

**6. PROJECT DESCRIPTION**

Completely describe ALL exterior changes being proposed for the property. Include changes to architectural details such as windows, doors, siding, railings, steps, trim, roof, foundation or porches. Attach specifications for doors, windows, lighting and other features, if applicable, including color and material samples.

Metro Transit would like to install a standard bus shelter at the bus stop at the corner of University Ave W and Carleton St. The shelter will be located approximately 60' from the intersection entirely within the public right of way. The shelter is to be located at the front of the sidewalk with the closed side facing the street. There is a mandatory 2' setback from the front of the curb to accommodate buses pulling into the stop; 5' clear sidewalk will remain, which complies with ADA guidelines.

The shelter style matches those placed on University Ave during the Green Line project. It is 2' deep with a 2'7" roof overhang, 7'8" long, and 9'1" high, which is significantly smaller than adjacent structures. It has an aluminum frame with glass windows and a blue polycarbonate roof. The front is open. The glass has a frit pattern to mitigate vandalism. No construction work will be completed at the site. A small solar panel will be mounted on the roof to power lights within the shelter. This panel is of a low profile and is not visible from many viewing angles. The shelter is bolted to the sidewalk and can be removed with minimal work, and thus does not constitute a permanent structure.

*Attach additional sheets if necessary*

**7. ATTACHMENTS**

Please list any attachments that are included in this application. Refer to the Design Review Application Process Checklist for required information or attachments.

Cover Letter  
Photographs - 3 of existing site, 2 of shelter installation  
Shelter dimensions and designs  
Site design

*Attach the above listed to this application or attach in an email to [ApplyHPC@stpaul.gov](mailto:ApplyHPC@stpaul.gov)*

Will any federal money be used in this project? YES  NO   
Are you applying for the Investment Tax Credits? YES  NO

I, the undersigned, understand that the Design Review Application is limited to the aforementioned work to the affected property. I further understand that any additional exterior work to be done under my ownership must be submitted by application to the St. Paul Heritage Preservation Commission. Any unauthorized work will be required to be removed.

Signature of applicant: Paul Lamb Date: 8/3/2016  
Signature of owner: Paul Lamb Date: 8/3/2016

Send completed application with the necessary attachments to [ApplyHPC@stpaul.gov](mailto:ApplyHPC@stpaul.gov) or to:  
Saint Paul Heritage Preservation Commission  
Department of Planning and Economic Development  
25 Fourth Street West, Suite 1400  
Saint Paul, MN 55102

**CITY OF SAINT PAUL  
HERITAGE PRESERVATION COMMISSION STAFF REPORT**

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FILE NAME: 2341 University Avenue West  
DATE OF APPLICATION: August 4, 2016  
APPLICANT: Metro Transit  
OWNER: Public Right-of-Way  
DATE OF REVIEW: August 25, 2016  
HPC SITE/DISTRICT: University-Raymond Commercial Heritage Preservation District  
CATEGORY: Contributing  
CLASSIFICATION: Building Permit  
STAFF INVESTIGATION AND REPORT: Bill Dermody  
DATE: September 2, 2015

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**A. SITE DESCRIPTION:**

The building at 2341 University Avenue West was historically known as the Simmons Mattress Company Warehouse. It was constructed in 1909 by architects Buechner and Orth. This four-story flat-roofed warehouse has a raised basement resting on a concrete foundation. The main (south) façade is faced in light brown brick, with a Bedford limestone belt course marking the top of the basement story. The spandrels between second and third, and third and fourth stories are simply ornamented with brick panels. Brick belt courses tie together the squarish attic (fourth story) windows, which are arranged in pairs separated by a vertical, arrow-like brick decoration. The building was rehabilitated into apartments using rehabilitation tax credits several years ago.

The streetscape, constructed in 2009-10 for the Green Line, includes boulevard trees, pavers, concrete curbs, and pedestrian-oriented lantern streetlights alternating with traditional taller bent-pole streetlights. The Raymond Avenue Green Line Station is located in the median in front of the site.

