development proposal was reconfigured to create this courtyard by connecting two of the buildings and pushing the structure closer to Laurel Avenue. The courtyard that was requested by the HPC, along with building code separation requirements between the structures, reduce the developable area of the lot. The proposed 17' set-back is in line with the house directly adjacent to the subject parcel. Multiple principal structures are permitted in the RM2 zoning district and are a lawful use of the property. The criteria for a modification of the front setback requirement to allow a 17' setback are met.

Lot coverage (pertains to all structures): The maximum lot coverage in residential zoning districts is 35% and the applicant is proposing 39% lot coverage for all the structures on the lot. Because there are apartments above the garage, this structure has to be considered a principal structure and must be counted toward the maximum lot coverage for all principal structures. Two uses listed in the zoning would permit units above a garage without it being considered a principal structure and therefore would not be counted toward maximum lot coverage for all principal structures: detached accessory dwelling units and carriage houses. The lot coverage for dwelling units above a garage for these two uses would be subject to the maximum lot coverage for an accessory structure, which would be 35% of the rear yard or 1000 square feet, whichever is less. This proposed structure cannot meet the standards for either a carriage house or an accessory dwelling unit, but they are a substantially similar building typology to what the applicant is proposing. The applicant is proposing a 910 sq. ft. footprint for the garage and dwelling units above the garage. Accessory dwelling units, carriage houses, and two-family structures are lawful uses in an RM2 zoning district. The applicant has proposed a building typology which is not substantially different than building typologies permitted in the district. The criteria for modification of the lot coverage requirement are met.

Rear setback (pertains to garage apartments): A 25' rear setback is required for the garage with apartments above it because it is considered a two-family principal structure. The applicant is proposing to set this structure back 10 feet 7¾ inches from the alley. As previously stated, there are other uses in the code where this building typology would be permitted as an accessory building for which the required rear setback would be 1 foot from the alley. Two-family dwellings, carriage houses, and accessory dwelling units are permitted and lawful uses in the RM2 zoning district. The criteria for modification of the rear setback requirement are met.

Side yard setbacks (pertains to garage apartments and duplex closest to Laurel): 9 foot side yard setbacks are required for the two duplexes on the lot. The applicant is proposing a 2 ft. setback from the western property line and a 3 foot setback from the eastern property line for the garage duplex. If it were possible to regulate this structure as a carriage house or accessory dwelling, the required side yard setback would be 3 feet from the eastern property line, and the required setback from the western property line would be 4 feet, as for a single family dwelling, because it's a corner lot. One of the intentions of requiring that an accessory structure have the same required setback as a principal structure on a corner lot is to ensure that there are adequate site lines for vehicles leaving the alley. Although the applicant is proposing a side yard setback that is less than the four feet that would be required for a carriage house or accessory dwelling unit with a single family dwelling as the principal structure, the proposed structure is roughly 6 feet from the sidewalk, which is where a potential conflict between a pedestrian and vehicle could occur. This is because there is about four feet of grass between the sidewalk and the western lot line.

9' side yard setbacks are also required for the duplex closest to Laurel Ave. In response to the feedback from the Heritage Preservation Commission, the applicant connected two of the structures in order to create the courtyard. In doing so, the structure typology was changed to a duplex, which increased the setback from 4' to 9'. This is a long narrow lot and the strict application the setback requirements would limit the developable width of the lot to 22'. The

conditionally approved 6 unit multiple family structure was granted variances of the 9 foot side yard requirement, in order to construct the building 1 foot and 2 feet from the side property lines. The proposed 2 unit structure with 6 ft. setbacks seems more or equally appropriate for this long narrow lot. The criteria for modification of the side yard setback requirement for the duplexes are met.

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 proposed development is consistent with the 2030 comprehensive plan and is an example of a missing middle housing typology called for in the 2040 comprehensive plan. The subject parcel is near the intersection of Selby Avenue and Dale Street. Both streets are classified as minor arterials intended to accommodate more intensive development. Both streets are also served by public transit; Selby Ave is served by the Route 21, an east west route, and Dale Street is served by Route 65, a north-south route. Because of the subject parcel's proximity to transit, the proposed infill development is consistent with the comprehensive plan transportation policy T2.2, which calls for promoting creative infill housing near transit corridors to increase transit supportive density and housing choices. It is also consistent with comprehensive plan land use policy LU-1.42 which calls for promoting the development of housing in mixed use neighborhoods that supports walking and public transportation.

The land use chapter of the comprehensive plan defines Dale Street as residential corridor and Selby Avenue as a Mixed use Corridor. The comprehensive plan calls for a density of 4 – 30 units per acre on residential corridors and 30 – 150 units per acre in mixed use corridors. The density of the proposed development is roughly 30 units per acre, consistent with both of these land use classifications. The proposed project and density range is consistent with housing chapter policy 1.3 which calls for revitalizing the city by developing land efficient housing.

(b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets. This condition is met.* Vehicular ingress and egress to a 4 car garage is from the alley and will not significantly affect traffic congestion on adjacent public streets.

(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 subject parcel is within a heritage preservation district and therefore subject to design standards meant to ensure compatibility with the existing character of development in the immediate area. The proposed use will not endanger the public health, safety, and general welfare.

(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 proposed development will not impede the development of adjacent properties.

(e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located. This condition can be met, subject to requested modification of cluster development standards § 65.130 (c) and (d) and variance of the minimum parking requirement for the proposed uses.*

5. *Section 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:*

(a) *The variance is in harmony with the general purposes and intent of the zoning code. This finding is met.* The subject parcel is zoned RM2 which is intended to provide for more extensive areas of multifamily development and a balance of population concentration near major thoroughfares and transit. The proposed density and proximity to transit are consistent with the intent of the RM2 zoning district. This proposed development, and the necessary parking

variance, are also consistent with the zoning code intention to encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods. The proposed transit supporting density cannot be achieved without a parking variance, and therefore the variance is consistent with this intent. Another intention of the zoning code is to lessen congestion in the public streets by providing for off-street parking of motor vehicles. The applicant is proposing to construct 4 off street parking spaces, with additional bike parking, for 5 units. On street parking in the immediate area is restricted to one side of Laurel and there is a two hour parking limit on Dale Street adjacent to the subject parcel during the day. Although there are restrictions that limit the on-street parking supply, this intent of the zoning code is still met because of the proximity to public transit, additional bike parking, and the mix of uses in the immediate area, which including neighborhood serving commercial uses adjacent to the subject parcel.

(b) The variance is consistent with the comprehensive plan. This finding is met. The parking variance is necessary in order to achieve the density that is being proposed. This is consistent with policy transportation policy T2.2, which calls for promoting creative infill housing near transit corridors to increase transit supportive density and housing choices and land use policy LU-1.42 which calls for promoting the development of housing in mixed use neighborhoods that supports walking and public transportation.

(c) The applicant has established that there are practical difficulties in complying with the provision; that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties. This finding is met. The lot is unusually narrow for a lot of its depth. The applicant is proposing a cluster development with 3 principal structures. The building code requires a fire separation between the individual buildings, which is increased if there are windows in the structures that face each other. The narrow width of the lot, along with this required separation of buildings, limits the amount of area in the rear yard that could be developed for accessory parking.

(d) The plight of the landowner is due to circumstances unique to the property not created by the landowner. This finding is met. The subject parcel is only 40 feet wide, uniquely narrow for a lot this deep, and the dimensional standards for a parking space are 9 x 18. Without accounting for required setbacks the maximum number of off-street parking spaces that can be developed in a garage that is oriented toward the alley is 4 spaces, which is what the applicant is proposing.

(e) The variance will not permit any use that is not allowed in the zoning district where the affected land is located. This finding is met. This does not constitute a use variance.

(f) The variance will not alter the essential character of the surrounding area. This finding is met. The variance will help preserve the essential character of the surrounding area. Because of the limited lot width, the maximum number of off-street parking spaces that can be oriented towards the alley is 4. All of the off-street parking facilities for the adjacent residential properties are oriented towards the alley, and therefore the proposed parking layout and orientation is consistent with the essential character of the surrounding area.

- J. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit for a 5 unit cluster development with modification of lot coverage and setback standards and a parking variance (7 spaces required, 4 proposed) at 617 Laurel Avenue, subject to the following additional conditions:
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.
 2. Final plans approved by the Heritage Preservation Commission for this use shall be in substantial compliance with the plan submitted and approved as part of this application.



CONDITIONAL USE PERMIT APPLICATION
 Department of Planning and Economic Development
 Zoning Section
 1400 City Hall Annex
 25 West Fourth Street
 Saint Paul, MN 55102-1634
 (651) 266-6589

PD = 8

Zoning Office Use Only
 File #: 19-025163
 Fee: _____
 Tentative Hearing Date: 6-6-19

012823220296

APPLICANT

Name Alan Hupp / Hupp Holdings LLC Email awhupp@huppholdings.com
 Address 10431 Homeward Hills Road
 City Eden Prairie State MN Zip 55347 Daytime Phone 952-334-2250
 Name of Owner (if different) _____
 Contact Person (if different) _____ Phone _____

PROPERTY LOCATION

Address/Location 617 Laurel Ave
 Legal Description Lot 12 Block 6 of Woodland Park Addition, to St. the W 40ft of Lot 12 Blk 6
 _____ Current Zoning RM2
 (attach additional sheet if necessary)

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of
 Chapter 65, Section 130, Paragraph _____, 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 attached

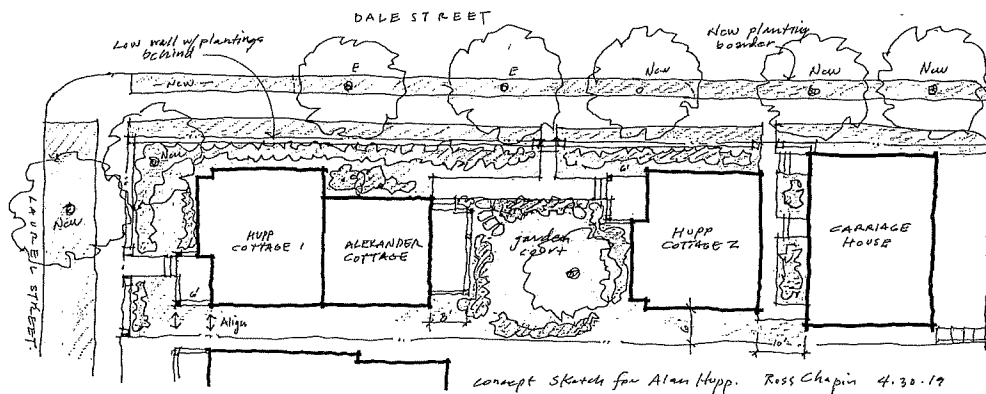
Required Site Plan is attached

Applicant's Signature [Signature] Date 5/15/19 City Agent [Signature]

C3: Community + Cottage + Cluster

A micro, cluster housing project in the heart of St. Paul that is compatible in mass and scale with residential neighborhoods serving the “missing middle”.

