

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Told Development (1212 Prosperity) **FILE #:** 20-018-602
 2. **APPLICANT:** Told Development Company **HEARING DATE:** April 9, 2020
 3. **TYPE OF APPLICATION:** Conditional Use Permit & Variance
 4. **LOCATION:** 1212 Prosperity Ave E, northeast corner of Prosperity and Maryland Avenues
 5. **PIN & LEGAL DESCRIPTION:** 22-29-22-34-0082, Lots 10 – 17, Nilssons Subdivision of Lots 9 and 10, Block 4 of Rogers and Hendricks Acre Lots No. 2 (subject to vacated alleys). See survey sheet V1.0 dated 1/15/20 for additional detail.
 6. **PLANNING DISTRICT:** 2 **PRESENT ZONING:** T2
 7. **ZONING CODE REFERENCE:** § 61.501; § 65.513; § 61.601; § 61.202(b); § 66.331
 8. **STAFF REPORT DATE:** April 3, 2020 **BY:** Mike Richardson
 9. **DATE RECEIVED:** March 6, 2020 **60-DAY DEADLINE FOR ACTION:** May 4, 2020
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- A. **PURPOSE:** Conditional use permit for two drive-through lanes, and variance of minimum floor area ratio (0.3 required, 0.126 proposed) for a new bank building.
- B. **PARCEL SIZE:** 30,563 sq. ft.
- C. **EXISTING LAND USE:** Adult daycare and home healthcare
- D. **SURROUNDING LAND USE:**
 - North: Single Family Residential
 - East: Single Family Residential
 - South: Institutional – Bureau of Criminal Apprehension
 - West: Commercial – General Retail (Walgreens)
- E. **ZONING CODE CITATION:** §61.501 lists general requirements for all conditional uses; §65.513 establishes standards and conditions for drive-through sales and services; §61.202(b) authorizes the planning commission to grant variances when related to permits; §61.601 establishes required findings upon which the Planning Commission must base variance decisions; § 66.331 sets forth density and dimensional standards that are specific to traditional neighborhood districts.
- F. **PARKING:** Zoning Code § 63.207 requires 1 space per 400 square feet GFA for a bank. Based on the proposed GFA of 3,855 square feet, a minimum of 10 spaces is required and a maximum of 17 without a conditional use permit. The applicant has proposed 17 spaces.
- G. **HISTORY/DISCUSSION:** The site is subject to numerous plans and was proposed to be zoned B1 in the 1995 Phalen Village Small Area Plan, when the building operated as a bank. The 2005 *Northeast Corridor Development Plan* recommended zoning to its current T2 designation.
- H. **DISTRICT COUNCIL RECOMMENDATION:** The Greater East Side Community Council (District 2) sent a letter supporting the application.
- I. **FINDINGS:**
 1. The applicant is proposing to demolish an existing 1-story building currently used for adult daycare and home healthcare and build a bank of approximately the same size on the northeast corner of Maryland and Prosperity Avenues. Banks are an allowed use in the current T2 zoning district and up to three drive-through lanes are permitted with a conditional use permit. The applicant is proposing two drive-through lanes with a bypass lane on the outside. T2 has a minimum FAR of 0.3, and the proposed FAR is 0.126, necessitating a variance.

2. § 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 extent, location, and intensity of the accessory drive-through use does not conflict with the Comprehensive Plan nor applicable subarea plans. While Land Use Policy 1.52 from the 2030 Comprehensive Plan “[d]iscourage[s] new and expanded auto-oriented uses,” it does not prohibit them. The Zoning Code allows drive-throughs in T2 districts as long as they meet conditions established here, which mitigate potential negative impacts to nearby properties and users of the site.
 - (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition can be met. The applicant is proposing to reduce the total number of curb cuts from four to three, one on Maryland and two on Prosperity. Saint Paul Public Works and Ramsey County have reviewed initial plans and asked that the applicant try to reduce curb cuts on Prosperity Avenue from two to one. Satisfaction of this standard is contingent upon site plan approval.
 - (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 existing character of the area will remain generally the same, with a one-story office building at the corner replaced with a one-story bank of approximately the same size and FAR, also located at the corner. At least two drive-throughs exist within a quarter mile of the site. The 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 drive-through would not impede development of the surrounding properties.
 - (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.
3. § 65.513 establishes standards and conditions for drive-through sales and services:
 - (a) *Drive-through lanes and service windows shall be located to the side or rear of buildings, shall not be located between the principal structure and a public street, and shall be at least sixty (60) feet from the closest point of any residentially zoned property or property occupied with a one-, two-, or multiple-family dwelling.* This condition is met. The drive-through lanes and service windows are located on the side of the building and not between the principal structure and public street. The drive-through lanes are at least sixty feet from the closest point of the residentially zoned properties to the north and east.
 - (b) *Points of vehicular ingress and egress shall be located at least sixty (60) feet from the intersection of two (2) streets and at least sixty (60) feet from abutting residentially zoned property.* This condition is met. The drive-through curb cut is approximately 70’ from the residential property to the north and at least 80’ from the Maryland intersection. There is another site access point to the north that serves as primary site access for parking.

- (c) *Speaker box sounds from the drive-through lane shall not be plainly audible so as to unreasonably disturb the peace and quiet of abutting residential property.* This condition can be met. The project will not use traditional teller windows for either of the drive-through lanes, instead using Automatic Teller Machines (ATMs) in each, reducing the amount of noise normally associated with bank speaker boxes.
- (d) *A six-foot buffer area with screen planting and an obscuring wall or fence shall be required along any property line adjoining an existing residence or residentially zoned property.* This condition can be met. There is 7.9 feet of buffer area and a 6-foot-tall privacy fence planned along the north side of the property. The buffer requirement is met on the east side with 56.4 feet between the face of curb and the T2 property to the east, but there is no fence shown on the plan. The condition can be met with the inclusion of a fence on the east side and screen plantings on the north and east.
- (e) *Stacking spaces shall be provided for each drive-through lane. Banks, credit unions, and fast-food restaurants shall provide a minimum of four (4) stacking spaces per drive-through lane. Stacking spaces for all other uses shall be determined by the zoning administrator.* This condition is met based on an exhibit provided by the applicant that shows four stacking spaces per lane that would not disrupt internal site circulation.

Additional conditions in the T2 traditional neighborhood district:

- (f) *There shall be no more than one (1) drive-through lane and no more than two (2) drive-through service windows, with the exception of banks, which may have no more than three (3) drive-through lanes.* This condition is met. The proposal includes two drive-through lanes and one bypass lane.
- (g) *The number of curb cuts shall be minimized. In light rail station areas, there shall generally be no more than one (1) curb cut on a block face per drive-through. Drive-through sales and services are prohibited along the entire length of block faces adjacent to light rail transit station platforms.* This condition can be met. As described in Finding 2(b), the applicant has been asked to try to reduce the number of curb cuts on Prosperity from two to one and is currently going through the site plan review process to determine the best solution with City and County approval. Satisfaction of this condition is contingent upon site plan approval. The site is not near a light rail station.