**B. PROPOSED CHANGES:**

The application proposes a new bus shelter in the University Avenue right-of-way adjacent to 2341 University Avenue West where currently there is only a sign and an unsheltered waiting area. The full dimensions (including the structure's roof overhang) are 8' long x 4'-7" deep x 9'-1" high. It is a typical modern shelter design with a half-barrel roof, metal and glass materials, a "ceramic frit" pattern upon the glass, a Metro Transit logo facing the street, and interior lighting. A solar panel is proposed for the bus shelter's roof.

**C. BACKGROUND:**

In 2005, the HPC granted approval to demolish the noncontributing additions at 2285 and 2295 University Ave W., rehabilitate the 2341 building for housing (Carleton Place Lofts), and to construct new curbs, gutters, and sidewalks along the site. This work was executed in 2005-06. Associated with the Green Line construction project in 2009, HPC approved the median LRT stations in front of the subject site, as well as the adjacent streetscapes. The streetscape plans reviewed by HPC in 2009 showed a bus shelter rectangle in plan view near the currently proposed location, but no other shelter details were provided, and the bus shelter was not discussed in the staff report or HPC deliberations. Some of the plans submitted to the HPC for review showed that bus shelters were "not in contract." There appears to be two other bus shelters within the boundaries of the District, but it does not appear the HPC formally reviewed and approved them.

**D. GUIDELINE CITATIONS:**

**University-Raymond Commercial Historic District**

**Sec. 74.06.3. - Design review guidelines, purpose and intent.**

(a) The following guidelines for design review serve as the basis for the heritage preservation commission's permit review decisions in the University-Raymond Commercial Historic District. The guidelines define the most important elements of the historic district's unique physical appearance and are intended to state the best means of preserving and enhancing these elements in rehabilitation or new construction. When applying the guidelines, the commission, in clearly defined cases of economic hardship, will also consider deprivation of the owner's reasonable use of property.

(b) The commission shall conduct its design review for all projects in the district according to the secretary of the interior's "Standards for Rehabilitation" (1995). These standards shall be applied to all district projects in a reasonable manner and take into consideration their economic and technical feasibility. The ten (10) standards are:

- (1) A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- (2) The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- (3) Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- (4) Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
- (5) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
- (6) Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- (7) Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- (8) Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- (9) New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

(10) New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

(e) New construction.

(1) *Generally*: New construction refers to totally new structures, moved-in structures and new additions to existing structures. Any new construction should possess height, massing, setback, materials and rhythms compatible with surrounding structures. The reproduction of historic design and details is recommended only for limited cases of infill or small scale construction. Guidelines for new construction focus on general rather than specific design elements in order to encourage architectural innovation.

h. *Landscaping, street furniture*. Traditional street elements of the area should be preserved. New street furniture and landscaping features should complement the scale and character of the area.

**E. FINDINGS:**

1. The property is classified as “contributing” to the University-Raymond Commercial Heritage Preservation District and is certified eligible as a contributing building in the National Register of Historic Places.
2. On February 23, 2005, the University Raymond Commercial Heritage Preservation District was established under Council File No. 05-52 § 1 and Chapter 73 of the Legislative Code states the Heritage Preservation Commission shall protect the architectural character of heritage preservation sites through review and approval or denial of applications for city permits for exterior work within designated heritage preservation sites §73.04.(4). The period of significance for the University-Raymond Commercial Historic District is 1891 to 1941.
3. The proposed bus shelter is not physically connected to the adjacent building and will not destroy any historic or character-defining materials. It should be designed so as to allow for maximum visibility of the historic building; placement of the shelter farther east would allow better visibility of the historic building, as well. The bus shelter is clearly *differentiated from the old*, historic building.
4. The streetscape, which did not have any bus shelters during the period of significance, currently contains trees, pavers, concrete curbs, and pedestrian-oriented decorative streetlights alternating with traditional taller streetlights.
5. The proposed shelter’s metal and glass materials and half-barrel roof design are not *compatible with surrounding structures* which feature predominantly flat roofs, brick and stone materials, with boxy massing.
6. The proposed shelter is of a scale and location that could *compliment the scale and character of the area* if it were to have a simpler design that does not distract from the adjacent historic building. Such simpler design could include elimination of the “ceramic frit” pattern on the glass and treatment of the metal materials so as to present a dull appearance rather than bright and shiny.
7. The proposed bus shelter would not impair *the essential form and integrity of the historic property and its environment* if removed in the future.
8. The solar panel will be approximately 33” wide x 48” long and mounted atop the bus shelter. The panel will somewhat modify the appearance of the half-barrel roof, but generally will not have a significant additional visual impact beyond the shelter itself.

