

city of saint paul
planning commission resolution
file number
date

WHEREAS, LB 842 Ray LLC, File # 18-037-334, has applied to rezone, from T2 traditional neighborhood to T3 traditional neighborhood, under the provisions of § 61.801(b) of the Saint Paul Legislative Code, property located at 2330 Long Avenue, Parcel Identification Number (PIN) 29.29.23.42.0106, legally described as Lots 10 & 11, Block 81, St. Anthony Park; and

WHEREAS, the Zoning Committee of the Planning Commission, on April 12, 2018, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of § 61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The applicant is proposing to rezone the property to T3 to allow for additional height and design flexibility for an eventual housing redevelopment.
2. The proposed zoning is consistent with the way this area has developed. The proposed zoning is appropriate as described in the intent statement (§ 66.314):

The T3 traditional neighborhood district provides for higher-density pedestrian- and transit-oriented mixed-use development. It is designed for development or redevelopment of land on sites large enough to support:

- (a) A mix of uses, including residential, commercial, civic and open space uses in close proximity to one another;*
- (b) A mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes;*
- (c) A system of interconnected streets and paths that offer multiple routes for motorists, pedestrians and bicyclists, and are connected to existing and future streets;*
- (d) A system of open space resources and amenities; and incorporation of environmental features into the design of the neighborhood.*

The T3 district is also intended for smaller sites in an existing mixed-use neighborhood center where some of the above elements already exist, or in an area identified in the comprehensive plan as a potential "urban village" site. The above elements may be found within the T3 district or adjacent to it; the intent is that all would be present within a reasonable walking distance. The proposed zoning will allow for a higher-density mix of housing adjacent to the transit-oriented Raymond Station Area.

moved by _____
seconded by _____
in favor _____
against _____

3. The proposed zoning is consistent with the Comprehensive Plan. The use is supported by the following policies in the *District 12 St. Anthony Park Community Plan* adopted in 2008:
 - Range of Housing Choices. Increase the range of housing types and affordability within the District to encourage a greater diversity of households and to be an affordable community for all people throughout their life and changing lifestyle needs.*
 - 57. *Identify specific parcels of land just outside of the TOD district for the development of market rate and affordable urban style town homes, flats and co-ops (owner and rental).*
 - 59. *Encourage the redevelopment of existing structures and the building of new structures within the historic TOD district for mixed-use commercial and housing types including apartments, condominiums and loft-style units.*
4. The proposed zoning is compatible with surrounding uses. The proposed zoning allows for development that is compatible in use and scale and with surrounding uses as well as development types that would be allowed in the surrounding zoning districts.
5. Court rulings have determined that "spot zoning" is illegal in Minnesota. Minnesota courts have stated that this term "*applies to zoning changes, typically limited to small plots of land, which establish a use classification inconsistent with the surrounding uses and create an island of nonconforming use within a larger zoned property.*" This is not spot zoning. The proposed use would be allowed under T2 zoning and is compatible with surrounding land uses. The proposed T3 zoning allows for additional design flexibility.

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission recommends to the City Council that the application of LB 842 Ray LLC for rezoning from T2 traditional neighborhood to T3 traditional neighborhood for property at 2330 Long Avenue be approved.

Zoning Committee
Planning & Economic Development
1400 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Friday, April 6, 2018

Zoning Committee,

We are owners of the property immediately adjacent to the property being proposed for a T2 to T3 change, 2330 Long Avenue. It is a small triangle of green space directly behind our house (& side property) where children wait on the corner for the school bus. It borders on our unimproved dead-end alley, which is not even wide enough to make a decent turn into our garage. Imagine our surprise when we received an email telling us that we were part of a proposed 3 stage development to add a massive complex to this tiny parcel of land. Well, at first Mr. Stolpestad said his 3rd stage was only 10 units but now he says that with T3 zoning the lot can fit 50 units. Four plus stories is way out of scale to fit with the rest of the housing on all sides which are mostly 1 and 2 stories.

Being longtime residents of South St Anthony Park, we have agreed to many developmental changes in our neighborhood. When we sat on the district council & proposals came up for Seal Senior High-rise & Hampton Square, we felt it was in the best interest of the community to buffer ourselves from the warehouse's spread by developing new homes on the outer edges of our community. These have not been perfect neighbors, but we acquiesced. We also suffered the inconvenience of the realigning of Raymond Avenue & Bradford Street, that reduced on street parking by half.

We have modified our lives to accommodate what the city sees as progress, but the development slated for the residential property on Long Avenue & Bradford Street (directly behind our house) is entirely contrary to the character of the surrounding neighborhood. The massive development that the developer is proposing (up to 50 apartment units) is totally unacceptable. A 35 foot high building (that is currently allowed under T2 zoning) would already rob the sunlight from neighbors to the West in the morning to the North at mid-day and to the East in the evening. Lifting the height restriction to 45 feet, and more with set-back on top (as allowable in T3 zoning) would erode even further the livability & attractiveness of the neighborhood.

The developer had not bothered to research the neighborhood before putting his plans in place. And frankly, we don't believe he cares about neighbors' concerns, access or inconvenience. We were first informed of this proposed 3 phase project, in an email from Mr. Stolpestad. Our options included selling our land (a double lot) to the developer, painting our relatively new carriage-house style garage in geometric patterns & colors to more conform to the 'look' of his project plus changing our alley access to a 'lane.' Putting yourselves in our shoes, would you welcome this person as your neighbor? In our eyes this project is more about creating a 'toehold' into our residential community for further multi-story development by displacing the existing community than about creating livable spaces.

The developer hasn't shown anyone any concrete plans for this project. On first contact with us, he was estimating a building of 10 then later 20 units. Now he claims that only by going to 4+ stories could he afford to add affordable housing to the development. That stretches credulity, as does his claim that 50 units would not require on-site parking. Long Avenue & Bradford Street are already parked up with cars. These streets and Raymond serve as parking for a dozen or so small businesses, their clientele and many residents from Hampden Square and 872 Raymond Avenue, all vying for the small number of available on-street parking spaces along Long Avenue, Bradford Street and Raymond Avenue.