4. § 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 not met. The variance is in harmony with the general purposes and intent described in § 60.103 of the zoning code except for implementing the policies of the Comprehensive Plan. See finding 4(b) for rationale. The variance is in harmony with the intent of the zoning district with an exception. The T2 traditional neighborhood district is “designed for use in existing or potential pedestrian and transit nodes. Its intent is to foster and support compact, pedestrian-oriented commercial and residential development that, in turn, can support and increase transit usage. It encourages, but does not require, a variety of uses and housing types, with careful attention to the amount and placement of parking and transitions to adjacent residential neighborhoods.” The site is served by the 64 and 54 bus lines and part of the Phalen-Rose Neighborhood Node as defined in the *2040 Comprehensive Plan* and the Phalen Village Neighborhood Center as defined in the *2030 Comprehensive Plan*. A bank in this location is consistent with having a variety of uses available near transit and could provide an anchor for the intersection and a transition to less intense residential uses to the north and east. The bank use itself is consistent with the 2030 and 2040 comprehensive plans, as well as the applicable small area plans. The location of the building oriented to the corner is consistent with district design standards and improves access for pedestrians. The location of parking (if properly buffered) is located away from the corner helps with the transition to nearby residential uses. However, *compact* development is guided in large part by the FAR requirements in the traditional neighborhood districts, and therefore the variance for FAR is not in harmony with that element of the intent.

Regarding the FAR calculation, § 66.331(a) reads in part “where the new building and its associated parking and landscaping will cover only part of the site and leave the rest of the site open for an additional building, minimum FAR may be calculated based on the area of the site covered by the new building and its associated parking and landscaping.” Though the applicant has not indicated whether it would be split or built upon, the eastern 50 feet of the parcel fits this description. The area of this open portion of the site is approximately 6,000 square feet. With this area removed, the new FAR calculation would be $3,855 / (30,563 - 6,000)$, or 0.157, which is still less than the minimum but varies less from the minimum FAR requirement. This eastern portion could support up to a three-story building in the future under current zoning. An additional 5,314 square feet of additional GFA would meet the minimum FAR requirement.

- (b) *The variance is consistent with the comprehensive plan.* This finding is not met. FAR is a tool used to ensure appropriate intensity and compactness of development to meet City goals. A project with less than half of the minimum FAR conflicts with the following plans and policies:

2030 Comprehensive Plan

The future land use designation of the site is Mixed Use Corridor and it is also part of the Phalen Village Neighborhood Center. Mixed Use Corridors encourage a variety of uses, including commercial. The following policies apply:

Land Use 1.15 Promote Neighborhood Centers as compact, mixed-use communities that provide services and employment close to residences.

Land Use 1.52 Prioritize the development of compact commercial areas accessible by pedestrians and transit users over commercial areas more readily accessed by automobile. Discourage new and expanded auto-oriented uses.

2040 Comprehensive Plan (Approved by City Council in 2019, but not yet adopted by the Metropolitan Council)

Policy LU-1. Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.

Policy LU-29. Focus growth at Neighborhood Nodes using the following principles:

4. Improve access to jobs by prioritizing development with high job density.

Greater East Side District Plan (2009)

D1b. Promote higher density transit-oriented development along the White Bear and Maryland corridors, consistent with the White Bear Avenue and Phalen Village plans.

- (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 not met. The applicant states that the difficulty in achieving the minimum FAR is due to the site layout issues that emerge when a drive-through with its associated requirements is included. While proximity to the residential property to the north, the need to position the building at the corner, and the drive-through lane separation requirement on an oddly-shaped lot limit how far north the northern wall can be built, those factors do not prevent construction of a building that would meet the minimum FAR. A bank with a drive-through is a reasonable use of the property.
- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is not met. The applicant cites zoning requirements as the reason for the difficulty, yet those requirements are not unique to the property.
- (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. A bank with accessory drive-through service use is permitted in the T2 zoning district.
- (f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The existing character of the area will remain generally the same, with a one-story office building at the corner replaced with a one-story bank of approximately the same size and FAR, also located at the corner.

J. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends denial of the variance of minimum floor area ratio (0.3 required, 0.126 proposed) for a new bank building and recommends approval of the Conditional use permit for 2 drive-thru lanes. The conditional use permit is 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. The number and location of curb cuts is approved by Saint Paul Public Works and Ramsey County as part of the site plan approval process.
3. A privacy fence of at least 6 feet in height is built along the eastern property line and screen plantings are planted on the north and east sides.
4. The speaker box volume must be set so as to not unreasonably disturb the peace and quiet of abutting residential property.



CONDITIONAL USE PERMIT APPLICATION

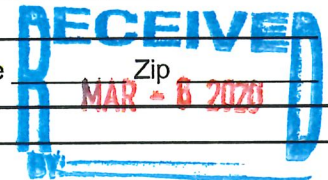
Department of Planning and Economic Development
Zoning Section
1400 City Hall Annex, 25 West Fourth Street
Saint Paul, MN 55102-1634
(651) 266-6583

Zoning Office Use Only
File # 20-018602
Fee Paid \$ _____
Received By / Date _____
Tentative Hearing Date 3-26-20

PD-2

APPLICANT

Name Trent Mayberry
(must have ownership or leasehold interest in the property, contingent included)
Address 200 Southdale Center City Edina State MN Zip 55435
Email tmayberry@toldmn.com Phone 952.278.0112
Name of Owner (if different) _____ Email _____
Contact Person (if different) _____ Email _____
Address _____ City _____ State _____ Zip _____



PROPERTY INFO

Address/Location 1212 Prosperity Avenue
PIN(s) & Legal Description PID#: 222922340082
(attach additional sheet if necessary)
Lot Area 30,563 sf Current Zoning T2

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of Zoning Code
Section(s) 66.321; 65.513 for the following use or purpose:
to allow the banking facility ATM drive through lanes in T2 zoning.

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

Bank of America is proposing (2) ATM drive through lanes with a third bypass or fire lane for convenience and emergency services. Core reason for proposing the bypass or fire lane is so that customers can exit the line if need be or emergency services can go around vehicles stopped to use the ATM lanes.

As noted in Section 65.513 of the Zoning Code in a T2 district banking facilities are allowed up to (3) drive through lanes total. Bank of America is looking to meet all applicable Zoning Codes and not requesting a modification.

At 1212 Prosperity there is a residential property to our north and per the Zoning Code a drive through lane must measure 60'-0" from a residential property and in this case to the north property line. Ashley Skarda with the Department of Safety and Inspections shared that the Zoning Code does not mention a measurement for pass-thru/bypass lanes. As such, the pass thru/bypass lane without an ATM teller or other services would not need to be part of that 60' distance. We would look at this like a normal lane. That being said per the attached Site Plan our northernmost drive through lane utilized for ATM services is 60.1' from the northern property line.

☒ Required site plan is attached

☐ If you are a religious institution you may have certain rights under RLUIPA. Please check this box if you identify as a religious institution.

Applicant's Signature [Signature] Date 3/6/20

pd 3-6-20



ZONING VARIANCE APPLICATION

PD-2

To Board of Zoning Appeals

Dept. of Safety & Inspections
Zoning Section
375 Jackson St., Suite 220
Saint Paul, MN 55101-1806
(651) 266-9008

To Planning Commission

Dept. of Planning & Econ. Devt.
Zoning Section
1400 City Hall Annex, 25 W 4th St.
Saint Paul, MN 55102-1634
(651) 266-6583

Zoning Office Use Only

File # _____

Fee Paid \$ _____

Received By / Date _____

Tentative Hearing Date 3/26/20

APPLICANT

Name Trent Mayberry

(must have ownership or leasehold interest in the property, contingent included)

Address 200 Southdale Center City Edina State MN Zip 55435

Email tmayberry@toldmn.com Phone 952.278.0112

Name of Owner (if different) _____ Email _____

Contact Person (if different) _____ Email _____

Address _____ City _____ State MN Zip 55435

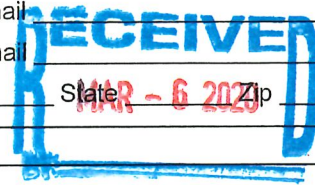
PROPERTY INFO

Address / Location 1212 Prosperity Avenue

PIN(s) & Legal Description PID#: 222922340082

(attach additional sheet if necessary)

Lot Area 30,563 sf Current Zoning T2



VARIANCE REQUEST: Application is hereby made to the Board of Zoning Appeals (or to the Planning Commission with another zoning application) for variance from the following section(s) of the Zoning Code 66.331

State the requirement and variance requested. Requirement for property density or FAR (floor area ratio) states that a non-residential use that has surface parking shall have a FAR of 0.3-2.0. We are requesting a variance with our current proposal at FAR 0.127.