9. The proposal will not have an adverse impact on the site's Program for Preservation if the conditions are met (Leg. Code §73.06 (e)).

**F. STAFF RECOMMENDATION:**

Based on the findings, staff recommends approval of the permit application provided the following conditions are met:

1. All final materials and details shall be submitted to HPC staff for final review and approval.
2. The "ceramic frit" pattern shall be removed; only clear glass is permitted.
3. The structure's metal materials shall have a matte, dull finish. Painted finish is also encouraged.
4. The applicant should fully explore shifting the shelter further east so that the shelter is located in between the historic buildings and not in front of.
5. Any revisions to the approved plans must be reviewed and approved by staff and/or the HPC.
6. The HPC stamped approved construction drawings shall remain on site for the duration of the signage installation.

**G. ATTACHMENTS:**

1. Application materials
2. Applicant photos
3. Solar panel description and examples
4. Public testimony letter

DATE: August 4<sup>th</sup>, 2016  
TO: Amy Spong, St. Paul Historic Preservation Commission  
FROM: Paul Lamb  
SUBJECT: Application for Standard Bus Shelter Installation at University Ave & Carleton St.

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Enclosed is an application submittal, including supporting documentation, for installation of a standard Metro Transit passenger waiting shelter on University Avenue and Carleton Street in the University-Raymond Commercial Heritage Preservation District.

Regarding the supporting documentation, the design review application calls for a copy of a City Permit Application. Metro Transit has worked with St. Paul Public Works staff in reviewing the site plan and we received approval from Mark Finken in that office for installing the shelter. No construction is needed at this site and Metro Transit staff would bolt down this shelter as part of the operations and maintenance of the transit system, so no city construction permit will be applied for.

If you have any questions about this application, please contact me at (612) 349-7653.