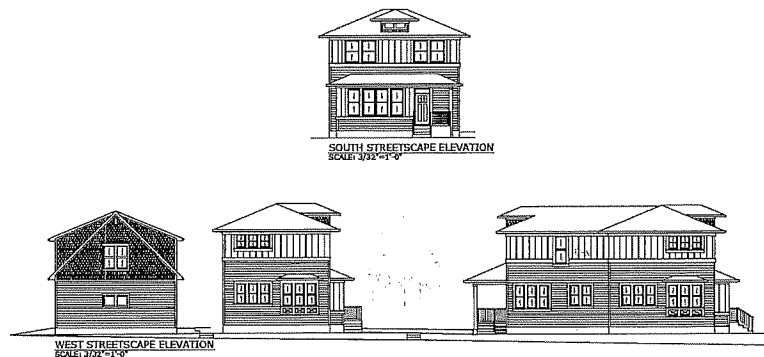
A project that directly supports Goal 6 of St. Paul’s new 2040 Comprehensive Plan.



Conditional Use Permit Application
Submitted To St. Paul Planning Commission
For 617 Laurel Avenue
By Alan Hupp, Hupp Holdings LLC
May 2019

IMPORTANT NOTE: This Conditional Use Permit application is nearly identical to our previous application, which was reviewed and approved by the Zoning Committee of the St. Paul Planning Commission on April 25, 2019. The St. Paul Heritage Preservation Commission (HPC) initiated the following changes.

- The cottages were moved either north or south to open up a more defined center courtyard that becomes the focal point of the micro cluster development.
- The two center cottages are rotated to face the courtyard and the two southerly most cottages are joined with a common back wall creating a side-by-side duplex.
- The Laurel-facing cottage is moved 3' south to line up with the neighbor's house with all building footprints and side yard setbacks remaining unchanged. However, because duplexes require a 9' setback, a modification from the current 6' setback is required.



Development Description

Hupp Holdings LLC is a Twin Cities developer focused on boutique, infill projects. We propose a micro cluster development at 617 Laurel Avenue, a site that sits on the northeast corner of Dale Street and Laurel Avenue, Saint Paul, Minnesota (Ramsey County PID # 012823220296). According to St. Paul zoning code, a cluster is *"the arrangement of two (2) or more dwelling units, either attached or detached, as part of a single development that may include more than one (1) principal residential building on a zoning lot"*.

Our C3 development (community + cottage + cluster) will consist of five living units located in three discrete buildings as illustrated in the streetscape below. These will be built on a 7,200 sq. ft. vacant lot and rented to a target audience consisting of singles looking for workforce housing, young professionals wanting an urban living experience and/or "baby boomers" wishing to downsize. In addition to leveraging the potential of a site that has been vacant for over 60 years, the project's goals are to:

- Honor the sites history
- Provide affordable living options
- Create a replicable development model for other infill sites
- Encourage rezoning for similar sites in St. Paul

Project Site

This RM2 zoned site has been vacant since 1968. It is located in the Cathedral Hill neighborhood under the purview of the Summit-University District Council, which “supports quality housing that provides lifelong options for residents at all stages of their lives.” The property sits squarely between commercial and residential properties within the Historic Hill Heritage Preservation overlay-zoning district.

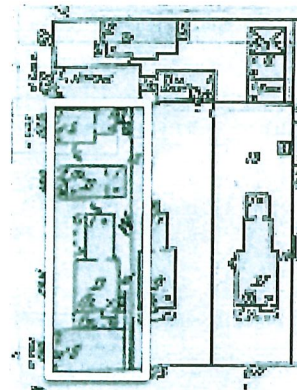
Our project is oriented towards, and takes its energy from, the commercial and multifamily neighbors to the north, west, and south. At the same time it provides an important visual and noise barrier separating the busy Dale corridor from residences to the east.

The Mississippi Market, a large co-op grocery store with its two parking lots, is located to the northwest and next to a HourCar Hub. Retail stores, restaurants, and a bar are in close proximity to the site on the north. An apartment building, four-plexes, duplexes and single-family homes lie to the south and east. These have a mix of tenancy situations (owner-occupancy and rental). On-street parking is allowed on Dale and on the south side of Laurel Avenue. Sidewalks line both sides of Dale Street and Laurel Avenue. Metro Transit bus service is provided on both Dale Street (Route 65) and Selby Avenue (Route 21).



Site History

A very large part of the development of this area took place in the late 19th and early 20th centuries. The Sanborn insurance map from 1925, on the right, shows several buildings on the property including three dwellings, a store on the front of the main house, a tin shop, and a hardware store - a true multiuse “cluster”. These were all demolished in 1968 and the lot has sat vacant since. **This project brings this cluster concept back.**



Over the past couple decades, Cathedral Hill has seen significant private reinvestment in historic restoration and rehabilitation of the residential structures, some new infill residential development, and economic rejuvenation of the commercial corridors with new retail and restaurant businesses. Many parks are within a mile (McQuillan Park, Holly Tot Lot, Martin Luther King Park, Carty Park, as well as the playground at Webster School). Major institutional amenities nearby include the Martin Luther King Rec Center/Penumbra Theatre to the north, and Saint Paul Curling Club and the YWCA facility, both located on Selby Avenue to the east of the site.

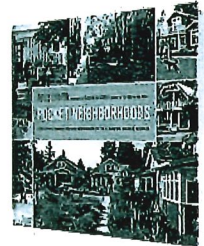
As mentioned, the site has been the home to several buildings with both commercial and residential uses. However the site presents many challenges for redevelopment as exhibited by the fact it has remained vacant for almost 60 years.

Relevant Project Background

Hupp Holdings LLC has advanced two previous designs for this site. In 2017 variances were approved to build three, large row houses. This project was put on hold given further market analysis and the

realization that the large units were not well suited for the neighborhood and market demand. In 2018, a new 6-plex project was brought forth with three, smaller row houses and three studio apartments. After getting BZA and City Council approval for several variances, the project was again stopped given unforeseen costs, many imposed by the city, and schedule delays.

Back to the drawing board in late 2018, the idea of a micro cluster development built around small cottages surfaced. Some of the inspiration for this new development came from work done by Ross Chapin a well-regarded architect who has published a book called "Pocket Neighborhoods". In fact Ross has been engaged to consult on our new design and his early sketch for the project is on the cover of this document.



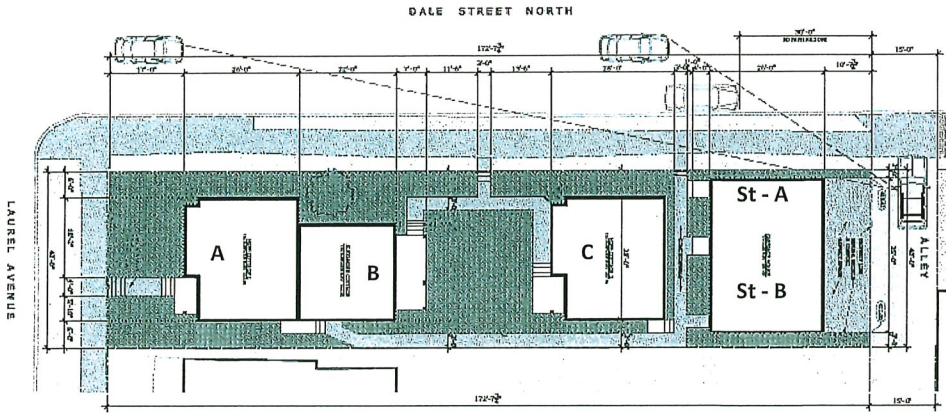
Larger than "tiny" houses but yet smaller than typical residences, cottages are ideal for individuals and couples who don't want a big house, but would still enjoy some outdoor space, a small garden or a patio. They can make ideal "starter homes", or good living options for busy professionals and also those seeking workforce housing who are able to live with less space and are short of time for maintaining a large home. The "cluster" nature of our C3 development can add connectedness to our lives. Older single people often enjoy the social contacts and security of living close to neighbors. The chart to the right summarizes the key characteristics of each of our designs showing that the overall size of the project (measured in volume, units, etc.) has been reduced over time while the habitable area has become less concentrated and more evenly distributed over the site.

	2017 design	2018 design	2019 design
Total living units	3	6	5
Average unit size	2,436	1,218	907
Type (% unit count)	100% Market rate	50% Market rate 50% Affordable	60% Market rate 40% Affordable
Building volume	6,940	6,940	4,991
Bedrooms	9	11	8

Project Overview

The C3 project will have one 1,338 sf. two-story, 2+ bedroom cottage (A) facing Laurel Avenue blending nicely into existing residences. Sharing the back wall with this cottage will be a smaller 950 sf. version (B) thus creating an elegant side-by-side duplex. This smaller cottage (B) will face another 1,338 sf. cottage (C) build on the opposite side of the courtyard. The shed-dormered carriage house will provide both garage space as well as two compact studios (available at affordable rents). Collectively the project will provide 8 bedrooms and over 4,500 sf. of living space for new tenants. A summary of the key dimensions for the buildings as well as a lot coverage calculation are listed in the table to the right.