SUPPORTING INFORMATION: Explain or demonstrate the following. Attach additional sheets if necessary.

1. Practical difficulties in complying with the provision of the code from which a variance is requested, and that the property would be used in a reasonable manner not permitted by the provision.

The proposed Bank of America desires drive through lanes as a part of there customer services. Due to this it makes it difficult to achieve an FAR minimum of 0.3 along with other required site amenities.

2. The plight of the landowner is due to circumstances unique to the property not created by the landowner.

Due to zoning requirements of corner located structure and 60'-0" minimum distance of drive through lanes from neighboring property line a larger structure would likely sacrifice another zoning requirement.

3. The variance will not permit any use that is not allowed in the zoning district in which the property is located.

Banking facilities in a T2 zoning is a permitted use per Zoning code and with a conditional use application the desired drive through lanes are as well so this variance wouldn't disturb the current Zoning district.

4. The variance will not alter the essential character of the surrounding area.

The current structure on the property is 3,889 sf and we are proposing a like size structure at 3,855 sf both in which have the building structure anchored at the corner so we feel it would maintain the character.

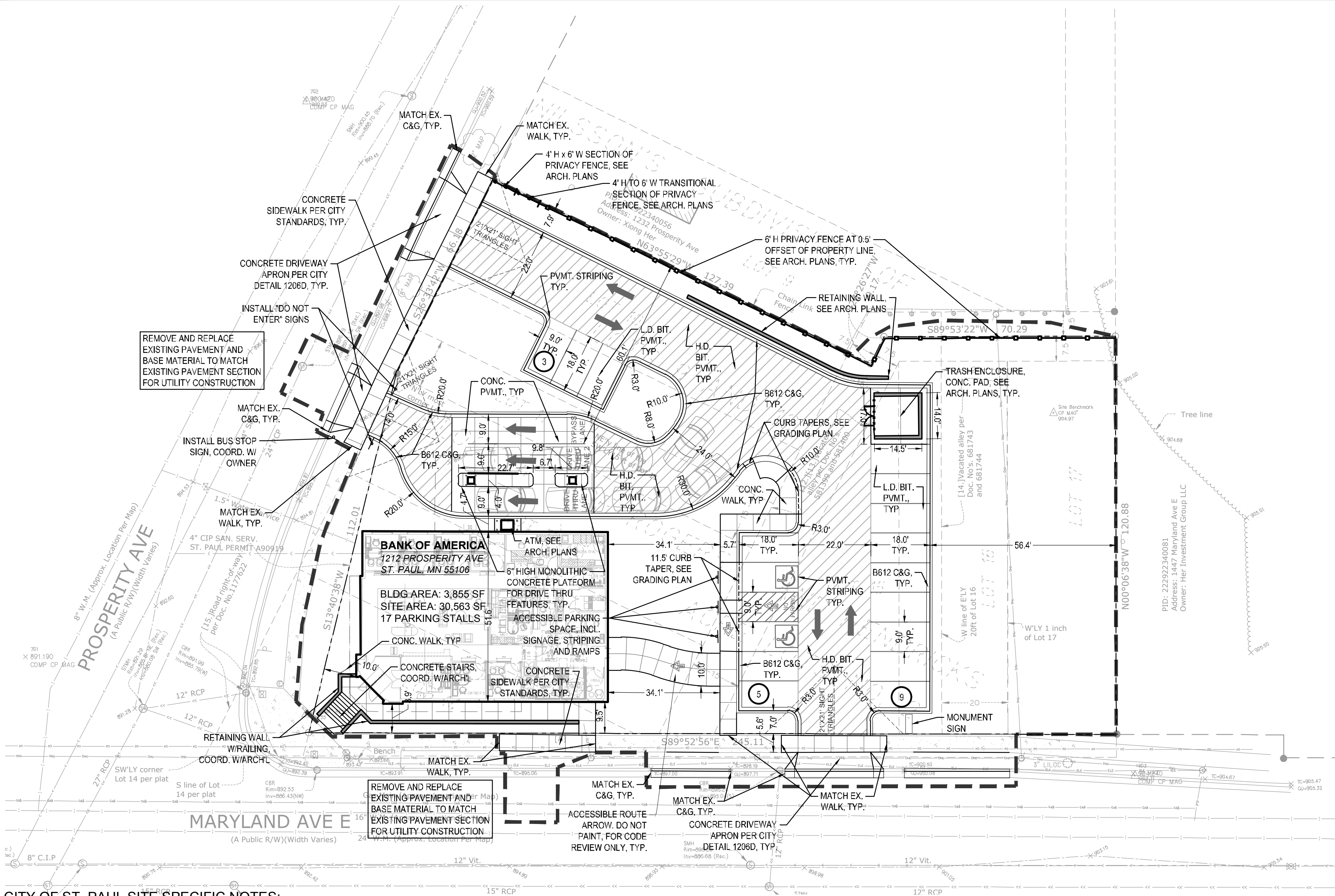
☒ Required site plan is attached

☐ If you are a religious institution you may have certain rights under RLUIPA. Please check this box if you identify as a religious institution.

Applicant's Signature [Signature] Date 3/6/20

Rev 7.4.2019

pd 3-6-20



CITY OF ST. PAUL SITE SPECIFIC NOTES:

- INSPECTION CONTACT:** THE DEVELOPER SHALL CONTACT THE RIGHT OF WAY INSPECTOR, JIM HEHN AT 651.485.0417 ONE WEEK PRIOR TO BEGINNING WORK TO DISCUSS TRAFFIC CONTROL, PEDESTRIAN SAFETY AND COORDINATION OF ALL WORK IN THE PUBLIC RIGHT OF WAY. NOTE: IF A ONE WEEK NOTICE IS NOT PROVIDED TO THE CITY, ANY RESULTING DELAYS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. AS PART OF THE ROW PERMITTING PROCESS, TWO WEEKS BEFORE ANY WORK BEGINS THAT IMPACTS THE ROW IN ANY WAY THE DEVELOPER SHALL PROVIDE TO THE ROW INSPECTOR THE NAME AND CONTACT INFORMATION OF THE CONSTRUCTION PROJECT MANAGER OR CONSTRUCTION PROJECT SUPERINTENDENT. IF THIS INFORMATION IS NOT PROVIDED THERE MAY BE A DELAY IN OBTAINING PERMITS FOR THE WORK IN THE ROW. SAID DELAYS WILL BE THE SOLE RESPONSIBILITY OF THE DEVELOPER.
- SAFE WORK SITE REQUIREMENTS:** THE CONTRACTOR SHALL PROVIDE A CONTINUOUS, ACCESSIBLE AND SAFE PEDESTRIAN WALKWAY THAT MEETS ADA AND MIN MUTCD REQUIREMENTS FOR WORK IN THE PUBLIC RIGHT OF WAY.
- TEMPORARY TRAFFIC CONTROL PLAN (TTC):** BE ADVISED A TTC PLAN MAY WILL BE NEEDED AS PART OF THE RIGHT-OF-WAY (ROW) PERMITTING PROCESS FOR WORK BEING CONDUCTED IN THE ROW. SAID PLAN NEEDS TO BE COMPLETED BY A COMPANY THAT SPECIALIZES IN DEVELOPING TEMPORARY TRAFFIC CONTROL PLANS AND MEET THE REQUIREMENTS OF THE LATEST EDITION THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- TEMPORARY PEDESTRIAN ACCESS CONTROL (TPAR):** BE ADVISED A TEMPORARY PEDESTRIAN ACCESS ROUTE PLAN (TPAR) MAY WILL BE REQUIRED AS PART OF THE UTILITY PERMITTING PROCESS. SAID PLAN NEEDS TO MEET THE REQUIREMENTS OF CHAPTER 8 OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALSO NOTE THAT THE ADA COMPLIANCE OF THE ROUTE NEEDS TO MEET THE MINIMUM LEVEL THAT IS PRESENT ON THE ROUTE IN EXISTING CONDITIONS. ANY PLAN PROVIDED AS PART OF THE SITE PLAN REVIEW PROCESS MAY BE MODIFIED AS PART OF THE REVIEW PROCESS BY RIGHT-OF-WAY PERMITTING OFFICE PRIOR TO IMPLEMENTATION. THE CITY RESERVES THE RIGHT TO REQUIRE CHANGES AS PART OF THE REVIEW AND IMPLEMENTATION PROCESS.
- NO PRIVATE FACILITIES IN THE RIGHT OF WAY:** THE DEVELOPER IS STRICTLY PROHIBITED FROM INSTALLING PRIVATE ELECTRICAL WIRING, CONDUIT, RECEPTACLES AND/OR LIGHTING IN THE CITY'S RIGHT OF WAY. THIS INCLUDED STUBBING CONDUIT OR CABLE INTO PUBLIC RIGHT OF WAY TO ACCOMMODATE UTILITY DEEDS TO THE SITE. COORDINATE WITH EACH UTILITY PRIOR TO CONSTRUCTION TO DETERMINE FEED POINTS INTO THE PROPERTY. UTILITIES ARE RESPONSIBLE FOR SECURING EXCAVATION PERMITS TO RUN THEIR SERVICE INTO A SITE, AND (WHERE REQUIRED) SUBMITTING PLANS FOR REVIEW BY THE PUBLIC WORKS UTILITY REVIEW COMMITTEE. THE CONTRACTOR SHALL CONTACT MIKE LUSIAN, GENERAL FOREMAN, LIGHTING - SIGNAL MAINTENANCE, (651-266-8789). IF REMOVAL OR RELOCATION OF EXISTING FACILITIES IS REQUIRED OR IN THE EVENT OF DAMAGE TO THE LIGHTING OR SIGNAL UTILITIES, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY (AND RELATED COST) FOR ANY DAMAGE OR RELOCATIONS. ACCESS TO SIGNAL CONTROLLER AND LIGHTING CABINETS MUST BE MAINTAINED AT ALL TIMES. IF FENCING IS REQUIRED FOR A JOB SITE, A KEY OR OTHER MEANS OF ACCESS MUST BE PROVIDED TO THE CITY OF ST. PAUL'S TRAFFIC MAINTENANCE DEPARTMENT. CONTACT MIKE LUSIAN, GENERAL FOREMAN SIGNALS AND LIGHTING AT 651-266-8780.
- SIGNING:** SIGNS REGULATING PARKING AND/OR TRAFFIC ON PRIVATE PROPERTY (OUTSIDE OF THE PUBLIC RIGHT OF WAY "ROW") SHALL BE FURNISHED AND INSTALLED BY THE PROPERTY OWNER OR CONTRACTOR AT NO COST TO THE CITY OF ST. PAUL DEPARTMENT OF PUBLIC WORKS. REMOVAL OF EXISTING SIGNS WITHIN THE PUBLIC ROW THAT REGULATE TRAFFIC AND/OR PARKING SHALL BE COMPLETED BY THE CITY AT THE EXPENSE OF THE DEVELOPMENT. NEW SIGNS OR THE REINSTALLATION OF EXISTING SIGNS, AS APPROVED BY PUBLIC WORKS TRAFFIC ENGINEERING, REGULATING PARKING AND/OR TRAFFIC IN THE PUBLIC ROW SHALL BE FURNISHED AND INSTALLED BY THE CITY AT THE EXPENSE OF THE DEVELOPMENT. ALL EQUIPMENT, MATERIALS, AND LABOR COSTS ASSOCIATED WITH THE CITY AFFECTING A COMPLETE SIGN INSTALLATION SHALL BE THE RESPONSIBILITY OF THE DEVELOPMENT. CONTACT CHRIS GULDEN OF PUBLIC WORKS 651-266-9778 TWO WEEKS IN ADVANCE OF NEEDED SIGN WORK.
- ENCROACHMENTS:** PER CHAPTER 134 OF THE LEGISLATIVE CODE, NO PERSON SHALL CONSTRUCT AND MAINTAIN ANY PROJECTION OF ENCROACHMENT WITHIN THE PUBLIC RIGHT OF WAY. CONSTRUCTION OF THE DEVELOPMENT THAT NECESSITATES TEMPORARY USE OF THE RIGHT OF WAY (ROW) FOR CONSTRUCTION PURPOSES SHALL BE LIMITED TO EQUIPMENT, PERSONNEL, DEVICES AND APPURTENANCES THAT ARE REMOVABLE FOLLOWING CONSTRUCTION. ENCROACHMENT PERMITS WILL NOT BE GRANTED FOR DEVICES SUCH AS TIE BACKS, ROCK BOLTS, HPILLES, LAGGING, TIMBERS, SHEET PILING, ETC. THAT THE OWNER IS SEEKING TO ABANDON IN THE ROW. SECTION 3201.3 OF THE MINNESOTA BUILDING CODE DEFERS FINAL AUTHORITY OF ENCROACHMENTS INTO PUBLIC RIGHT OF