Sincerely,

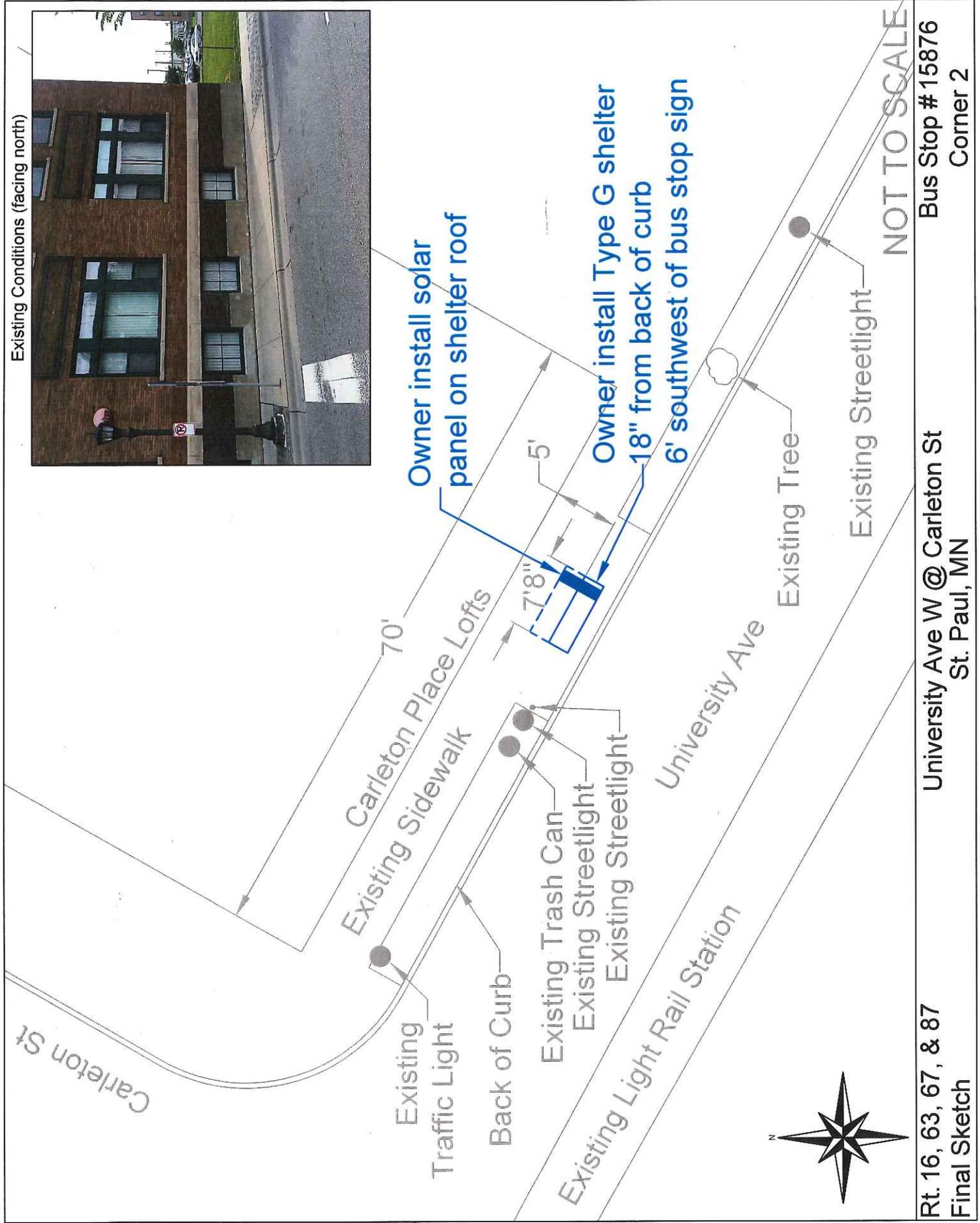


Paul Lamb, AICP  
Senior Project Coordinator  
Metro Transit

*Enclosures:*

*Design Review Application  
Site plans, shelter designs, photos of site and photos of shelter (18 copies)  
CD with plans and photos*

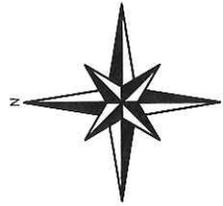
Existing Conditions (facing north)