	BRs	Width	Depth	Footprint	Living sf
Cottage A (south duplex)	2	28	26	728	1,338
Cottage B (north duplex)	2	22	22	445	950
Cottage C	2	28	26	728	1,338
Carriage House - Garage	0	35	26	910	0
Carriage House - Studio A	1	17	26	na	455
Carriage House - Studio B	1	17	26	na	455
Total	8			2,811	4,536
Lot size				7,200	
Lot coverage				39%	



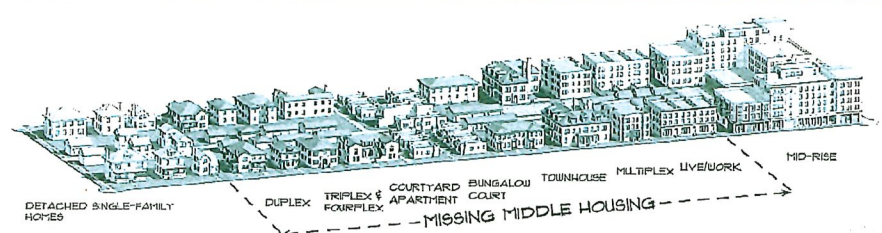
The C3 development is consistent with St. Paul’s Comprehensive Plan and Historical Preservation Commission guidelines while at the same time providing a valuable transition between the adjacent commercial and residential districts in the neighborhood. It has been designed to (1) reinforce the growing vitality of the area Selby/Dale neighborhood node, (2) provide new housing options for those desiring to live in an urban environment, and (3) put a valuable asset back on the tax roll after 60 years of dormancy.

Benefits of Missing Middle Housing

The "missing middle" is a segment of the housing market that contains small-scale multifamily or clustered housing types compatible in scale with single-family neighborhoods. It is a land use, economic development and urban design strategy that allows cities to support walkable, transit-supportive neighborhoods

without significantly increasing densities in predominantly single-family neighborhoods. Missing Middle housing provides more housing choice and therefore allows the city to better adapt to housing trends and market cycles. It is more sensitive to neighborhood context, allowing for gradual transition from Urban

Neighborhoods to Mixed-Use areas and/or Neighborhood Nodes. Missing Middle housing types include accessory dwelling units, duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, mansion-style multi-family and multiplexes. Excellent examples of these housing types can be found throughout Saint Paul.



Missing Middle Housing is covered by Optima Design. OPTICOS Illustration © 2015 Optima Design, Inc.

Supported By Comprehensive Plan

Our proposed development – with the requested variances - is in harmony with the general purpose and intent of the St. Paul Zoning Code and is supportive of the current, and future, Comprehensive Plans.

- Given anticipated growth, the demand for smaller units, a built-up city, and the need to increase the City's tax base, the City has publicly stated that greater housing density is needed over the next 20-30 years. Further, policies state that this density should be primarily focused on sites along corridors, in high-amenity areas, with the housing designed to be sensitive to the existing neighborhood context in built form and open spaces. Lastly, the case is made that adding land-efficient housing along the City's corridors and within neighborhood centers not only helps to stabilize the City's fiscal situation, it would mean a larger customer base for existing nearby businesses and would potentially spur demand for new businesses. This is **consistent with our project vision, which directly supports these policies.**
- As stated in the City's Comprehensive plan, the overall strategy is to target growth into unique neighborhoods where housing, jobs, shopping, community amenities, and transit opportunities exist. This strategy focuses on sustaining the character of Saint Paul's existing neighborhoods, encouraging the development of medium-density multi-family housing along Residential Corridors. Dale is designated a Residential Corridor, while Selby is designated a Mixed-Use Corridor. This encourages the development of townhouses and smaller multi-family developments compatible with the character of Established Neighborhoods, indicating that these developments should occur at the intersections of two streets, either arterials or collectors, located on a transit route to support walking and the use of public transportation, which this does. **Our project directly supports this strategy.**

Conditional User Permit Application

The site for our proposed project is zoned RM2 which supports medium density, multifamily development. We believe our project is precisely the type of medium-density development the City is seeking to provide and the type of quality housing needed for its target growth. The City has developed certain housing policies based on the demographic projections that point to population growth fueled by the groups we are targeting.

Our project, consisting of a large cottage, a side-by-side duplex built from a small and large cottage joined together, and two small studios, will meet most of the applicable standards and conditions for a cluster development although given the narrow lot and stringent lot size requirements from current zoning code some modifications (variances) will be required consistent with the requirements specified in Sec. 61.502 of the zoning code.

Sec. 61.502. - Modify special conditions.

The planning commission, after public hearing, may modify any or all special conditions, when strict application of such special conditions would unreasonably limit or prevent otherwise lawful use of a piece of property or an existing structure and would result in exceptional undue hardship to the owner of such property or structure; provided, that such modification will not impair the intent and purpose of such special condition and is consistent with health, morals and general welfare of the community and is consistent with reasonable enjoyment of adjacent property.

Cluster development standards and conditions summary (details follow)

In compliance:

1. Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request.
 - In compliance - See Addendum drawings
2. No unit shall intrude on the vertical airspace of any other unit.
 - In compliance - See Addendum drawings
3. Parcel shall have a minimum frontage of eighty (80) feet on an improved street
 - In compliance - See Addendum drawings
4. Structures shall conform to the dimensional standards for height
 - In compliance - See Addendum drawings
5. Design shall be compatible with the surrounding neighborhood
 - In compliance - See Addendum drawings
6. Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography
 - In compliance - See Addendum drawings

Requested modifications/variances:

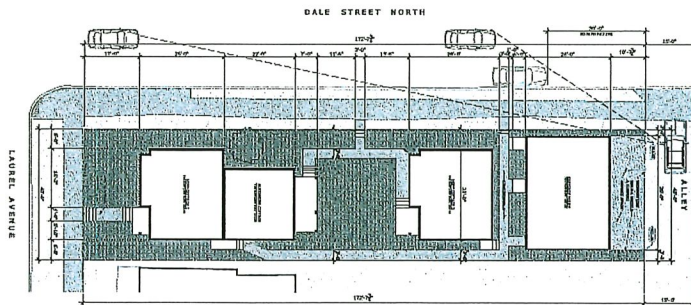
7. *Parcel shall meet the lot area required per unit in the zoning district*
 - Project seeks variance from required 21,000 sf. of lot area to 7,200 sf.

8. Structures shall conform to the dimensional standards for lot coverage
 - Project seeks variance from 35% lot coverage to 39%
9. Project meets setback requirements for the zoning district
 - Project seeks variance for front yard (30' > 17'), Carriage House side yard (6' > 3'/2') and back yard (25' > 5') setbacks, and Duplex side yard (9' > 6')
10. Project meets parking requirements for zoning district
 - Project seeks variances from required 7 to 4 off-street parking spaces.

	Modifications/Variations	Required	Proposed
Density	Lot area per unit 5,000 sf per cottage + 6,000 sf for studios	21,000 sf	7,200 sf
	Lot coverage Note: 40% in R1-R4 districts	35%	39%
Setbacks	Rear setback (alley) Per RT1 standards	25'	5'
	Side yard setback (Carriage house) Per RT1 standards	6'	3' / 2'
	Side yard setback (duplex)*	9'	6'
	Front yard setback (Off Laurel)	30'	17' (was 20')
Parking	Parking spaces	7	4
	* Distances to property line did not change but setback required for Duplex is 9' vs. 6' for single family residence		

In addition to the above items, the project meets all the following requirements for Conditional Use Permits:

- A. The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable sub-area plans which were approved by the city council.
 - In compliance
- B. The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.
 - In compliance as illustrated in the diagram below showing visibility for cars traveling west down the alley and merging on to Dale traffic.



- 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.
 - In compliance



- D. The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.
 - In compliance
- E. The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.
 - In compliance

Cluster Development detailed discussion

As discussed earlier, this is the third iteration of a possible project at 617 Laurel. The city and its commissions have been supportive of earlier attempts to optimize the site for the benefit of the city, neighborhood and the developer. They felt that increased density at this location was appropriate, that the design was complimentary the both the residential and commercial neighborhoods and consistent with the Comprehensive Plan. As illustrated in the table to the right, several similar variances were needed – and approved - for Density, Setbacks and Parking.

		Projects		
		2017	2018	2019
Density	Lot size	x	x	o
	Lot coverage			o
Setbacks	Side yard	x	x	o
	Garage/lot	x	x	o
	Front yard			o
Parking		x		o

o = requested
x = approved

Density

Variance request: Our project is governed by two somewhat similar density-related requirements: a Minimum Lot Area (MLA) of 21,000 sf. (5,000 sf. per cottage and 6,000 sf. for studio apartments) and a minimum lot coverage requirement of no more than 35%. We request a variance that reduces our MLA requirement to 7,200 sf and lot coverage percentage to 39% of the lot. In support of our variance request, we ask you to consider:

- The project is consistent with the intent of its RM2 zoning.