Another problem is that our alley access is off of Bradford, past the back end of the parking lots of 842 & 856 Raymond multi-business buildings. It has been a common access for as long as the properties have coexisted. Unless the city is willing to pave an access from Long, any development on this land would leave us with an expensive new garage, that is inaccessible. The 872 Raymond small apartment building past our property also has its only access from Bradford.

Having consulted the neighbors, none are in favor of this development. It is too big, on too little land, will tower over existing structures, & add to our parking problems. This kind of a proposal would be more suited for property south of Territorial Road, where there is not a major impact on single-owner residential properties.

We are not a conglomeration of small parcels of land to be developed. We are a community that has endured many alterations, for the sake of the city. This one is not acceptable!

In summary, the proposed 50 unit T3 housing development is too dense, too large, & would strain the already scarce parking available on this block. The businesses, Hampden Square, & residents all vie for the existing parking spaces, as is. With the addition of Mr. Stolpestad's co-working concept for the Lakes & Plains Building, this problem will become even worse. Mr. Stolpestad is promoting his housing unit as 'bike condos.' We assume he is taking this approach so as not to have to provide on-site parking for his tenants. As we have stated before, we have no room for more cars on our streets. If these truly were 'bike condos' how would he enforce parking restrictions? Evict tenants found to possess cars? This concept has not been carefully thought through. Until Mr. Stolpestad comes up with a genuine plan for what he is proposing to build, we don't believe the city should allow any zoning changes on this property.

Raymond C. & Linda N. Bryan
862 Raymond Avenue
Saint Paul, MN 55114

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Re-Zoning - 2330 Long Avenue
Date: Monday, April 09, 2018 4:33:44 PM

Cherie,

Please provide to Zoning Committee.

Thanks,
Anton

From: Jason Peterson [mailto:jpeterson@nwhomepartners.org]
Sent: Monday, April 09, 2018 3:51 PM
To: Jerve, Anton (CI-StPaul)
Cc: James Stolpestad
Subject: Re-Zoning - 2330 Long Avenue

Good Afternoon Anton,

I am writing today to regarding the re-zoning of 2330 Long Avenue from T2 to T3. This change would allow for an economical increase in density in the neighborhood, which will facilitate additional affordable housing units.

As you are likely aware, the need for additional affordable housing units within St. Paul is significant. With vacancy rates hovering around 4%, we have one of the tightest rental housing markets for a major metropolitan area in the country (the vacancy rate across the entire US is hovering around 7%). Rents are also continuing to rise with over 50% of all renters considered cost burdened (paying more than 30% of their gross income towards housing costs).

The homeownership market is equally as tight for folks looking to purchase a home in St. Paul. As of February 2018, there were a total of 296 homes for sale in the entire City of St. Paul, which is 0.9 months of inventory (as of February 2018, the average across the US was 5.9 months of inventory). Houses are staying on the market an average of 57 days in St. Paul, which is a 35% decrease from one year ago. In that time, prices have also risen by 20% in St. Paul. These stats highlight the need for more affordable units in St. Paul.

If 2330 Long Avenue were rezoned from T2 to T3 and 20% of the total units were affordable, this would benefit the City of St. Paul and its constituents by providing additional affordable housing options, which are becoming increasingly scarce within the city.

Best Regards,

Jason Peterson | Executive Director
NeighborWorks Home Partners

533 Dale Street North, Saint Paul, MN 55103
651.348.5072 (direct) 651.292.8710 (main) 651.292.0473 (fax)

www.nwhomepartners.org



creating | building
homeowners | community

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: University-Raymond residential rezoning
Date: Monday, April 09, 2018 4:36:58 PM
Attachments: [image001.png](#)

Please provide to the Zoning Committee for 2330 Long Ave rezoning.

Thanks,
Anton

From: Jim Stolpestad [mailto:JStolpestad@ExeterMN.com]
Sent: Monday, April 09, 2018 10:37 AM
To: Jerve, Anton (CI-StPaul)
Cc: Henningson, Samantha (CI-StPaul)
Subject: University-Raymond residential rezoning

Mr. Jerve,

Our company (and I personally) strongly support Mayor Carter's signature objective of increasing the overall housing stock in Saint Paul over the next four years, which encourages greater housing density in commercial nodes throughout the city. Given our company's successful residential and commercial development in the University-Raymond area in recent years, we would definitely like to see more housing projects in this part of Ward 4. I would single out two proposals in particular being proposed by other parties – the Baker Court site and housing proposed for 842 Raymond/2330 Long Avenue – that would continue the strong development momentum we have seen in the University-Raymond area. I urge the Planning Commission and City Council to support the rezoning applied for in both instances to allow for increased housing density that is needed in our community. Thank you.

JAMES A. STOLPESTAD

Exeter Group LLC
332 Minnesota Street
Suite W2300
Saint Paul, MN 55101
[651-294-2441](tel:651-294-2441)
JStolpestad@ExeterMN.com
www.ExeterMN.com



Distinctive Urban Real Estate

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: 2330 Long Avenue rezoning
Date: Monday, April 09, 2018 4:39:59 PM

Cherie,

Please provide to the ZC. Thanks!

From: Pat Thompson [mailto:pat@marksimonson.com]
Sent: Monday, April 09, 2018 8:15 AM
To: Jerve, Anton (CI-StPaul)
Subject: 2330 Long Avenue rezoning

Hello,

I write to support the rezoning of 2330 Long Avenue from T2 to T3. The requested change fits with plans for the area to create housing near the Green Line, and the change specifically will allow enough economy of scale in the project to bring some affordable housing to the area, which is greatly needed.

As a person who wants St. Paul to be a leader in addressing climate change, I urge the Zoning Committee to make it possible for more people to walk or take transit to meet their daily needs and get to their jobs. To do that, we need to have more housing near commercial nodes and transit. This is a perfect example.

Please help us make progress on the goals we set ourselves. Don't let them be stopped each time a change is proposed.