Owner install solar panel on shelter roof

Owner install Type G shelter 18" from back of curb 6' southwest of bus stop sign

NOT TO SCALE

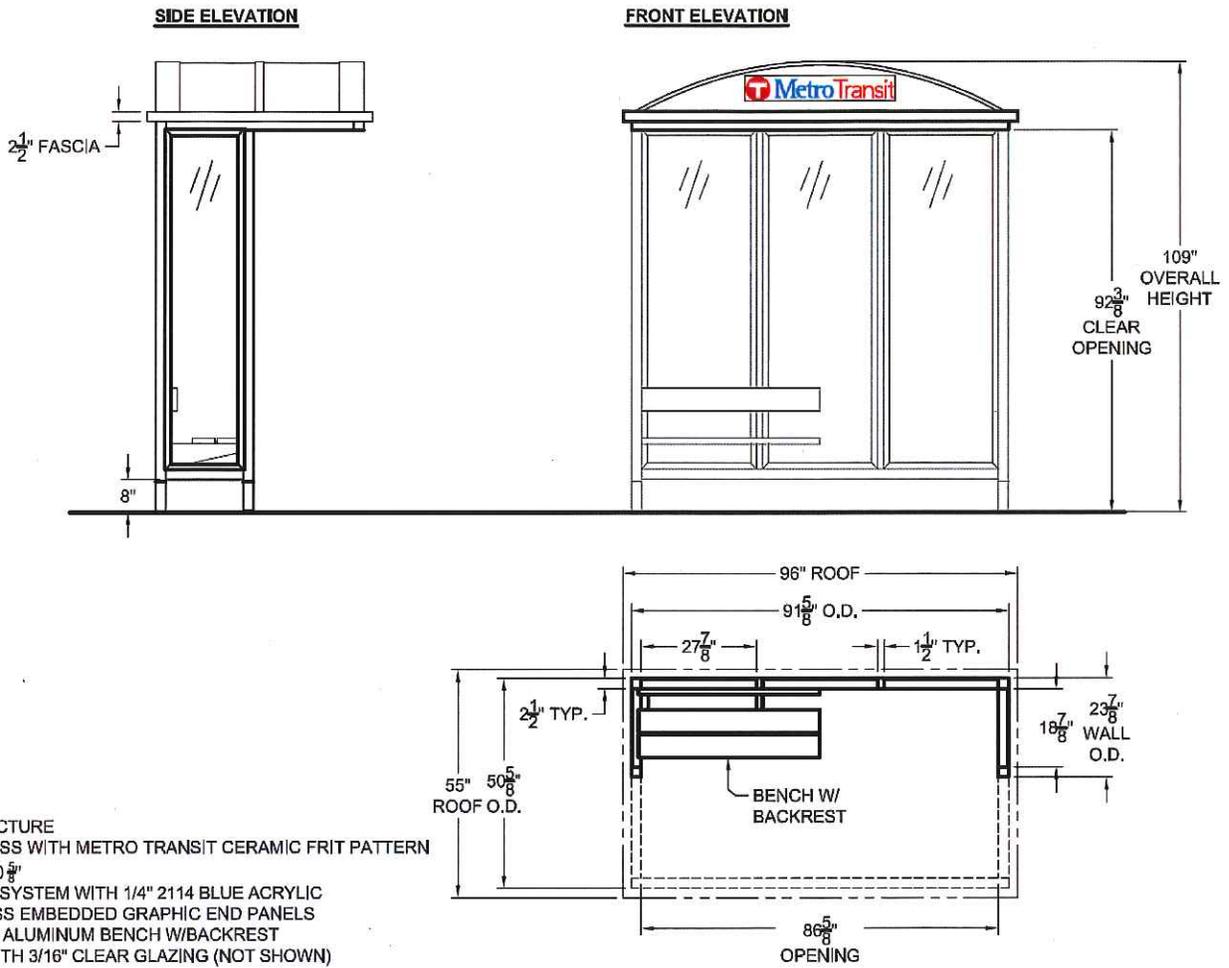


Rt. 16, 63, 67, & 87  
Final Sketch

University Ave W @ Carleton St  
St. Paul, MN

Bus Stop # 15876  
Corner 2

- Type G - 2' deep (4' 7" with roof) x 7'8" long (8' long with roof) x 9'-1" high (including roof)
  - New less deep shelter – Prototype Design