The RM2 medium-density multiple-family residential district is intended to provide for more extensive areas of multiple-family residential development and a variety of congregate living arrangements, as well as uses that serve the needs of the multiple-family residential districts. It is intended to provide for comprehensive development of multiple-family uses and a balance of population concentration near major thoroughfares, transit, and related facilities

- The current Comprehensive Plan supports the level of proposed density and the proposed 2040 Comprehensive Plan supports it even more so (see below).
- Previous projects proposed for the site, and which received BZA and City Council approvals, were taller, larger (more square footage) with more units and more bedrooms.
- The proposed level of density allows for affordable units to be offered meeting a pressing need for the city and the country as a whole.
- The proposed building is a permitted use on this lot.
- This development is located near the Selby/Dale neighborhood node with close proximity to mass transit.
- The challenges associated with developing this lot were aggravated when the lot was split off of a larger lot so it could be sold to build a new single-family residence. This new lot had only 40' of frontage. However back at that time, and still today, the site is zoned RM2 supporting multifamily development, which requires a larger (bigger and/or wider) lot. So approval of the variance back in 2002 put the lot size at odds with its designated zoning making it virtually impossible to do a viable RM2 development without variances.
- Expanding on this point, although the lot is zoned RM2 supporting medium density, multifamily development; a two-unit development (duplex) can't be built without a variance for frontage width and projects such as the one we propose can't be built without a variance for minimum lot area. So the City has inadvertently created a conundrum for itself and developers. As a result our plight is due to circumstances unique to this property and we, the landowner, did not create these circumstances.
- The proposed project is designed within HPC guidelines and will reinforce if not enhance the character or value of the surrounding properties.
- There are several other multifamily properties within close proximity that have less than the required lot area per unit.
- If this was a typical interior, infill site the number of units could be an issue. However given that this is a corner lot with streets on three sides and with units facing Dale, there is not a practical concern with regard to unit or garage access/egress.

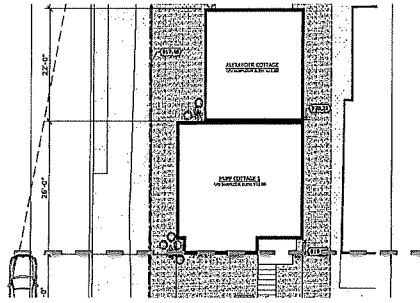
Setbacks

Current zoning requirements and our variance requests are listed in the table below.

Setbacks		Required	Requested
	Rear setback (alley)	25'	5'
	Side yard setback (Carriage house)	6'	3' east / 2' west
	Side yard setback (duplex)*	9'	6'
	Front yard setback (Off Laurel)	30'	17'

In support of our variance request, we ask you to consider:

- The requested 17' setback actually allows the Laurel-facing cottage to match the neighboring house to the east, as illustrated in the drawing to the right.
- The previous project design approved by the Zoning Committee had side yard setbacks of 6', which were in compliance for single family houses. Our duplex, which was formed by joining two cottages with the same footprints as before, has a setback requirement of 9'. Although there is nothing materially different from before, we need a modification to accommodate the 3' difference.
- With regard to the Carriage House setbacks, traditionally the property line is at the back of the sidewalk but in this rare instance the property line is 3' back so even with only a 2' setback on the west side of the Carriage House it will setback 5' which provides adequate space for landscaping (which is allowed on public right of ways).
- Since there are only parking lots to the west of our project, other properties or neighbors will not be adversely impacted by the reduced setback.
- Previous projects received approvals for similar requests.



Parking

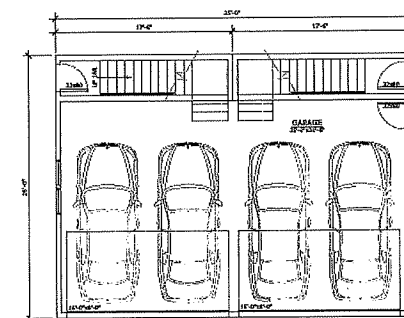
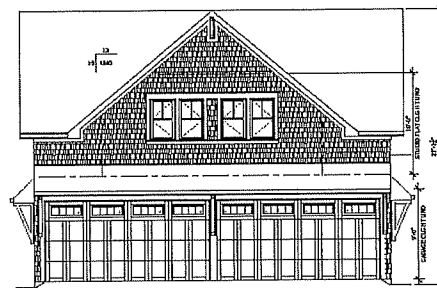
Our project is required to have seven parking spaces, adjusted for bicycle storage. We plan on having four garage spaces accessible off the alley. This meets the parking requirements for two out of three cottages plus provides each cottage with additional secure storage, as indicated in the table to the right. We assume (given past experience) that the tenants choosing compact studios will likely bike, ride buses (which are accessible 20 yards away), rent Hour Cars or ride-share. Given this, we request a variance for three parking spaces. In support of our variance request, we ask you to consider:

Parking	Required	Proposed
2-bedroom cottage	1.5	1.5
2-bedroom cottage	1.5	1.5
2-bedroom cottage	1.5	1.0
1-bedroom studio	1.5	-
1-bedroom studio	1.5	-
Bicycle storage credit	-0.5	
Total parking spaces	7	4

- The design of the cottages, with parking to serve each unit, not only meets the City's desire to keep parking to a minimum but also supports its promotion of the use of public transit where available. Dale Street and Selby Avenue to the north are both Metro Transit routes. The Dale Street route connects directly to the University Avenue Light Rail Station on the Green Line.

- The garage is located off the alley with screening between the building and Dale. This meets the Guidelines for Design Review state that *"if an alley is adjacent to the dwelling, any new parking should be located off the alley. Where alleys do not exist, garages facing the street or driveway curb cuts may be acceptable. Garage doors should not face the street."*

- There is designated street parking in front of the units on Dale. The Mississippi Market has two parking lots and abundant parking for its customers.
- Previous project received a parking variance.



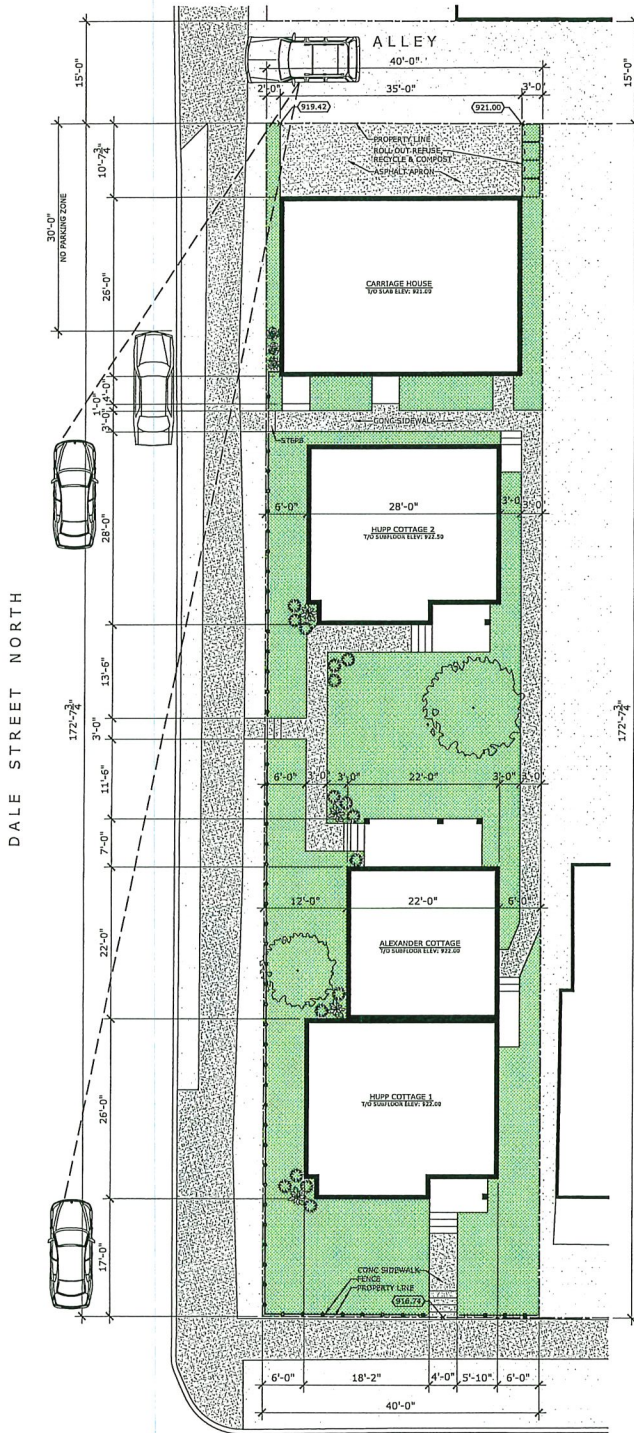
Summary

The proposed development is consistent with St. Paul's Comprehensive Plan and Historical Preservation Commission guidelines while at the same time providing a valuable transition between the adjacent commercial and residential districts. In addition, our project will (1) reinforce the growing vitality of the area Selby/Dale neighborhood node, (2) provide new, affordable housing options for young professionals and retiring seniors desiring to live in an urban environment, and (3) put a valuable asset back on the tax roll after 60 years of dormancy.

The size and dimensions of the lot along with the requirements of the Zoning Ordinance impose significant constraints on the optimum use of the property so modifications and variances are requested. Without these modifications and variances, unreasonable limitations would be placed the use of this valuable property. At the same time, the project is consistent with health, morals and general welfare of the community, and is consistent with reasonable enjoyment of adjacent property. In addition to the above items, the project meets all the following requirements for Conditional Use Permit:

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

- The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.
- 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 use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.
- The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.