--

Pat Thompson
1496 Raymond Avenue, St. Paul

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Support for the 2330 Long Avenue Re-Zoning
Date: Wednesday, April 11, 2018 2:00:32 PM

Hi Cherie,

Can you provide this to the ZC please?

Thanks,
Anton

From: Catherine Day [mailto:cr4day@gmail.com]
Sent: Wednesday, April 11, 2018 2:49 AM
To: Jerve, Anton (CI-StPaul)
Subject: Support for the 2330 Long Avenue Re-Zoning

Hello Anton,
I write as an active community member and small business owner in D12.

I support the rezoning of this parcel as it is fully consistent with past approved long-term Small Area Plans and the current Draft 10-Year Plan.

Our D12 community efforts are aiming in the direction of increased density with an eye on affordable housing, live/work spaces and multi-modal transit, with less emphasis on cars and parking.

This site will take a step in that direction if rezoned.

Thank you.
Catherine Reid Day
Founder
Storyslices™
651-354-5901
Catherine@storyslices.com
<https://storyslices.com/>
2242 University Avenue Studio 204 St. Paul MN 55114
Working at the Intersection of Story and Purpose
Claim Your Story

Bettina Hoye
1900 Roblyn Avenue
Saint Paul, MN 55104
651 644 0461

Council Member Samantha Henningson
City of Saint Paul
310 City Hall
15 Kellogg Blvd. West
Saint Paul, MN 55102

Re: guild842 Development

Dear Council Member Henningson:

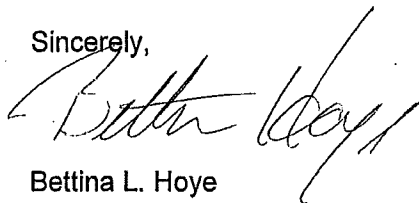
I am a long-term resident of Ward 4 and a customer of SalonGeorge since it opened at 856 Raymond Avenue over 10 years ago. I am writing because I am concerned about the impact of the proposed guild842 development on the immediate area.

I understand that the developer is seeking to change the zoning from T-2 to T-3. I took a quick look at the differences between the zoning classes and found that T-3 zoning will allow significant additional height, out of keeping with the adjacent properties, but more importantly, it will allow the developer to meet some of the parking requirements with on-street parking.

On-street parking in the immediate area has already been significantly limited by the recent reconstruction of Raymond Avenue which eliminated parking completely on one side of the street. If the existing off-street parking is eliminated by the new development, it will further limit parking available to employees and customers of SalonGeorge and the other small businesses on the block. Changing to T-3 zoning and allowing a portion of the parking requirements to be met with on-street parking is going too far.

I am sympathetic to the goal of not building parking unnecessarily. But not everyone is young and able to walk long distances or take a bike. Readily accessible parking is a factor for many of my generation as we choose where to do business. We all want the area to thrive. A scarcity of parking will not help that.

Sincerely,



Bettina L. Hoye

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights
Date: Wednesday, April 11, 2018 2:01:34 PM
Attachments: [842 Raymond Rezoning.pdf](#)
[842 SUN STUDY.pdf](#)

Hi Cherie,

Can you provide this to the ZC please?

Thanks,
Anton

From: geo@weehouse.com [mailto:geo@weehouse.com]
Sent: Wednesday, April 11, 2018 9:36 AM
To: #CI-StPaul_Ward4; Henningson, Samantha (CI-StPaul); Jerve, Anton (CI-StPaul)
Cc: Betsy Gabler; William Skon; Patty George; Linda Hodge; Suzanne Skon; Alec Soth; Rashan Moore; Ethan Jones; Austin Young; Bryan Carpenter; Eric Winter; Sam Brissett; Marcy Conrad Nutt; fariba@weehouse.com; catherine day
Subject: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights

Dear Council Member Henningson and Mr. Jerve -

Thank you for including us in the discussion around these developments right next door to us.

The attached letter is intended as a positive, constructive one that both supports our neighbor's development efforts, but also raises concerns for controlled density not only for his land, but for what we hope to see for the rest of Raymond Avenue as well.

The immediate issue is the rezoning request at 2330 Long Thursday.

A secondary, and not unrelated issue is that for the heights of proposed building at 842 Raymond. Attached is a scaled massing study that illustrates the effects of the proposed building pretty well.

Could it be more sympathetic given more work on their part to refine their design? I think so.

Thank you, and please feel free to contact me for further discussion.

Geoffrey Warner, AIA • Principal Architect • weeHouse Founder
Alchemy LLC • 856 Raymond Ave Studio G. St. Paul, MN 55114 • 651-647-
6650. www.weehouse.com

842 Raymond

We are very supportive that Mr. Stolpestad is saving the carpenter's union structure and proposing a program that will be a great addition to the CEZ.

The zoning on the 842 is T2, with limits of 35', or 45' with a conditional use permit. The plans that we've seen top out with a stepped wall at roughly 50' high from where it abuts our shared property line to the east when you add in the extra 4' grade drop from where the zero datum is given. The current design does step back to conform with guidelines allowing extra height, but if one of the purposes of "conditional use" is to verify that the design doesn't negatively impact light and air issues on surrounding properties, what we've seen does not meet that requirement.

In the attached shadow study, you can see that a 4-story addition shadows our own studio completely from November 1 to March 1. 3 of our studios have their only glass facing the courtyard, and we rely on passive solar heating to temper our studio during the coldest weather of the year. 4 stories worth of shadow would greatly reduce the impact of what is one of the nicer spaces in our entire neighborhood - one that has often been visited on tours, and hosted innumerable neighborhood meetings.

We have been talking with Mr. Stolpestad to reduce the height of the north wall to a more appropriate (but still plenty tall) 3 stories. We would strongly advocate for a hard line limit on building height, which might affect not only the area to the east which is most of concern to us, but the rest of the project as well. If he is able to reconfigure the project resulting in a lower height to the east only, we could embrace that as well.