- WAY/PUBLIC PROPERTY TO THE LOCAL AUTHORITY. CITY LEGISLATIVE CODE GOVERNS MANAGEMENT OF THE PUBLIC RIGHT OF WAY. PROVIDED SUCH INSTALLATIONS ARE APPROVED BY PUBLIC WORKS. FOOTING MAY BE ALLOWED TO ENCRACH INTO CITY ROW NO MORE THAN TWELVE (12) INCHES AT DEPTHS BELOW EIGHT (8) FEET AS PROVIDED FOR IN MINNESOTA BUILDING CODE SECTION 3203.1. SAID ENCROACHMENTS WOULD REQUIRE AN ENCROACHMENT PERMIT FROM THE CITY PER CHAPTER 134 OF THE LEGISLATIVE CODE. ENCROACHMENTS INTO COUNTY OR STATE ROW ARE NOT ALLOWED UNLESS AUTHORIZATION HAS BEEN GRANTED FROM SAID AGENCY. ENCROACHMENTS INSTALLED IN THE ROW WITHOUT AUTHORIZATION WILL BE REMOVED AT NO EXPENSE TO THE CITY/COUNTY/CITY.
- STRIPING:** STRIPING RESTORATION SHALL BE COMPLETED IMMEDIATELY FOLLOWING FINAL PAVEMENT RESTORATION. ROADWAY STRIPING IMPACTED BY THE WORK ZONE SHALL BE REPLACED IN KIND AT NO COST TO THE ROAD AUTHORITY. IF THERE ARE QUESTIONS AS TO THE TYPE OF STRIPING MATERIAL TO BE USED, CONTACT CHRIS GULDEN AT 651-266-9778 IN THE CITY'S TRAFFIC OPERATIONS SECTION. IF THERE IS A DESIRE FOR THE CITY OF ST. PAUL PUBLIC WORKS DEPARTMENT TO COMPLETE PAVEMENT MARKING RESTORATION WORK, CONTACT CHRIS GULDEN OF PUBLIC WORKS TRAFFIC OPERATIONS FOR AN ESTIMATE. AT A MINIMUM, TWO WEEKS ADVANCE NOTICE SHALL BE PROVIDED FOR ANY STRIPING WORK REQUEST. IF ADVANCE NOTICE IS NOT PROVIDED, ANY ASSOCIATED PROJECT DELAYS, AND COSTS INCURRED RESULTING FROM SAID DELAYS, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
 - ROADWAY RESTORATION:** AS PER THE CITY'S STANDARD SPECIFICATION FOR STREET OPENINGS POLICY, RESTORATION ON ROADWAY SURFACES LESS THAN 5 YEARS OLD WILL REQUIRE FULL WIDTH MILL AND OVERLAY OR ADDITIONAL DEGRADATION FEES. DEGRADATION FEES ARE DETERMINED BY CONTACTING THE RIGHT OF WAY DESK AT 651-266-6151. PAVEMENT RESTORATION SHALL BE COMPLETED BY THE DEVELOPER/CONTRACTOR. CONTACT STREET MAINTENANCE AT 651-266-9700 FOR ESTIMATE OF COSTS FOR PAVEMENT RESTORATION.
 - STREET SWEEPING:** STREET SWEEPING IS AN IMPORTANT TEMPORARY EROSION CONTROL BEST MANAGEMENT PRACTICE SHALL BE PERFORMED WITH THE USE OF WATER. DRY SWEEPING IS PROHIBITED. ADDITIONALLY, TRUCKS HAULING IN AND OUT OF THE SITE, FOR ANY ACTIVITY INCLUDING BUT NOT NECESSARILY LIMITED TO PAVING, EXCAVATION, ECT., NEEDS TO ENSURE CLEAN OFF ALL FLAPS TO AVOID ANY BUILDUP ON THE STREET PAVEMENT.
 - MISCELLANEOUS:** ANY PUBLIC INFRASTRUCTURE DAMAGE RESULTING FROM THE CONTRACTORS ACTIVITIES, INCIDENTAL OR OTHERWISE SHALL BE REPAIRED/REPLACED TO THE SATISFACTION OF THE CITY AT NO COST TO THE CITY.
- ADDITIONAL NOTES:**
- PER MINNESOTA STATE STATUTE 328, PLEASE BE SURE THAT THE FINAL PLANS SUBMITTED ARE SIGNED BY THE APPROPRIATE LICENSED PROFESSIONAL, I.E. PE, LA, PLS, ETC., RESPONSIBLE FOR PLAN DEVELOPMENT.
 - CONSTRUCTION SUPPLIES, MATERIALS, SPILLS, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED OR OPERATED WITHIN THE DRIP LINE OF ANY PUBLIC STREET TRAIL OR ON TURNS BOULEVARDS WITHOUT PRIOR WRITTEN APPROVAL FROM THE CITY FORESTER. IF THE BOULEVARD MUST BE USED FOR CONSTRUCTION ACTIVITIES, SITE ACCESS ROUTES, MATERIAL STORAGE OR OTHER RELATED ACTIVITIES, PROTECTIVE MEASURES APPROVED BY THE CITY FORESTER SHALL BE TAKEN TO REDUCE SOIL COMPACTION AND PROTECT TREE(S) FROM DAMAGE.

CITY OF ST. PAUL PERMIT REQUIREMENTS:

- ORDERING OBSTRUCTION AND EXCAVATION PERMITS:** CONTACT PUBLIC WORKS RIGHT OF WAY SERVICE DESK AT (651) 266-6151. IT IS STRONGLY RECOMMENDED THAT CONTRACTORS CALL FOR COST ESTIMATES PRIOR TO BIDDING TO OBTAIN ACCURATE COST ESTIMATES.
- OBSTRUCTION PERMITS:** THE CONTRACTOR MUST OBTAIN AN OBSTRUCTION PERMIT IF CONSTRUCTION (INCLUDING SILT FENCES) WILL BLOCK CITY STREETS, SIDEWALKS OR ALLEYS, OR IF DRIVING OVER CURBS.
- EXCAVATION PERMITS:** ALL DIGGING IN THE PUBLIC RIGHT OF WAY REQUIRES AN EXCAVATION PERMIT. IF THE PROPOSED BUILDING IS CLOSE TO THE RIGHT OF WAY, AND EXCAVATING INTO THE RIGHT OF WAY IS NEEDED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY INSPECTOR.
- FAILURE TO SECURE PERMITS:** FAILURE TO SECURE OBSTRUCTION PERMITS OR EXCAVATION PERMITS WILL RESULT IN A DOUBLE-PERMIT FEE AND OTHER FEES REQUIRED UNDER CITY OF ST. PAUL LEGISLATIVE CODES.

SIDEWALK NOTES:

SITE LAYOUT NOTES:

- CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
- THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
- CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
- LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
- CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
- PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
- CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
- SEE SITE PLAN FOR CURB AND GUTTER TYPE. TAPER BETWEEN CURB TYPES-SEE DETAIL.
- ALL CURB RADI ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
- FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
- PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
- ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
- BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
- ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

SITE AREA TABLE:

SITE AREA CALCULATIONS			
	EXISTING CONDITION	PROPOSED CONDITION	
BUILDING COVERAGE	3,889 SF 12.7%	3,855 SF	12.6%
ALL PAVEMENTS	19,155 SF 62.7%	13,370 SF	43.7%
ALL NON-PAVEMENTS	7,519 SF 24.6%	13,338 SF	43.6%
TOTAL SITE AREA			
	30,563 SF 100.0%	30,563 SF	100.0%
IMPERVIOUS SURFACE			
EXISTING CONDITION	23,044 SF 75.4%		
PROPOSED CONDITION	17,225 SF 56.4%		
DIFFERENCE (EX. VS PROP.)	-5,819 SF -19.0%		

SITE PLAN LEGEND:

- STANDARD DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- HEAVY DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS, SEE DETAIL.
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED. HC = ACCESSIBLE SIGN NP = NO PARKING FIRE LANE ST = STOP CP = COMPACT CAR PARKING ONLY

OPERATIONAL NOTES:

- SNOW REMOVAL:**
ALL SNOW SHALL OCCUR IN LANDSCAPE AREAS OR OFFSITE.
- TRASH REMOVAL:**
TRASH REMOVAL SHALL OCCUR AT TRASH ENCLOSURE.
- DELIVERIES:**
DELIVERIES SHALL OCCUR AT MAIN ENTRANCE.



Know what's below.
Call before you dig.



1" = 20'-0"
0 20'-0"

4/22/2020 8:38:28 AM

PRELIMINARY:
NOT FOR
CONSTRUCTION

BANK OF AMERICA

1212 PROSPERITY AVE, ST PAUL, MN 55106

TOLD DEVELOPMENT COMPANY

20 SOUTHDALE CENTER EDINA, MN 55435

PROJECT

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

David J. Knaeble

DATE 3/4/20 LICENSE NO. 48776

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
2/19/20	CITY SUBMITTAL
3/4/20	CITY RESUBMITTAL