LAUREL AVENUE

SITE PLAN
SCALE: 3/32" = 1'-0"

**ROBINSON
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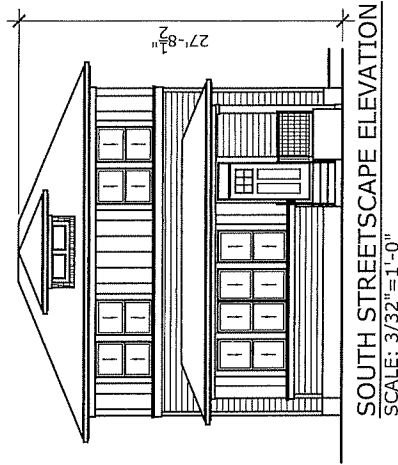
DRAWINGS BY
ROBINSON RESIDENTIAL
DESIGN INC.
2232 2ND AVENUE
REGINA, SASKATCHEWAN
CANADA S4R 1K3
TEL: (306) 332-6617
FAX: (306) 332-6619

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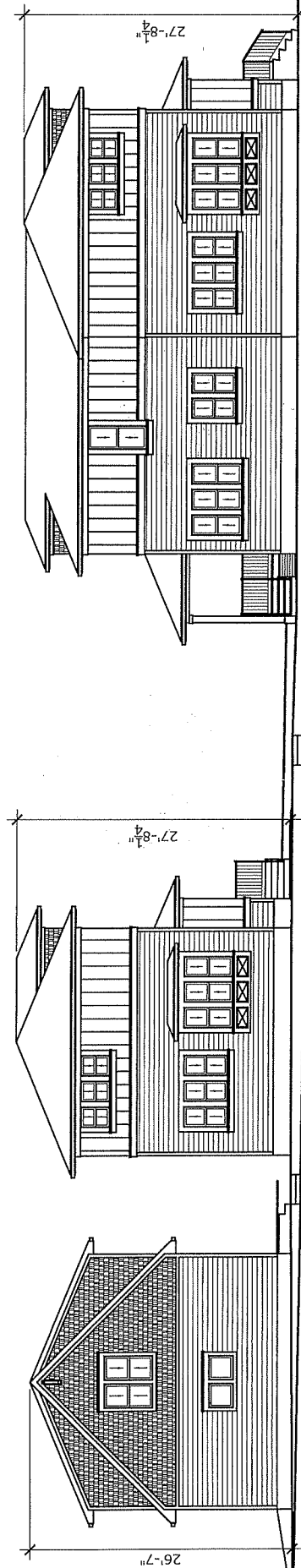
PROJECT	617 LAUREL AVENUE	LOT	12
BUILDER		BLOCK	6
		PLAN	-
		CIVIC	617 LAUREL AVENUE
		LOCATION	ST PAUL, MINNESOTA

DESIGNED BY	J.R.	SCALE	3/32" = 1'-0"
DRAWN BY	L.S.	DATE	2019-05-03
DRAWING TITLE	SITE PLAN		

DRAWING NO.
A-1



SOUTH STREETSCAPE ELEVATION
SCALE: 3/32"=1'-0"



WEST STREETSCAPE ELEVATION
SCALE: 3/32"=1'-0"

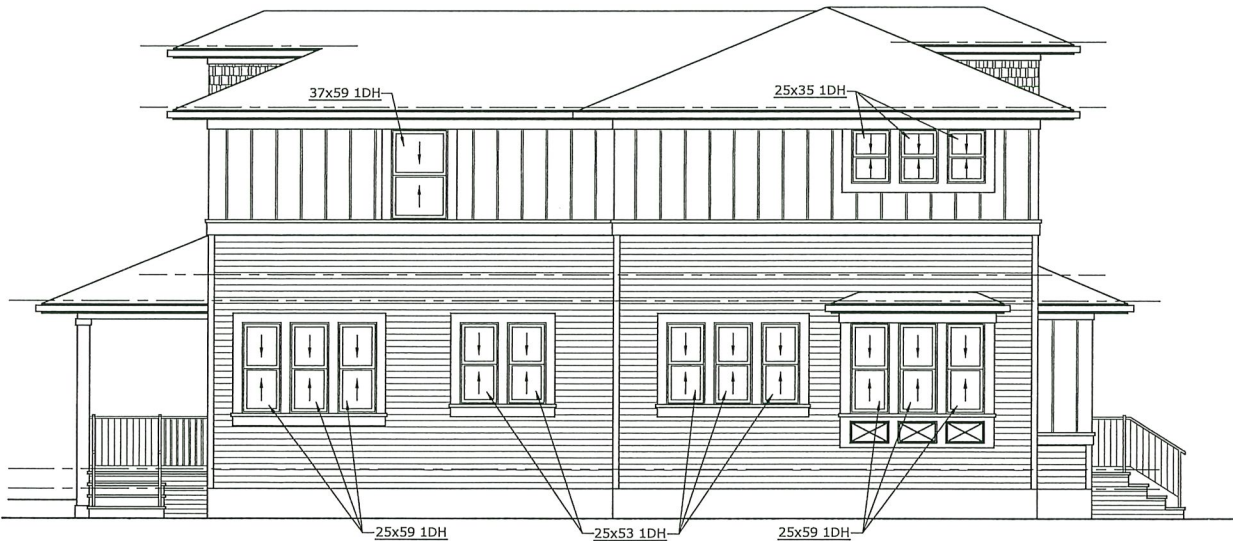
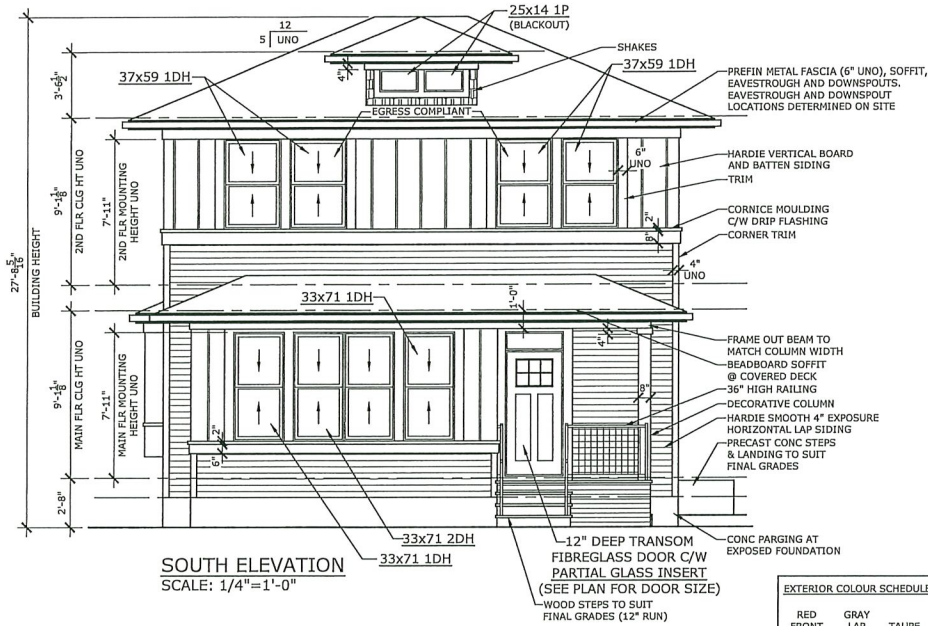
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DESIGN INC.
2332 2ND AVENUE
REGINA, SASKATCHEWAN
CANADA S4R 1K3
TEL: (306) 352-6617
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PROJECT		
LOT	BUILDER	617 LAUREL AVENUE
12		
BLOCK	CIVIC	617 LAUREL AVENUE
6		
PLAN	LOCATION	ST PAUL, MINNESOTA

DESIGNED BY	DRAWN BY	DATE	SCALE
J.R.	L.S.	2019-05-03	3/32" = 1'-0"
DRAWING TITLE			DRAWING NO.
STREETSCAPES			A-1



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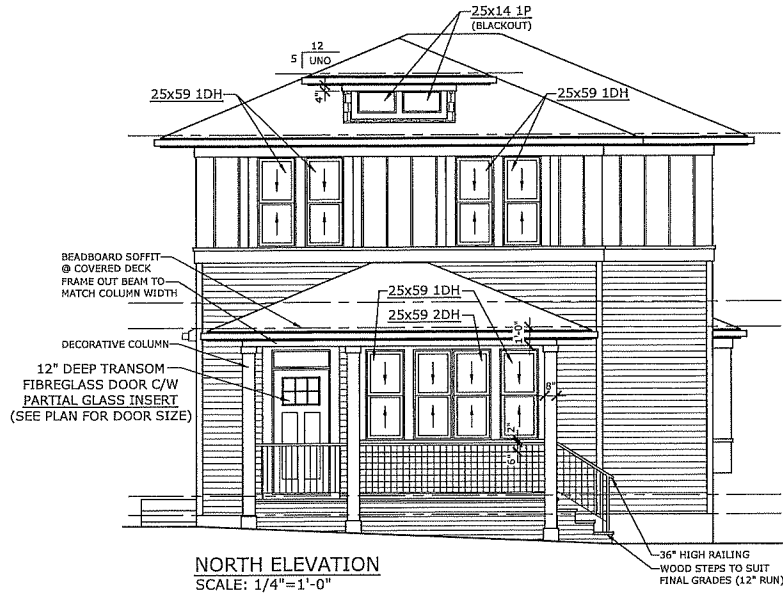
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DESIGN INC.
2232 2ND AVENUE
REGINA, SASKATCHEWAN
CANADA S4R 1X3
TEL: (306) 332-6617
FAX: (306) 332-6619