2330 Long Ave

The request to increase the zoning on that lot to T3 opens up the potential of the project to top out even higher than at 842. The surrounding residential dwellings are either two or three stories, and even the newer condominiums are below 35'. There may be taller design solutions that can be successful on that lot, but we strongly feel that they be required to demonstrate that rather than be given carte blanche with the less restrictive zoning.

Although more density is part of the long range plan along Raymond, it will necessarily contain many houses, and is a different character than that along University. For context, the largest building along Raymond that is not a skyscraper is the 100 year old Baker Court, with an eave line of about 30'. If it can be successful, then a 35' limit for buildings along Raymond should be too. Bringing in T3 zoning into that context sets a potentially damaging precedent.

Parking

Our Condominium Association currently rents parking for the retail businesses on the 2330 site. Those retail businesses are extremely concerned about the viability of their businesses with the reduction in parking that these two new development bring. Building higher will not come with more parking, only more people, which makes another argument about overbuilding.

These are promising projects and we ask you to please work with us to ensure that they stay within the lower limits of the current zoning envelope and fit more appropriately with the rest of the neighborhood.

Respectfully,
Alec Soth
Bill Skon
Geoffrey Warner
Rashin Moore
Lloyd Hodge

Alec Soth
Bill Skon
Geoffrey Warner
Rashin Moore
Lloyd Hodge



Anton Jerve, Planner
Samantha Henningson, Ward 4 Councilperson
City of St. Paul
Sunday, April 8, 2018

Re: 842 Raymond Development Conditional Height Zoning
2330 Long Avenue Rezoning Application

Dear Mr. Jerve and Ms. Henningson -

Overall, we support denser new development in our neighborhood, and Jamie Stolpestad's proposed projects at 842 Raymond and next door at 2330 Long Ave will be vital additions if well-conceived.

That said, we have serious concerns about the building heights being proposed for those projects, and want to push for more reasonable limits within the current zoning envelope.

Background

In 2001, we were part of the team that purchased 856 Raymond on the edge of a mostly residential area and the commercial nexus of University and Raymond, and converted it from a little-used warehouse. We saved the building and divided it into seven owner-occupied commercial condominiums which have allowed us to build a sustainable presence and bring creative voices and vitality to the neighborhood. In the time since, our businesses have employed about 75 people.