DRAWN BY:BN REVIEWED BY:DK
PROJECT NUMBER: 19401

REVISION SUMMARY

DATE	DESCRIPTION

SITE PLAN

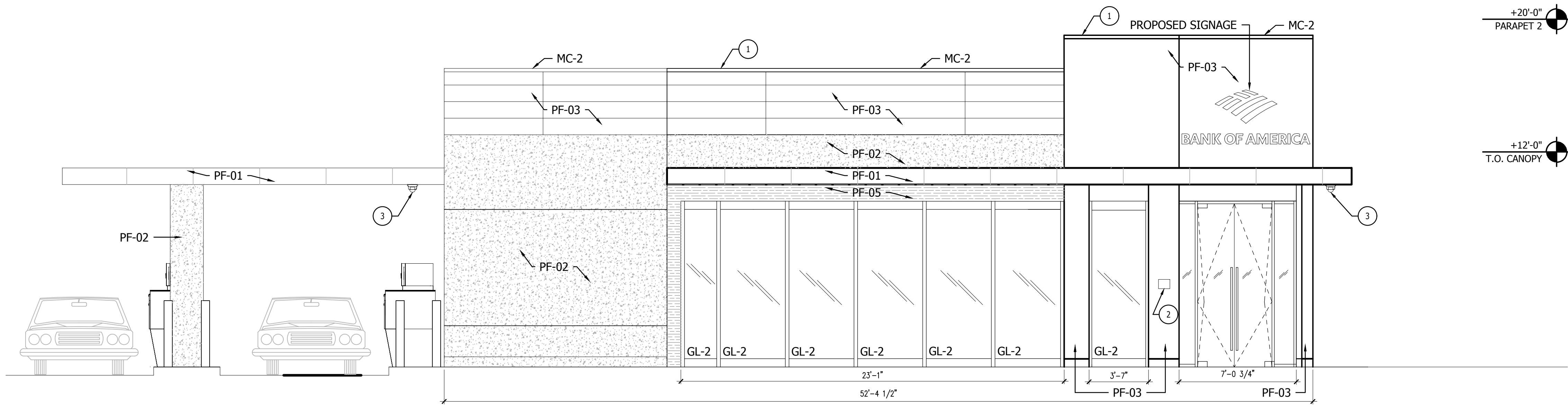
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01
A09.01

WEST ELEVATION

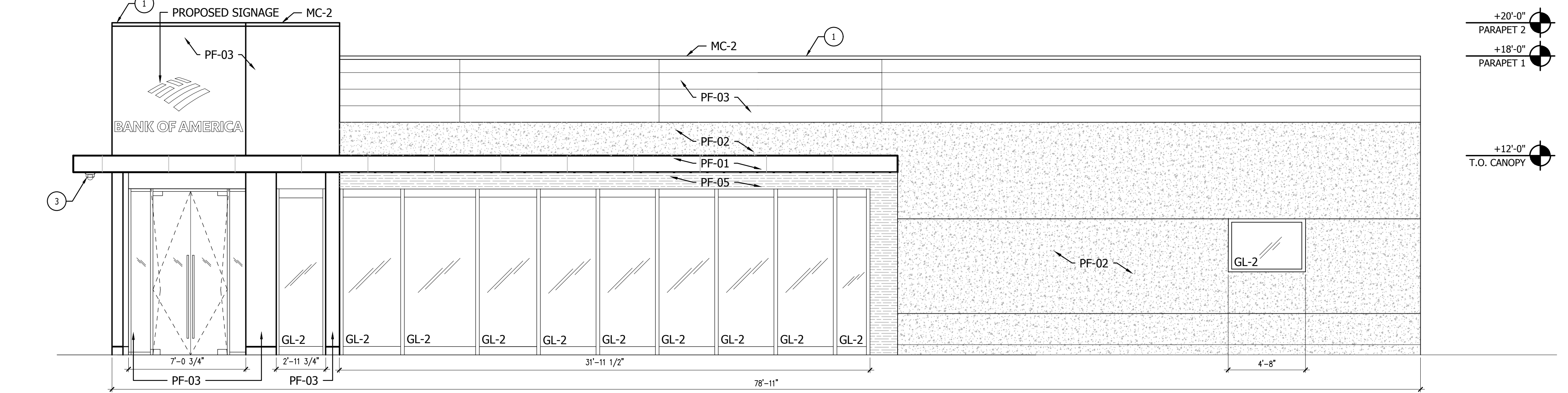
1/4" = 1'-0"



02
A09.01

SOUTH ELEVATION

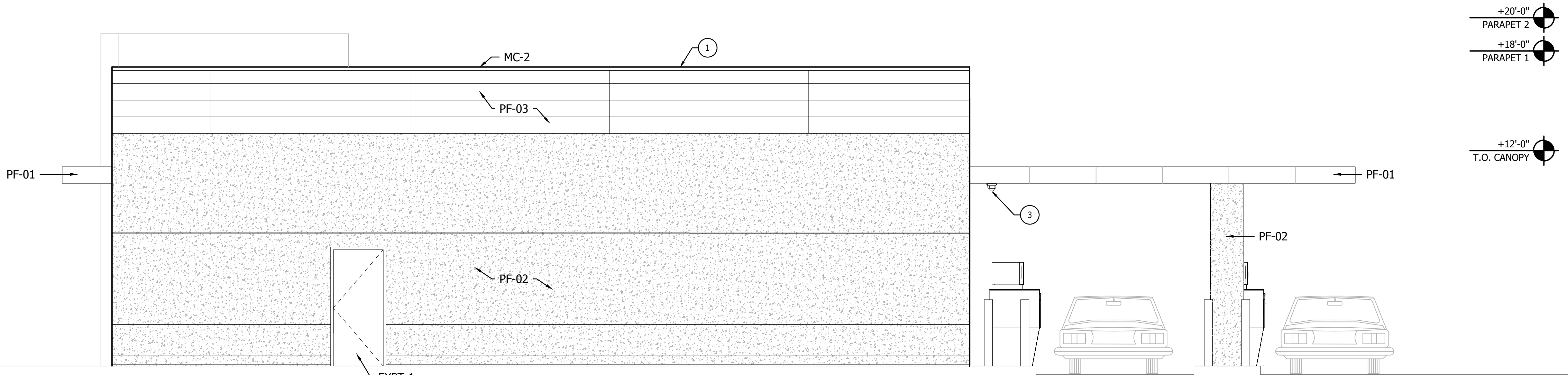
1/4" = 1'-0"



03
A09.01

EAST ELEVATION

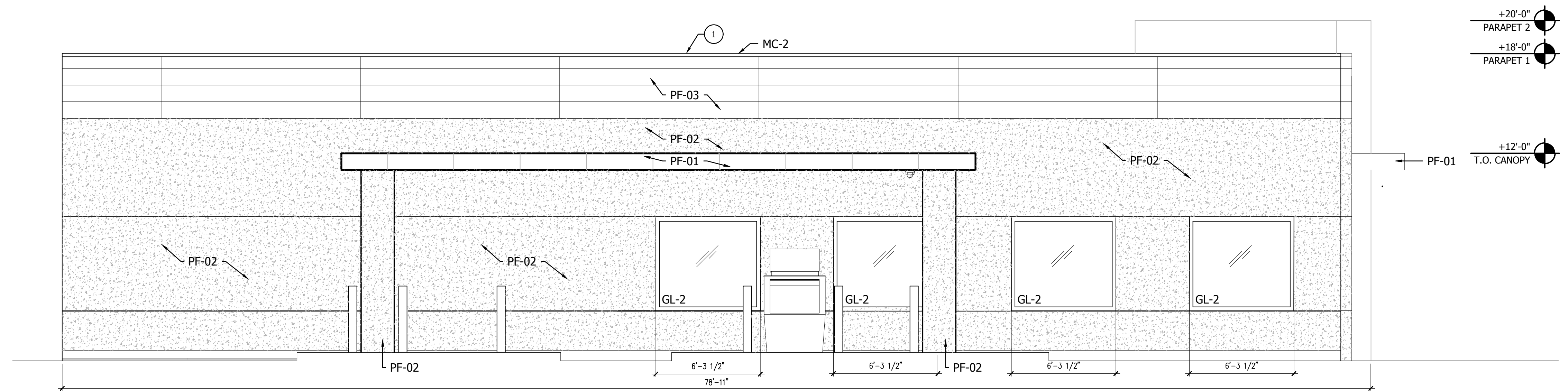
1/4" = 1'-0"