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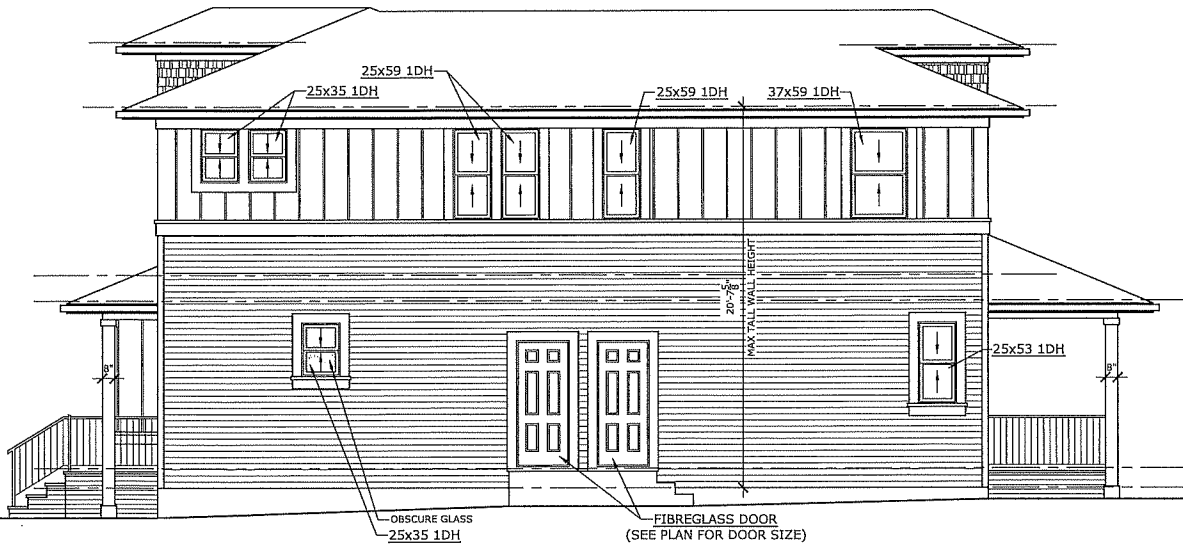
PROJECT	LOT	12
ALEXANDER DUPLEX	BLOCK	6
BUILDER	PLAN	-
	CIVIC	617 LAUREL AVENUE
	LOCATION	ST PAUL, MINNESOTA

DESIGNED BY	SCALE	DRAWING NO.
J.R.	1/4" = 1'-0"	
DRAWN BY	DATE	A-1
L.S.	2019-05-14	
DRAWING TITLE		
EXTERIOR ELEVATIONS		



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

36" HIGH RAILING
WOOD STEPS TO SUIT
FINAL GRADES (12" RUN)



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

**ROBINSON
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PERSONALIZING HOME DESIGN

DRAWINGS BY
ROBINSON RESIDENTIAL
DESIGN INC.
2231 2ND AVENUE
REGINA, SASKATCHEWAN
CANADA S4R 1K3
TEL: (306) 332-6617
FAX: (306) 332-6619

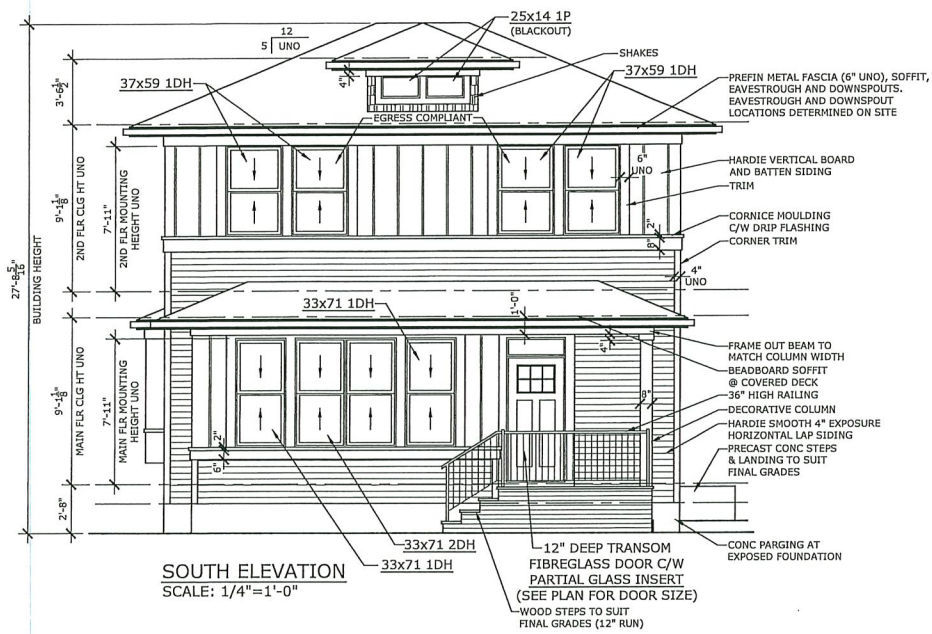
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PROJECT	LOT	12
ALEXANDER DUPLEX	BLOCK	6
BUILDER	PLAN	-
	CIVIC	617 LAUREL AVENUE
	LOCATION	ST PAUL, MINNESOTA

DESIGNED BY	SCALE
J.R.	1/4" = 1'-0"
DRAWN BY	DATE
L.S.	2019-05-14
DRAWING TITLE	
EXTERIOR ELEVATIONS	

DRAWING NO.

A-2



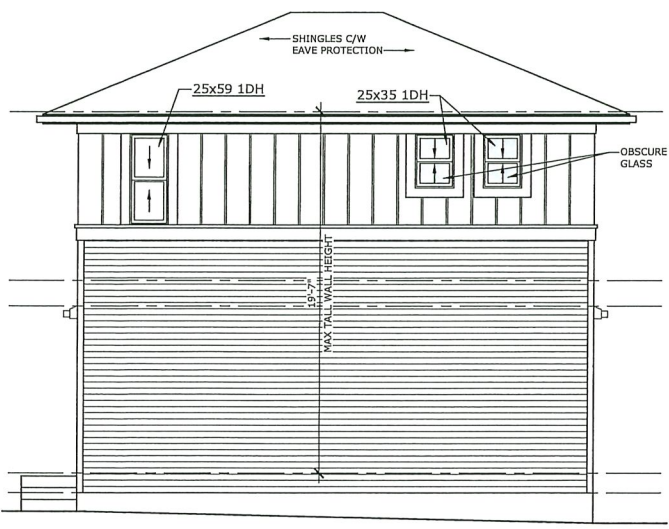
SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR COLOUR SCHEDULE:

RED FRONT DOOR	GRAY SIDING	LAP ACCENT	TAUPE TRIM	WHITE TRIM
----------------	-------------	------------	------------	------------

ABBREVIATIONS:

- UNO - UNLESS NOTED OTHERWISE
- TYP - TYPICAL
- U/S - UNDER SIDE
- C/W - COMPLETE WITH
- R.O. - ROUGH OPENING
- O.C. - ON CENTER
- LBW - LOAD BEARING WALL
- T/O - TOP OF
- SH - SHELF
- COL - COLUMN
- CJ - CONTROL JOINT
- WD - WOOD
- CONC - CONCRETE
- PREFIN - PREFINISHED
- FLR - FLOOR
- CLG - CEILING
- HT - HEIGHT
- I/S - INSIDE
- O/S - OUTSIDE
- TBD - TO BE DETERMINED



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

- ELEVATION NOTES:**
- WINDOWS AND DOOR SIZES SHOWN DO NOT INCLUDE ROUGH OPENING DIMENSIONS. WINDOW SUPPLIER TO PROVIDE EXACT ROUGH OPENINGS PRIOR TO FRAMING.
 - WINDOWS AND DOORS TO ILLUSTRATE DIRECTION OF OPERATION, OBSCURE GLASS, ETC.
 - TYPICAL MOUNTING HEIGHTS DIMENSIONED. ADJUST MOUNTING HEIGHT TO MATCH R.O. OF AN ADJACENT DOOR WHEN THEY ARE WITHIN THE SAME ROOM
 - SEE FRONT ELEVATIONS FOR EXTERIOR FINISHES & DETAILS. ONLY UNIQUE FINISHES & DETAILS WILL BE NOTED ON REMAINING ELEVATIONS.
 - OWNER/CONTRACTOR TO CONFIRM FINAL GRADES ON SITE. ADJUST COLUMN & EXTERIOR STAIR HEIGHTS, AND ADD ANY REQUIRED WINDOWS WELLS.

- GENERAL NOTES:**
- BUILDER TO CONFORM TO LOCAL BUILDING CODES & BYLAWS.
 - DRAWINGS NOT TO BE SCALED.
 - BUILDER SHALL SATISFY THEMSELVES THAT ALL DIMENSIONS, DATUMS AND INFORMATION SHOWN ARE CORRECT. VERIFY ALL DIMENSIONS ON SITE.
 - DIMENSIONS ARE TAKEN TO EXTERIOR FACE OF WALL SHEATHING FOR EXTERIOR WALLS AND TO CENTERLINE OF INT PARTITIONS U.N.O. DIMENSIONS WILL GO TO FACE OF FRAMING WHERE THERE ARE FLOOR OR CEILING FRAMING CHANGES AND AT TUB/SHOWER UNITS.
 - NO MODIFICATIONS PERMITTED TO STRUCTURE WITHOUT WRITTEN APPROVAL OF LICENSED PROFESSIONAL IN THE LOCAL PROVINCE/STATE.
 - ALL BEAMS & HEADERS TO BE SIZED BY OTHERS TO SUIT STRUCTURAL LOADING.
 - DUE TO LOCAL BUILDING CODES, ZONING REGULATIONS AND CLIMATIC CONDITIONS, PLANS MUST BE REVIEWED BY A LOCAL BUILDING OFFICIAL PRIOR TO CONSTRUCTION. ALL STRUCTURAL COMPONENTS INDICATED ON THESE DRAWINGS MUST BE REVIEWED AND ENGINEERED BY A LICENSED PROFESSIONAL IN THE LOCAL PROVINCE/STATE.