More than 10 years ago, I was one of the founding members of the Creative Enterprise Zone, which has helped encourage many smart, creative developments to come to the neighborhood as a result of the Green Line improvements and improving economy.

In 2010, we rezoned 856 Raymond with our neighbor at 842 from nonconforming residential to T2. *We specifically sought T2 because it most closely matched the scale that we and the city felt was appropriate for our neighborhood.*

It is cliché that developers claiming financial obstacles are always wanting to push the zoning limits of their projects, and often do so at the expense of the surrounding urban fabric. And while it is true that good design can overcome such obstacles, it also is true that you cannot legislate good design. But, we can use zoning guidelines meant to stabilize our community without overturning them hastily.

Alchemy Architects

842 Raymond

We are very supportive that Mr. Stolpestad is saving the carpenter's union structure and proposing a program that will be a great addition to the CEZ.

The zoning on the 842 is T2, with limits of 35', or 45' with a conditional use permit. The plans that we've seen top out with a stepped wall at roughly 50' high from where it abuts our shared property line to the east when you add in the extra 4' grade drop from where the zero datum is given. The current design does step back to conform with guidelines allowing extra height, but *if one of the purposes of "conditional use" is to verify that the design doesn't negatively impact light and air issues on surrounding properties, what we've seen does not meet that requirement.*

In the attached shadow study, you can see that a 4-story addition shadows our own studio *completely from November 1 to March 1*. 3 of our studios have their only glass facing the courtyard, and we rely on passive solar heating to temper our studio during the coldest weather of the year. 4 stories worth of shadow would greatly reduce the impact of what is one of the nicer spaces in our entire neighborhood - one that has often been visited on tours, and hosted innumerable neighborhood meetings.

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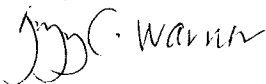
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Parking

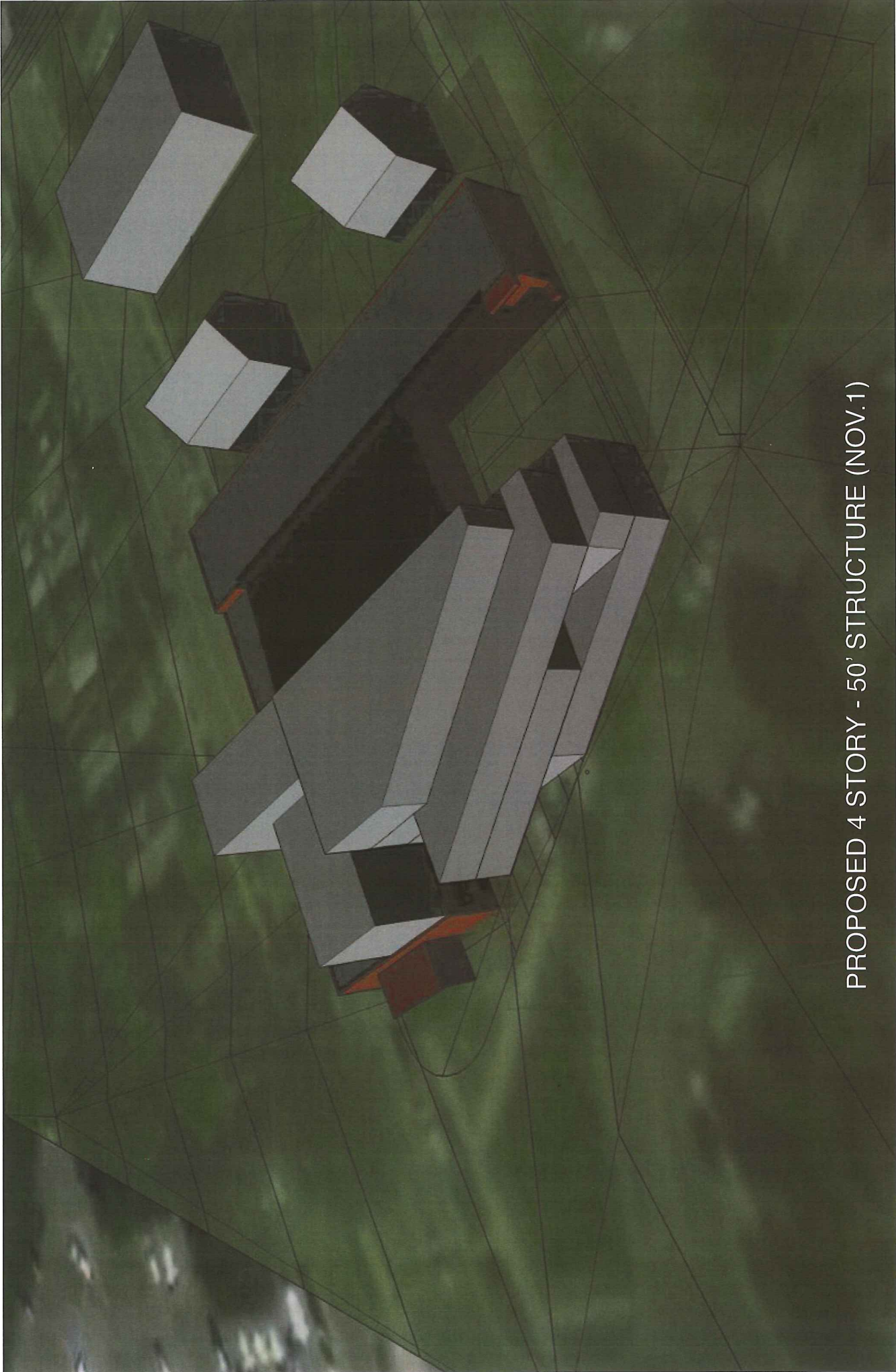
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These are promising projects and we ask you to please work with us to ensure that they stay within the lower limits of the current zoning envelope and fit more appropriately with the rest of the neighborhood.