Light in Shelter

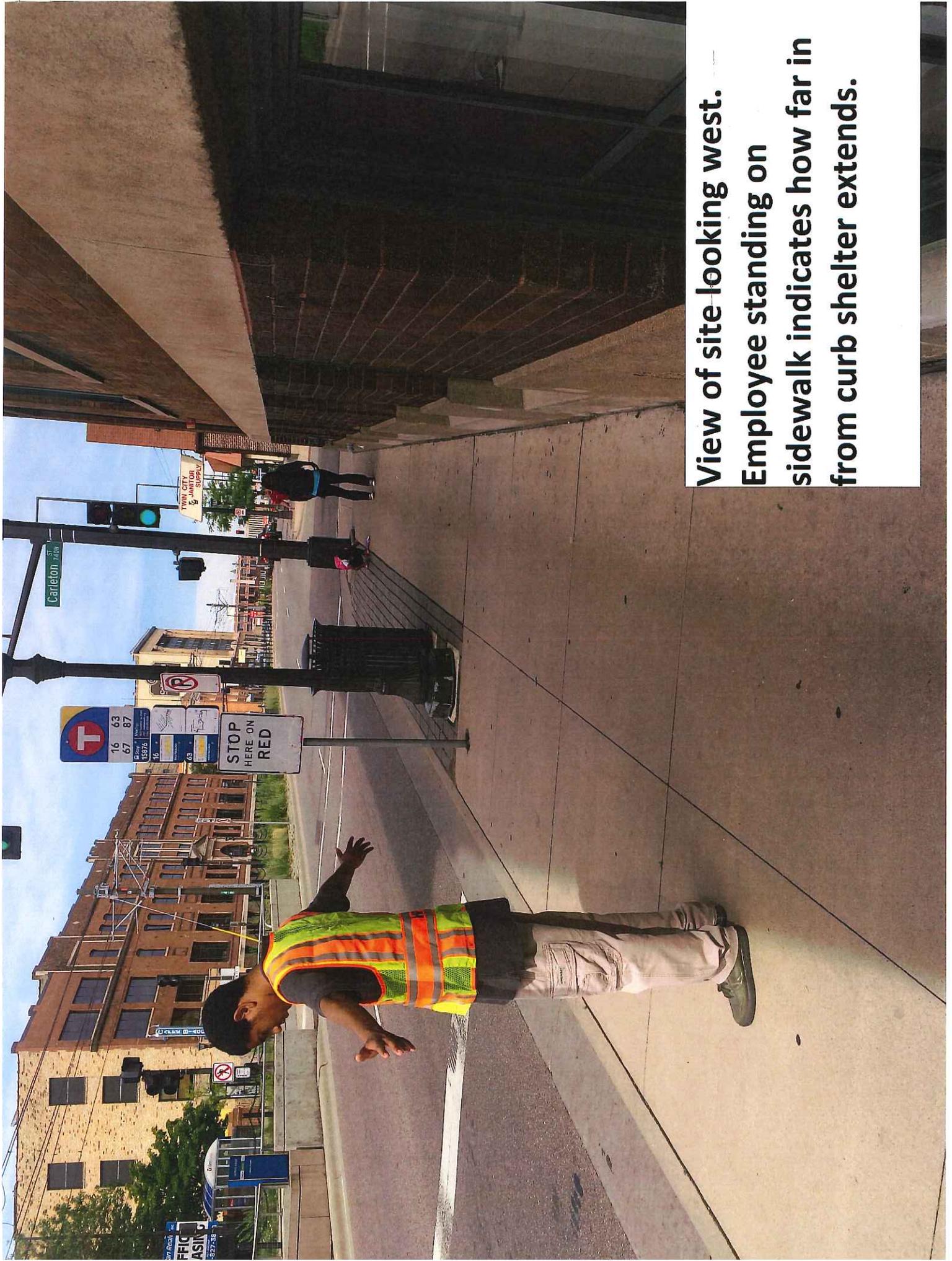




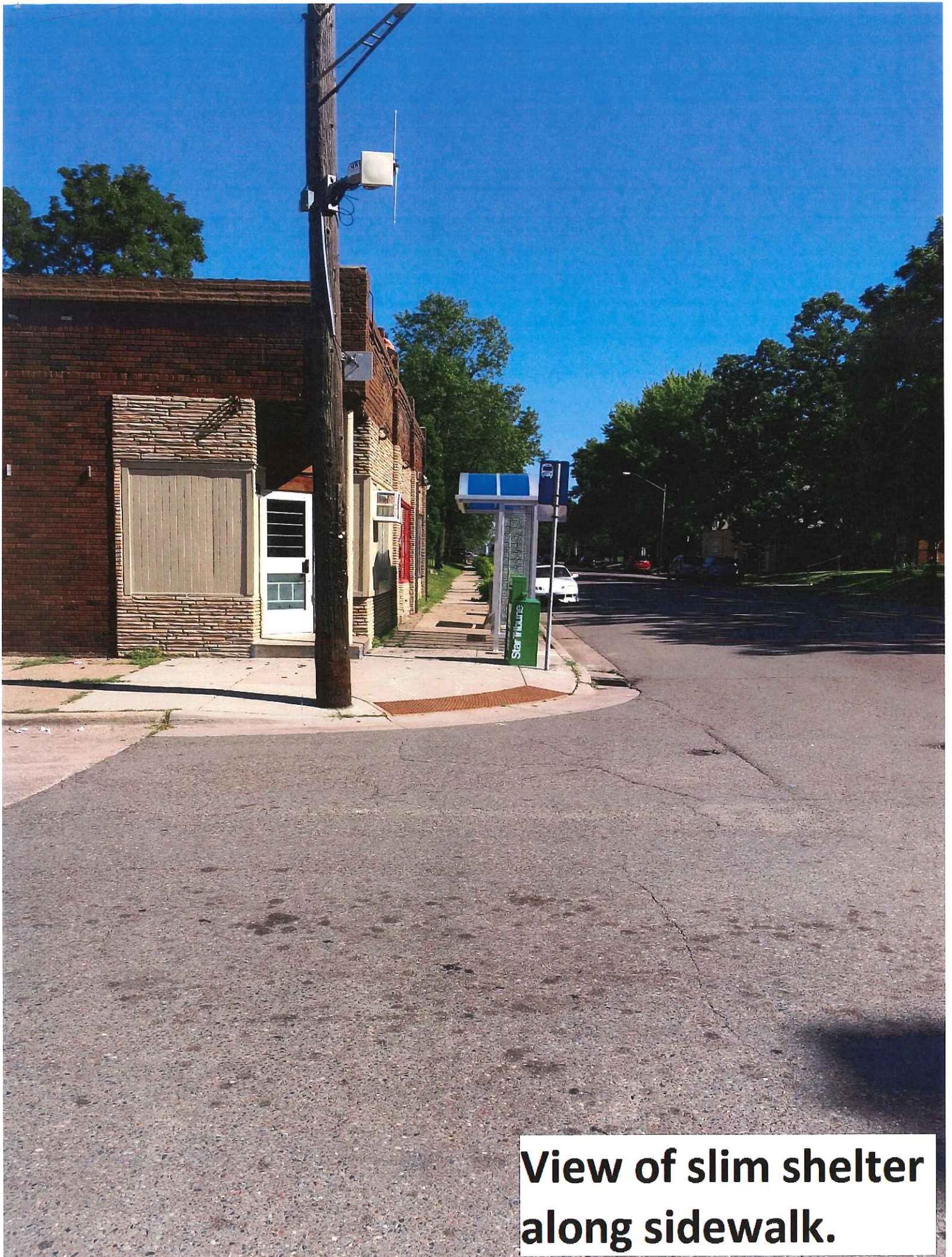
View of site from light rail platform.

**View of site looking east. Shelter will be in midground at front of sidewalk.**





**View of site looking west.  
Employee standing on  
sidewalk indicates how far in  
from curb shelter extends.**



**View of slim shelter  
along sidewalk.**



**View of slim shelter from across street. This shelter is 12' wide. Shelter to be installed at University and Carleton is 8' wide.**