ROBINSON RESIDENTIAL
PERSONALIZING HOME DESIGN

DRAWINGS BY
ROBINSON RESIDENTIAL
DESIGN INC.
2332 2ND AVENUE
REGINA, SASKATCHEWAN
CANADA S4R 1K3
TEL: (306) 352-6617
FAX: (306) 352-6619

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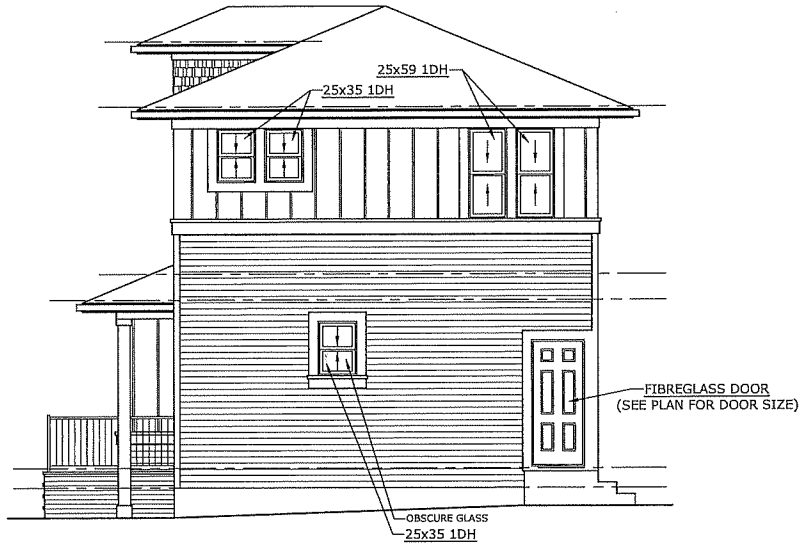
PROJECT	ALAN HUPP	LOT	12
BUILDER		BLOCK	6
		PLAN	-
		CIVIC	617 LAUREL AVENUE
		LOCATION	ST PAUL, MINNESOTA

DESIGNED BY	J.R.	SCALE	1/4" = 1'-0"
DRAWN BY	L.S.	DATE	2019-05-14
DRAWING TITLE			
EXTERIOR ELEVATIONS			

DRAWING NO.
A-1



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



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

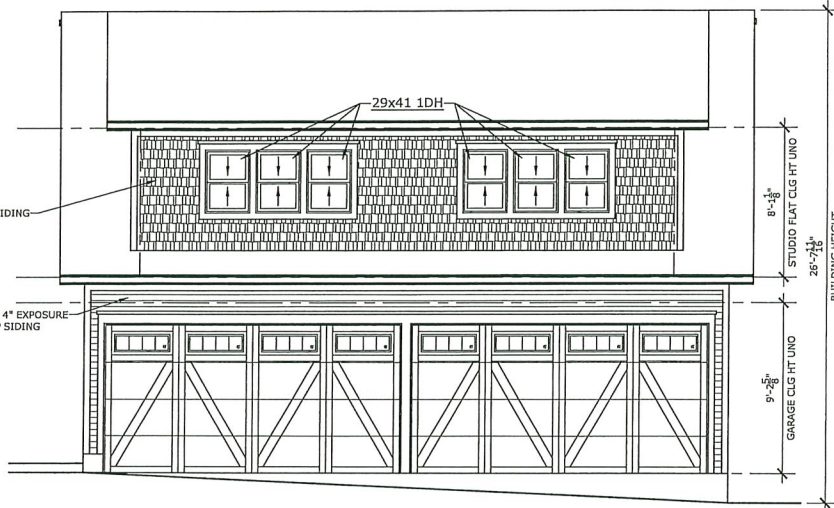
**ROBINSON
RESIDENTIAL**
PERSONALIZING HOME DESIGN

DRAWINGS BY
ROBINSON RESIDENTIAL
DESIGN INC.
2232 2ND AVENUE
REGINA, SASKATCHEWAN
CANADA S4R 1K3
TEL: (306) 352-6617
FAX: (306) 352-6619

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5. Builder to conform to National Building Code of Canada Part 9.

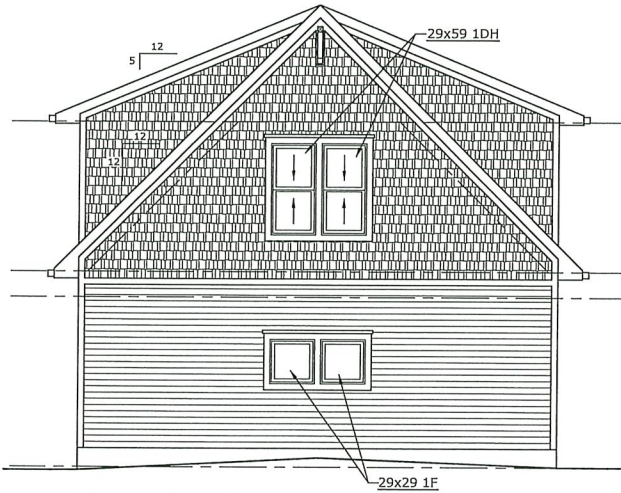
PROJECT	ALAN HUPP	LOT	12	DESIGNED BY	J.R.	SCALE	1/4" = 1'-0"	DRAWING NO.
BLOCK		BLOCK	6	DRAWN BY	L.S.	DATE	2019-05-14	
BUILDER		PLAN	-	DRAWING TITLE		EXTERIOR ELEVATIONS		A-2
CIVIC	617 LAUREL AVENUE	LOCATION	ST PAUL, MINNESOTA					



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

EXTERIOR COLOUR SCHEDULE:

RED FRONT DOOR	GRAY LAP SIDING	TAUPE ACCENT	WHITE TRIM
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EAST ELEVATION
SCALE: 1/4"=1'-0"

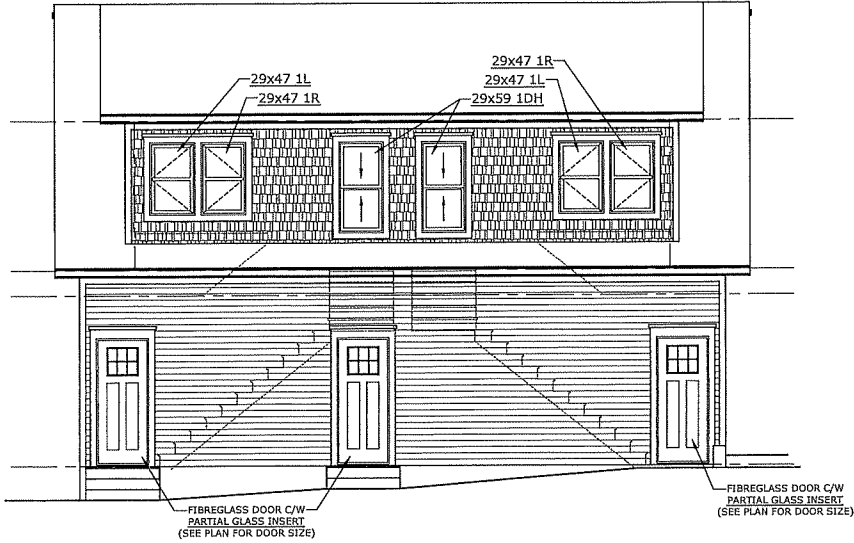
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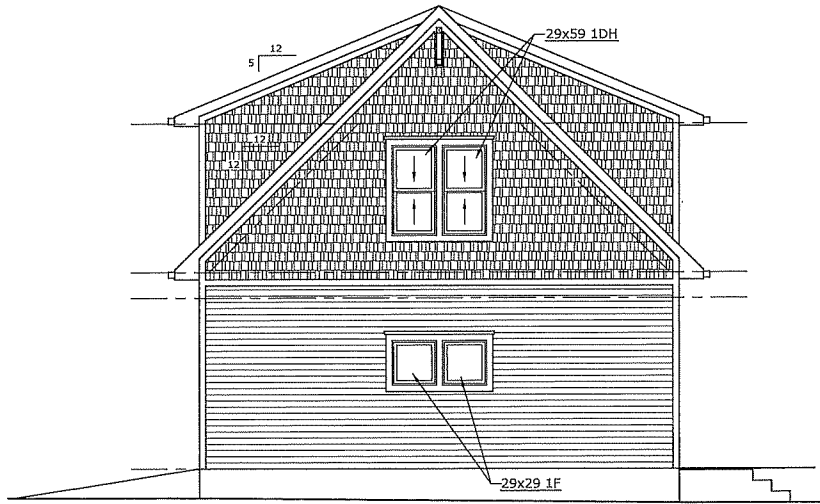
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PROJECT	CARRIAGE HOUSE	LOT	12	DESIGNED BY	J.R.	SCALE	1/4" = 1'-0"
	BUILDER	PLAN	-	DRAWN BY	L.S.	DATE	2019-05-14
		CIVIC	617 LAUREL AVENUE	DRAWING TITLE		EXTERIOR ELEVATIONS	
		LOCATION	ST PAUL, MINNESOTA				

DRAWING NO.
A-1



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



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

**ROBINSON
RESIDENTIAL**
PERSONALIZING HOME DESIGN

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REGINA, SASKATCHEWAN
CANADA S4R 1K3
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5. Builder to conform to National Building Code of Canada Part 9.

PROJECT	LOT	12
CARRIAGE HOUSE	BLOCK	6
BUILDER	PLAN	-
	CIVIC	617 LAUREL AVENUE
	LOCATION	ST PAUL, MINNESOTA

DESIGNED BY	J.R.	SCALE	1/4" = 1'-0"
DRAWN BY	L.S.	DATE	2019-05-14
DRAWING TITLE		EXTERIOR ELEVATIONS	

DRAWING NO.
A-2

From: Joe Rittmann [<mailto:joeritt@gmail.com>]

Sent: Tuesday, May 28, 2019 7:32 PM

To: Peter Carlsen; craigupright@gmail.com; Godollei Ruthann; Elizabeth Petit; Robert Butler; Diana S; caleb pulver; Joshua Drivdahl; Sissel Iltad; Luiz Vinholi; Dery; Jean Schroeffer; ericlein@gmail.com; jparr@jspproperties.com; Richard Pearce; Mark Edwards; Jens Werner; Marty Rittmann; Johnson, Tony (CI-StPaul)

Subject: Objection on 617 Laurel to St Paul Zoning Committee-28 May 2019

28 May 2019

St Paul Planning Commission Zoning Committee
Mr. Tony Johnson, Supervisor
Department of Planning and Economic Development
25th 4th St W, Suite 1400
Saint Paul, MN 55102
P 651 266-6589
Tony.johnson@ci.stpaul.mn.us

Dear Mr. Johnson

Thank you for the announcement of the public hearing of the StPaul Planning Commission Zoning Committee on Jun 6, 2019. I hereby enter my objections to those modifications and parking variance which permit increased density and reduced setback (specifically, the addition of a second floor to the garage is solely for the economic benefit of the landlord/developer from two nominally low income renters), because of the harm and hazard this plan causes to the traffic on the alley used by over 50 vehicles. I ask that these objections to the 617 Laurel Ave project are recorded and read in.