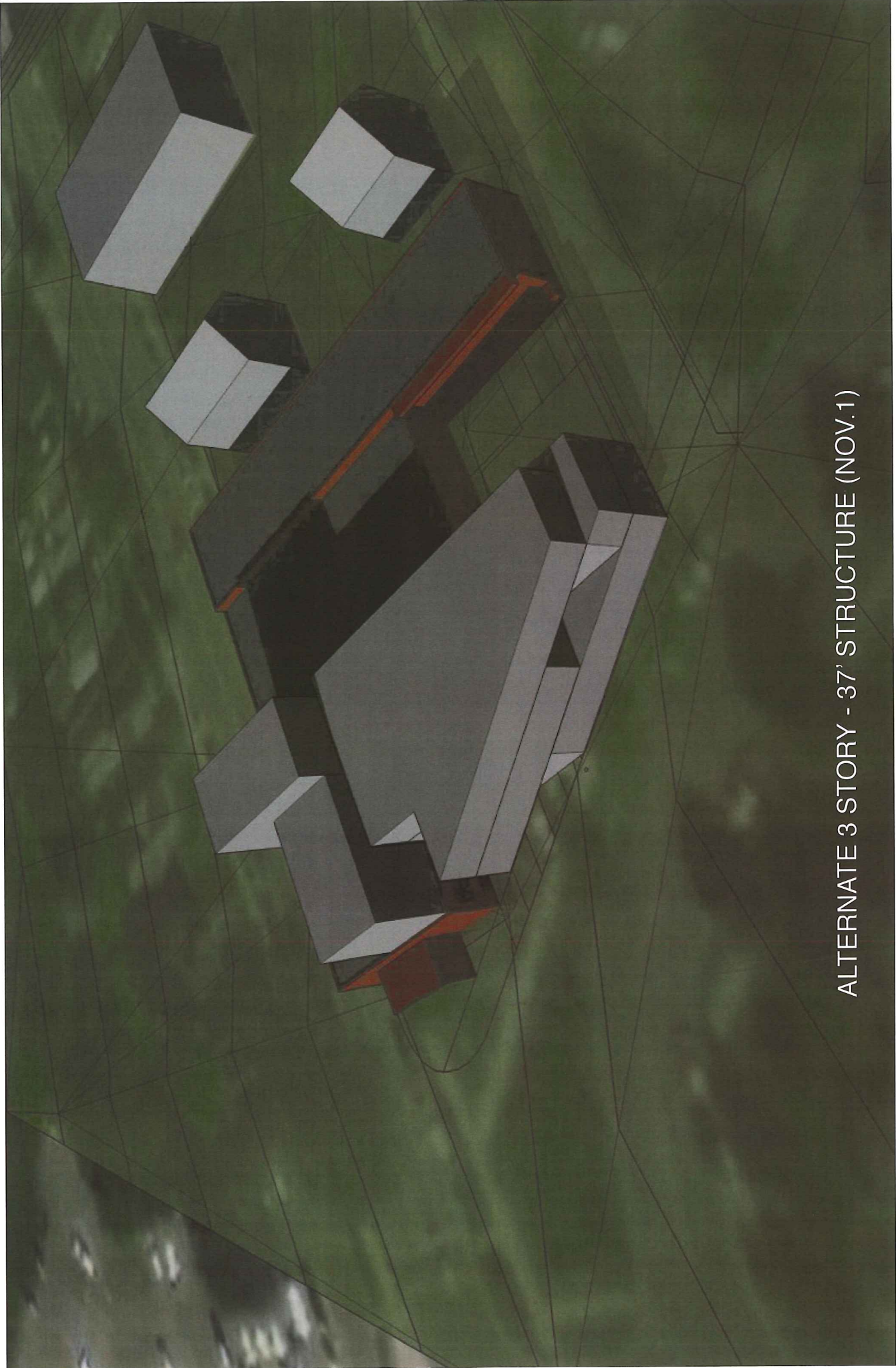
Respectfully,



Geoffrey Warner, Alchemy Architects

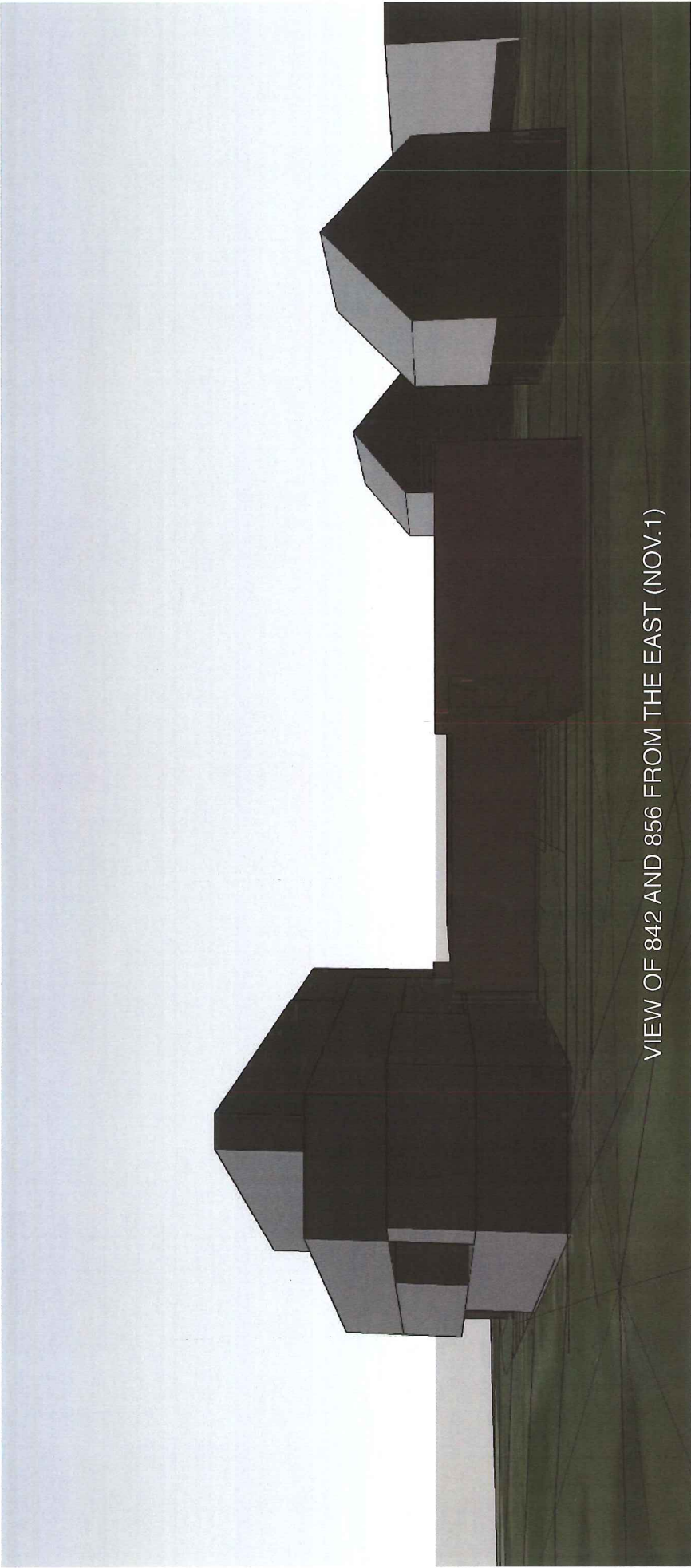


PROPOSED 4 STORY - 50' STRUCTURE (NOV.1)