04
A09.01

NORTH ELEVATION

1/4" = 1'-0"



EXTERIOR FINISH SCHEDULE:

RAIN SCREEN SYSTEM

PF-01	PURE+FREEFORM DRY JOINT PLATE SYSTEM; COLOR: CLEAR SATIN ANODIZED ALUMINUM; FINISH: SATIN
PF-02	PURE+FREEFORM DRY JOINT PLATE SYSTEM; COLOR: (MATCH) BENJAMIN MOORE HC-178 ON-8 CHARCOAL SLATE; FINISH: SATIN
PF-03	PURE+FREEFORM DRY JOINT PLATE SYSTEM; COLOR: WHITEOUT #Y89; FINISH: SATIN
PF-05	PURE+FREEFORM DRY JOINT PLATE SYSTEM; COLOR: ROMA NOCE #SN043; FINISH: SATIN

EXTERIOR GLAZING

GL-2	1" TEMPERED INSULATED GLAZING AS SPECIFIED
------	--

METAL COPING

MC-2	PRE-FINISHED METAL COPING. CUSTOM COLOR TO MATCH ADJACENT SURFACE
------	---

EXTERIOR PAINT

EXPT-1	EXTERIOR PAINT TO MATCH ADJACENT SURFACE
--------	--

EXTERIOR SEALANT COLOR

	GLAZING AT EXTERIOR STOREFRONT - GRAY TO MATCH STOREFRONT
--	---

ELEVATION GENERAL NOTES:

- CONTRACTOR TO COORDINATE ELECTRICAL SERVICE FOR WALL MOUNTED SIGNS WITH OWNER. SIGN VENDOR TO DETERMINE EXACT MOUNTING LOCATION(S).
- SIGNAGE - TO BE COVERED UNDER SEPARATE DESIGN AND PERMIT BY OWNER VENDOR.
- REFER TO A12.11 FOR ENTRANCE DOOR HARDWARE WIRING DIAGRAM.
- REFER TO DETAIL 13/A09.27 FOR TYPICAL WINDOW FLASHING DETAILS.
- FOR EXTERIOR SIGNAGE BY OWNER GC TO COORDINATE LOCATIONS AND POWER REQUIREMENTS WITH VENDOR.

ELEVATION KEYNOTES:

- PROVIDE END FLASHING AND SEALANT AT PARAPET FACE AND ADJACENT CAP.
- GC TO COORDINATE WITH LOCAL FIRE AUTHORITY FOR MOUNTING HEIGHT AND LOCATION OF THE KNOX BOX.
- EXTERIOR SECURITY CAMERA. COORDINATE LOCATIONS AND TYPE WITH SECURITY VENDOR.

LINEAL GLAZING

WEST ELEVATION (PROSPERITY AVE.)

TOTAL FRONTAGE =	52'-4 1/2"
TOTAL GLAZING FRONTAGE =	7'-0 3/4"
	3'-7"
	23'-1"
	33'-8 3/4"

CALCULATION: 404.75" (33'-8 3/4") / 628.5" (52'-4 1/2") = 64.4%

SOUTH ELEVATION (MARYLAND AVE. E)

TOTAL FRONTAGE =	78'-11"
TOTAL GLAZING FRONTAGE =	7'-0 3/4"
	2'-11 3/4"
	31'-11 1/2"
	4'-5"
	46'-5"

CALCULATION: 557" (46'-5") / 947" (78'-11") = 58.8%

NORTH ELEVATION

TOTAL FRONTAGE =	78'-11"
TOTAL GLAZING FRONTAGE =	6'-3 1/2" x 4
	25'-2"

CALCULATION: 302" (25'-2") / 947" (78'-11") = 31.9%

AREA ELEVATIONS

WEST ELEVATION (PROSPERITY AVE.)

TOTAL AREA FRONTAGE =	971.2 SF
TOTAL GLAZING AREA FRONTAGE =	230.8 SF
	35.8 SF
	78.6 SF
	345.2 SF

CALCULATION: 345.2 SF / 971.2 SF = 35.6%

SOUTH ELEVATION (MARYLAND AVE. E)

TOTAL AREA FRONTAGE =	1448.2 SF
TOTAL GLAZING AREA FRONTAGE =	70.6 SF
	29.8 SF
	319.3 SF
	14.8 SF
	434.5 SF

CALCULATION: 434.5 SF / 1448.2 SF = 30.0%

NORTH ELEVATION

TOTAL AREA FRONTAGE =	1490 SF
TOTAL GLAZING AREA FRONTAGE =	35.6 SF x 4
	142.4 SF

CALCULATION: 142.4 / 1490 = 9.5%



Greater East Side Community Council

Mike Richardson
Dept of Planning & Econ. Dev.
Zoning Section
1400 City Hall Annex 25 W 4th St
St Paul, MN 55102

Re: 1212 Prosperity

On March 18, via electronic vote, the Greater East Side/District 2 Community Council voted to support the conditional use permit application for 2 drive-thru lanes and the variance of minimum floor area ratio for a new bank building at the property as 1212 Prosperity. The board felt that because the site had previously been used as a bank branch and because of the increase in development in the vicinity that it would be a good use of the property.

Please feel free to reach out to me with any questions or concerns.

Thank you,

Lisa Theis
Program Director

CC: Trent Mayberry, Told Development

Dubruiel, Paul (CI-StPaul)

From: Eric Saathoff <ericsaathoff@gmail.com>
Sent: Tuesday, March 10, 2020 7:59 PM
To: Dubruiel, Paul (CI-StPaul)
Subject: 1212 Prosperity zoning application

Think Before You Click: This email originated **outside** our organization.

Hello,

Firstly I'd like to point out that the D2 contact information in this email appears to be incorrect. The new contact email on their website is: info@greatereastsidesp.org
The phone number appears to be the same.

This is the message I intended to send to them and to the Ward 6 office. I am also copying you the message below:

Hello,

I wanted to write in to oppose the drive through lanes for this development, as well as the low FAR of .127 instead of the minimum of .3 or up to the maximum of 2.0.

The reason I oppose the drive through lanes is that it continues to perpetuate our car-centric transportation system at the expense of pedestrian and bicycle safety.

They state in the application that they are maintaining the same square footage of the existing building so it will "maintain the character." I think it should be pointed out that zoning at T2 is an effort to shape a new and better character for the neighborhood and the commercial area.

By rebuilding with a FAR below the minimum they may be maintaining the current character, but they are not fulfilling the potential character that our neighborhood wants and deserves. We need to be striving for a more walkable environment and compromising on these priorities with this zoning variance does just the opposite.

I hope Bank of American can be encouraged to create a project that is more reflective of a city environment rather than a suburban one.