I refer to the parking variance that 4 spaces are proposed when 7 spaces are required. If the developer's proposal did not include the two residence atop the garage, then this variance would not be needed. There are 3 residence units in the cluster design, so 4 parking spaces would be adequate.

And all of the safety and hazard issues for the traffic in the alley that the increased density, reduced setback, and parking variance lead to will be avoided. In brief, the protection of the neighborhood that is mandated by the zoning code will be respected by the Committee to the benefit of the many residents in addition to the benefit of the future residents of the new 617 Laurel development.

The developer has on occasion disputed that the traffic on the alley where it meets Dale St on the western end will be negatively affected. He presents that the sight lines are clear for traffic entering and exiting Dale St. Those of us who live and drive on the alley way face traffic congestion daily, so the best claims by the developer need to be considered per actual driving conditions.

The Committee is aware that there are about 50 vehicles that move up and down the one lane alley. Requiring entry and exit and parking of four additional vehicles at the tightest, narrowest point of the alleyway can only result in increased congestion and blocking of traffic in the

alley. Add to that the turning of the vehicle from the south bound Dale St lane or the exit of the vehicle from the alley to the south bound Dale St Lane when the alleyway has a slow moving parking vehicle increases the hazard of vehicle contact (crash).

The developer presents that this hazard at the west end of the alley can be alleviated by having vehicles not use the Dale St alley access point, but use the east alley entrance /exit on Kent St. The Committee is aware that Kent St is not a through way street, as it has parking on both sides, thus restricting traffic. Redirecting that all cars to use one entrance and exit to the alleyway through Kent St will increase the congestion and blocked traffic, not alleviate it, especially when the current zoning code enables everyone to use the alleyway safely without congestion. Why ignore the code for two additional residents and lead to an increase of congestion and increased hazard of driving in the alleyway?

The Committee is aware that granting modifications and variances of the zoning code in the matter of 617 Laurel Ave will result in harm to the residents. Once the modifications and variances have been granted, what remedy do the residents have when they experience the harm that the zoning code is designed to prevent, and which were ignored for some economic reasons? Will the City of St Paul require that the 617 Laurel Ave project be removed? Or shall the residents have no choice but to bring suit for harm caused by members of the Zoning Committee and the City for their dereliction of duty to apply the zoning code strictly by giving variances and modifications for purely economic reasons in favor of some few with great harm to many? In short, how many instances of vehicular contact must take place or be avoided before the City can be held accountable for the hazard that was caused by not adhering to the code?

I urge the Committee to reject the part of the 617 Laurel plan that builds a two storey garage with two low quality residences above with the narrowest possible garage parking below on the narrowest part of the alley with insufficient set back. The idea of a garage with residence above does not add to the cluster design which is being proposed for the center of the project. The plan for a garage with residences above causes undue and unnecessary breach of traffic on the alleyway with hazard and harm to many.

Permitting four parking spaces without garage will be far more favorable to the future residents of 617 Laurel Ave as well as the 50 residents that use the alleyway as it will not increase the driving hazard in the alleyway.

Thank you for your service to the City of St Paul and the many residents who currently use the alleyway and even the very few new residents of 617 Laurel who will use the alleyway also.

Best wishes,

Joseph Rittmann
599 Laurel Ave, Apt 4
St Paul, MN 55102
Tel 218 760-9353
joeritt@gmail.com



FILE #19-025163 | AERIAL MAP
Application of Hupp Holdings LLC

Application Type: Conditional Use Permit with Variance
Application Date: March 21, 2019 - CUP; March 26, 2019 - Variance
Planning District: 8

Subject Parcel Outlined in Blue



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FILE #19-025163 | LAND USE MAP
Application of Hupp Holdings LLC

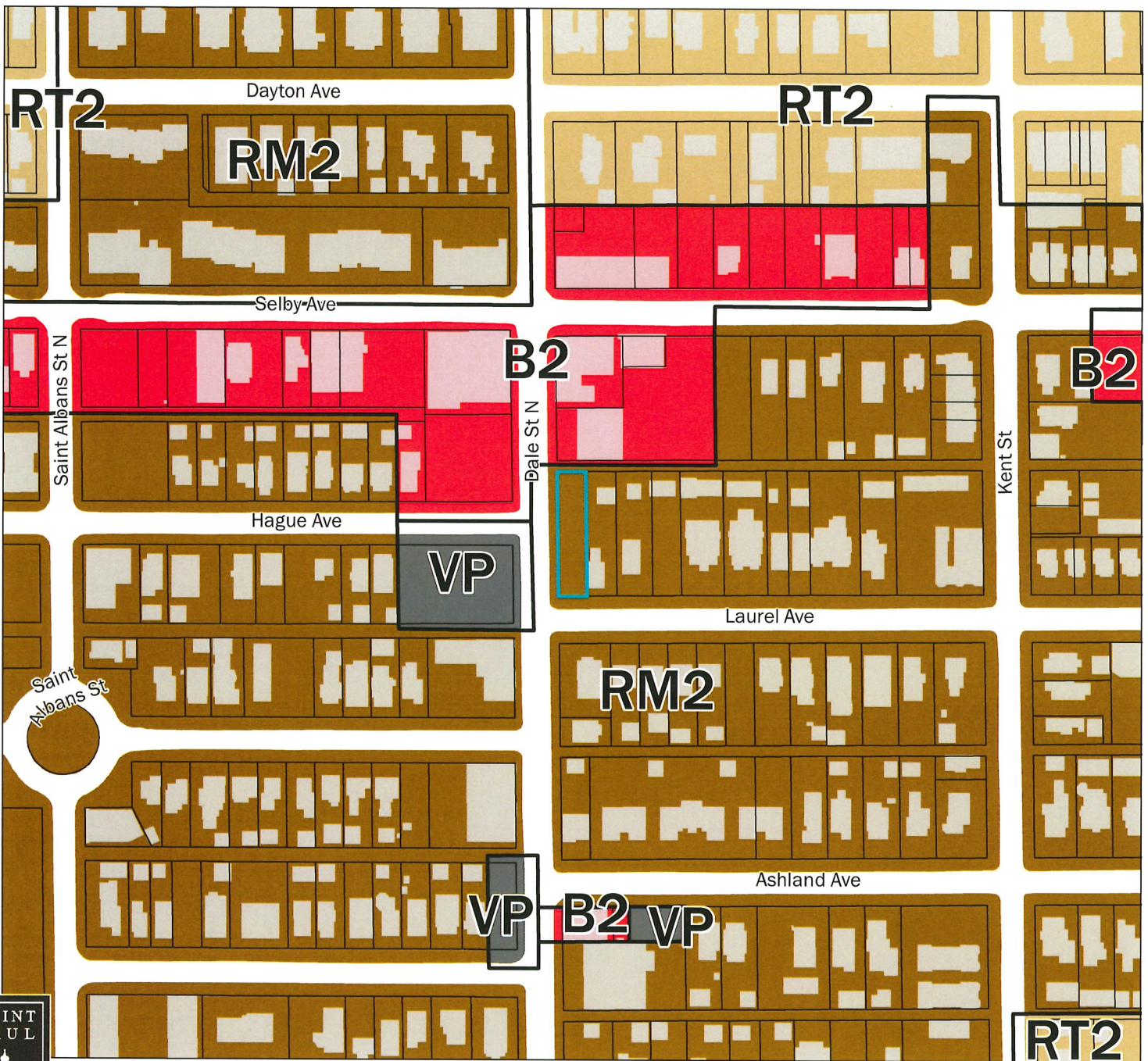
Application Type: Conditional Use Permit with Variance
 Application Date: March 21, 2019 - CUP; March 26, 2019 - Variance
 Planning District: 8



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Subject Parcel Outlined in Blue

- | | | | |
|---------------------------|--------------------------------|--------------------------------|--------------|
| Farmstead | Office | Extractive | Airport |
| Seasonal/Vacation | Retail and Other Commercial | Institutional | Agricultural |
| Single Family Detached | Mixed Use Residential | Park, Recreational or Preserve | Undeveloped |
| Manufactured Housing Park | Mixed Use Industrial | Golf Course | Water |
| Single Family Attached | Mixed Use Commercial and Other | Major Highway | |
| Multifamily | Industrial and Utility | Railway | |



FILE #19-042697 | ZONING MAP
Application of Alan Hupp

Application Type: CUP with Variance
 Application Date: May 15, 2019
 Planning District: 8



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Subject Parcel Outlined in Blue

RL One-Family Large Lot	RM3 Multiple-Family	BC Community Business (converted)	I3 Restricted Industrial
R1 One-Family	T1 Traditional Neighborhood	B2 Community Business	F1 River Residential
R2 One-Family	T2 Traditional Neighborhood	B3 General Business	F2 Residential Low
R3 One-Family	T3 Traditional Neighborhood	B4 Central Business	F3 Residential Mid
R4 One-Family	T3M T3 with Master Plan	B5 Central Business Service	F4 Residential High
RT1 Two-Family	T4 Traditional Neighborhood	IT Transitional Industrial	F5 Business
RT2 Townhouse	T4M T4 with Master Plan	ITM IT with Master Plan	F6 Gateway
RM1 Multiple-Family	OS Office-Service	I1 Light Industrial	VP Vehicular Parking
RM2 Multiple-Family	B1 Local Business	I2 General Industrial	PD Planned Development
			CA Capitol Area Jurisdiction