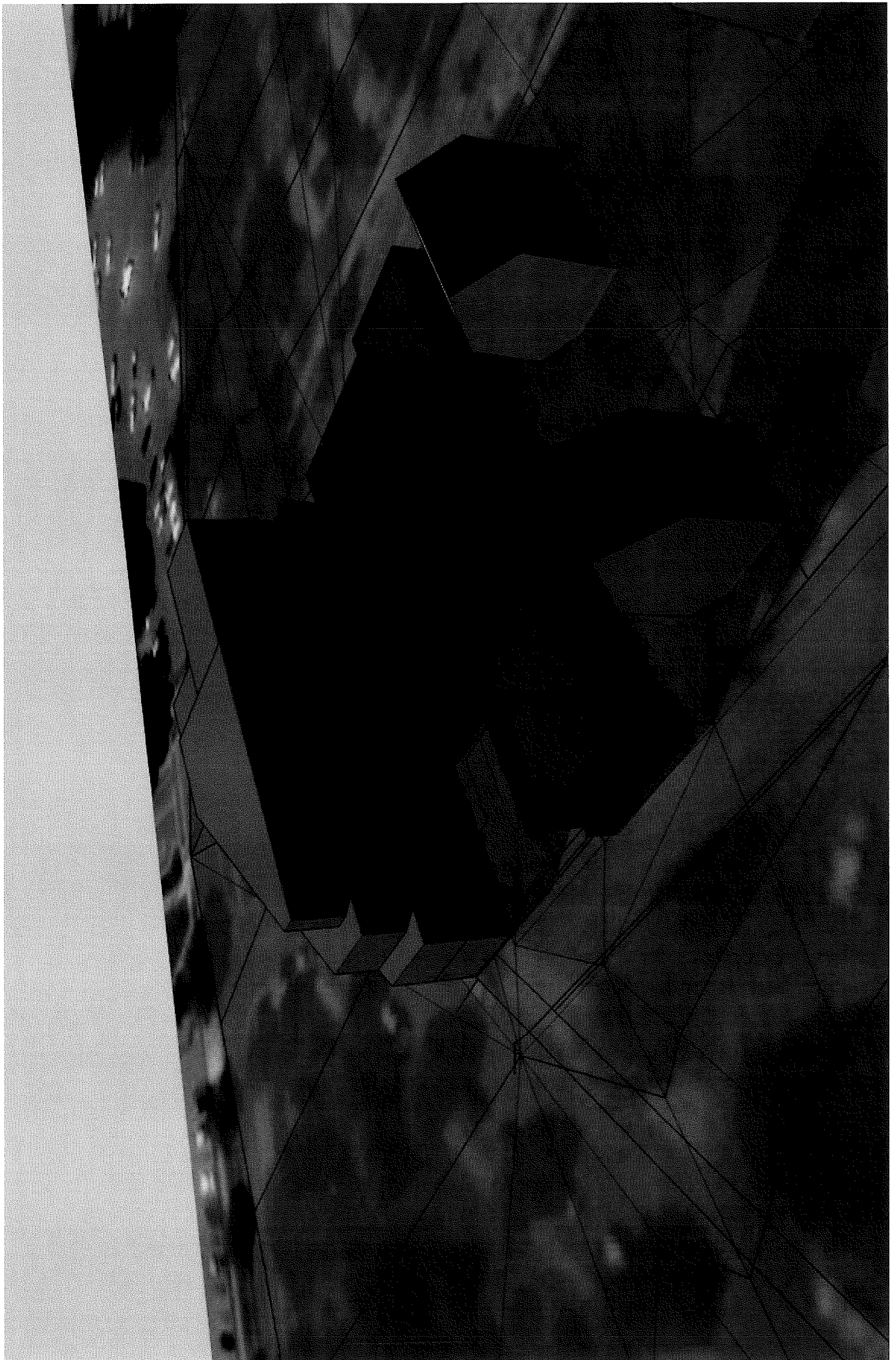


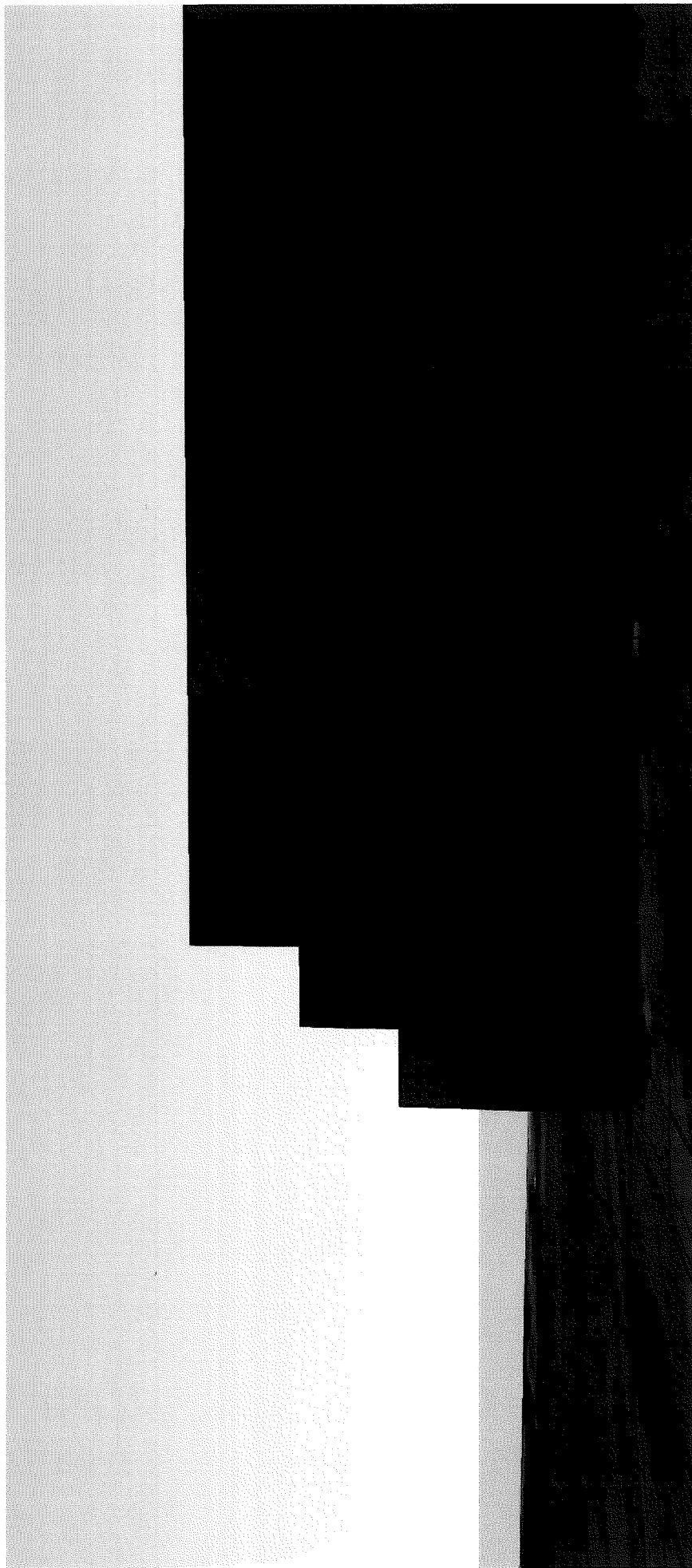
ALTERNATE 3 STORY - 37' STRUCTURE (NOV.1)