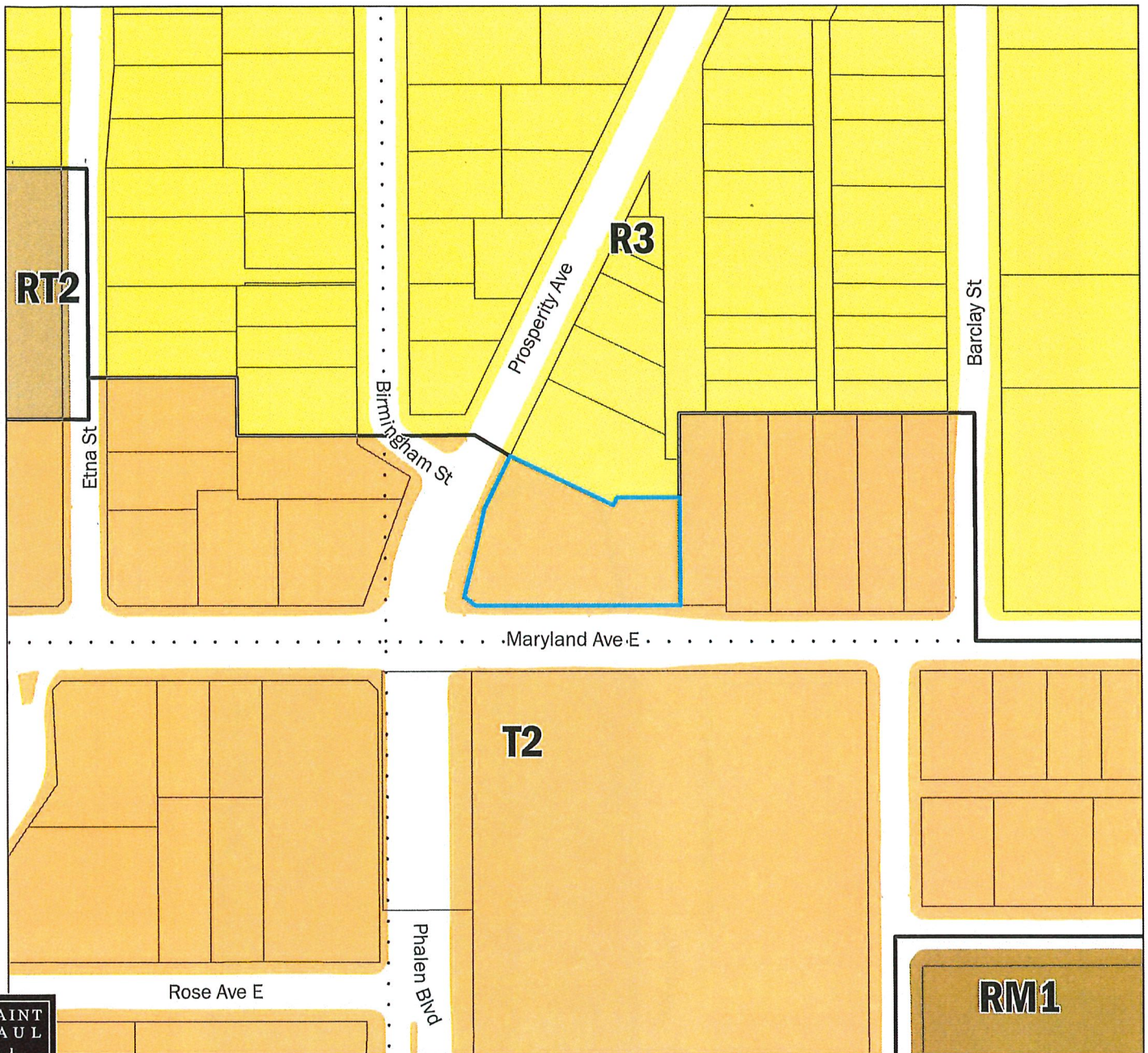
Thank you,

Eric Saathoff

691 Wells St.
St. Paul, MN

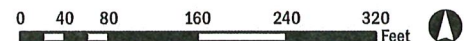
Case 20-018-602 Told Development
Bird's Eye





FILE #20-018602 | ZONING MAP Application of Told Development

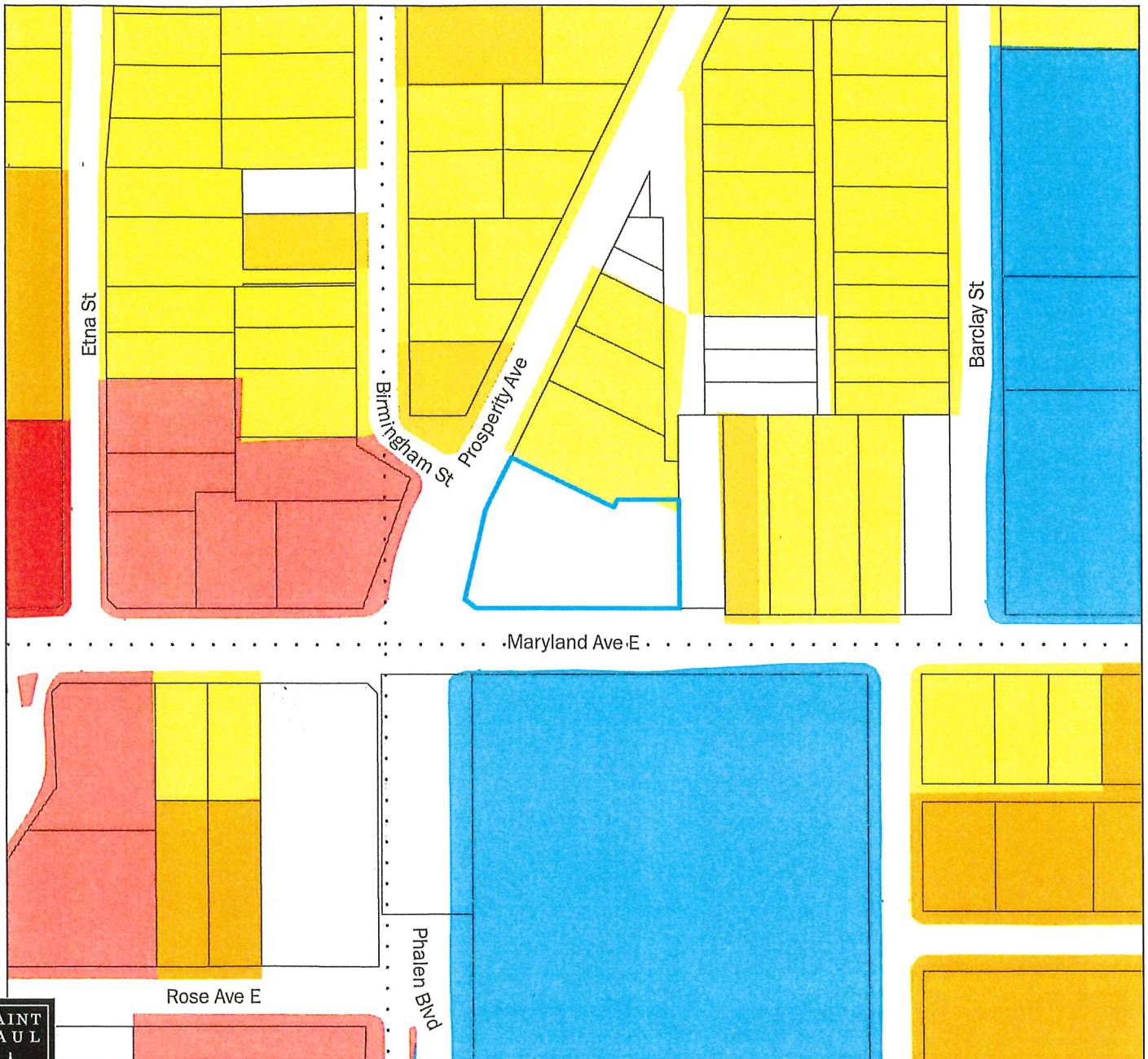
Application Type: CUP w/variance
 Application Date: March 6, 2020
 Planning District: 2



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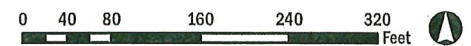
Subject Parcel(s) Outlined in Blue

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



FILE #20-018602 | EXISTING LAND USE Application of Told Development

Application Type: CUP w/variance
Application Date: March 6, 2020
Planning District: 2



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Subject Parcel(s) Outlined in Blue

ParcelPoly on	Multifamily	Industrial and Utility	Railway
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	



FILE #20-018602 | AERIAL MAP Application of Told Development

Application Type: CUP w/variance
 Application Date: March 6, 2020
 Planning District: 2

Subject Parcel(s) Outlined in Blue

☐ ParcelPoly on



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