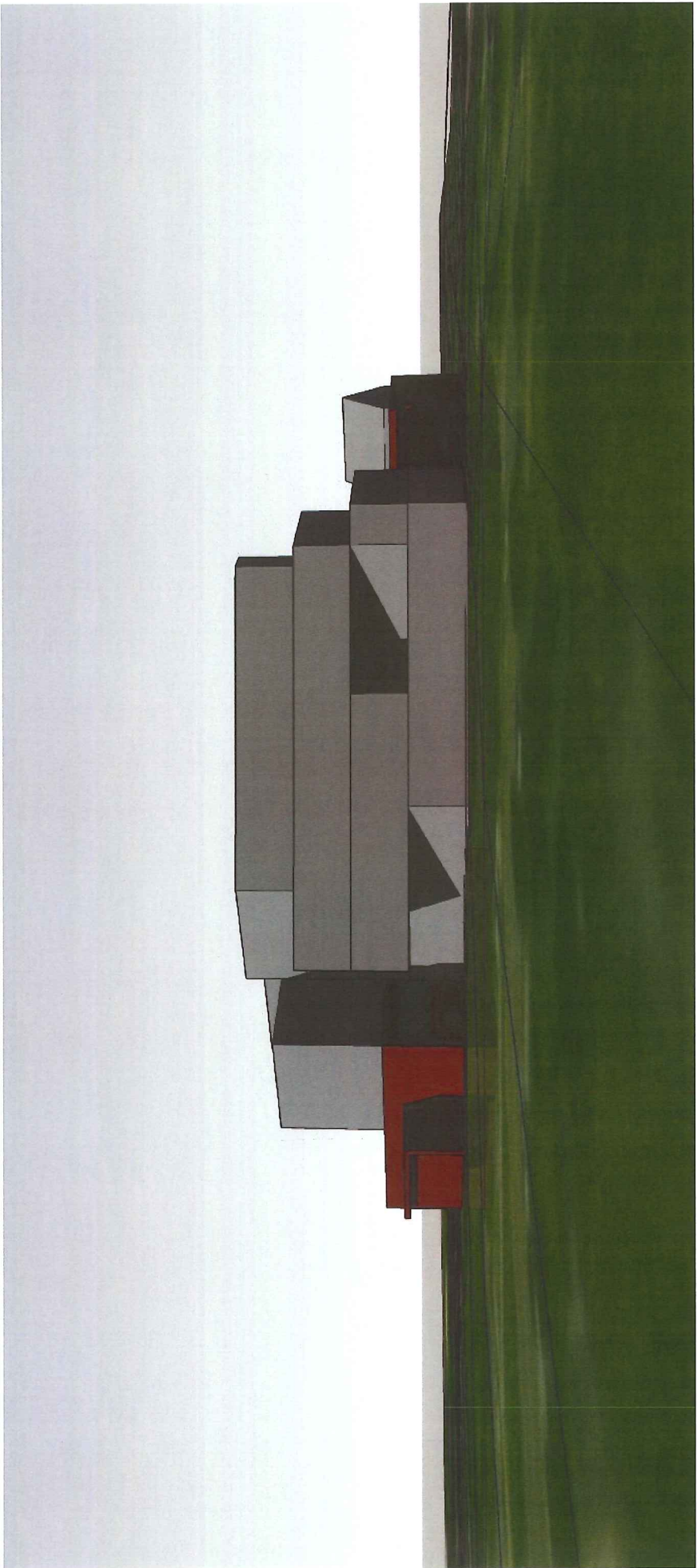


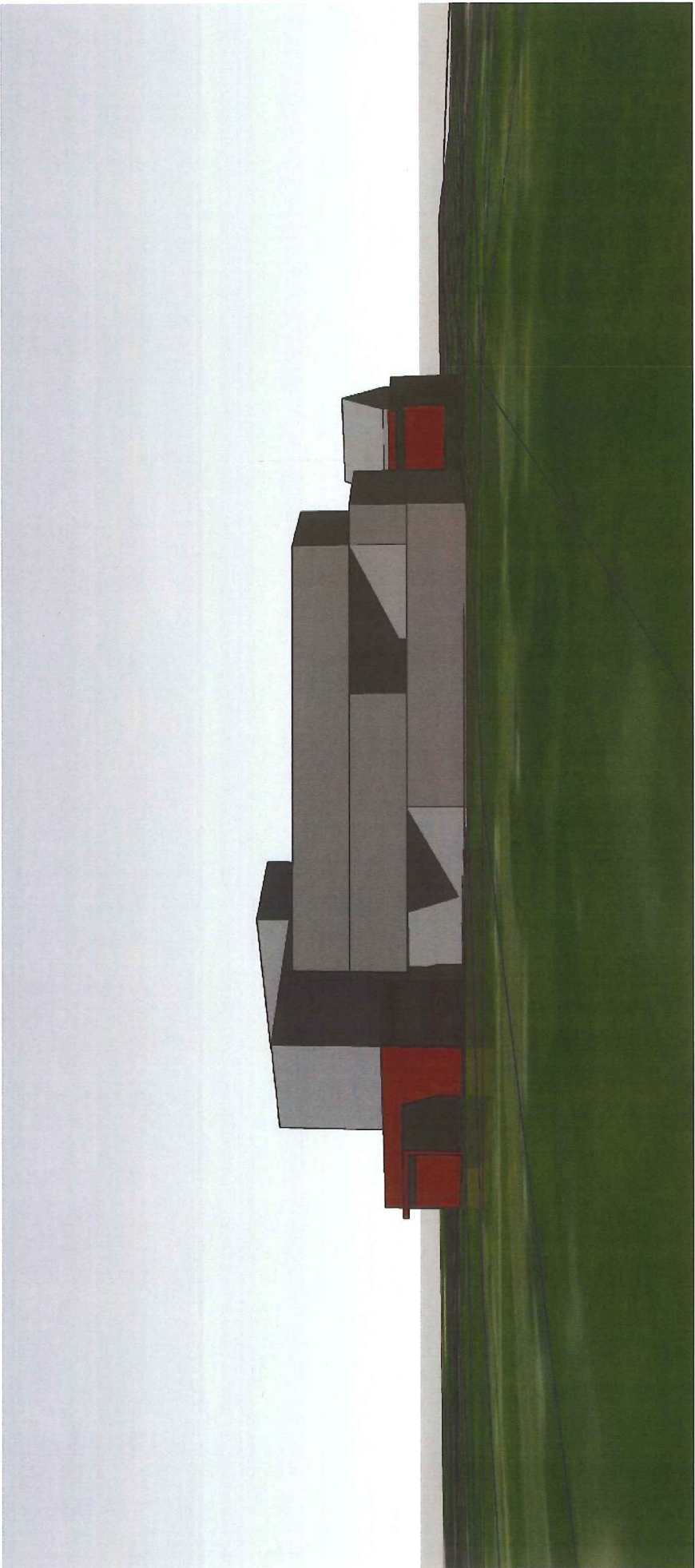


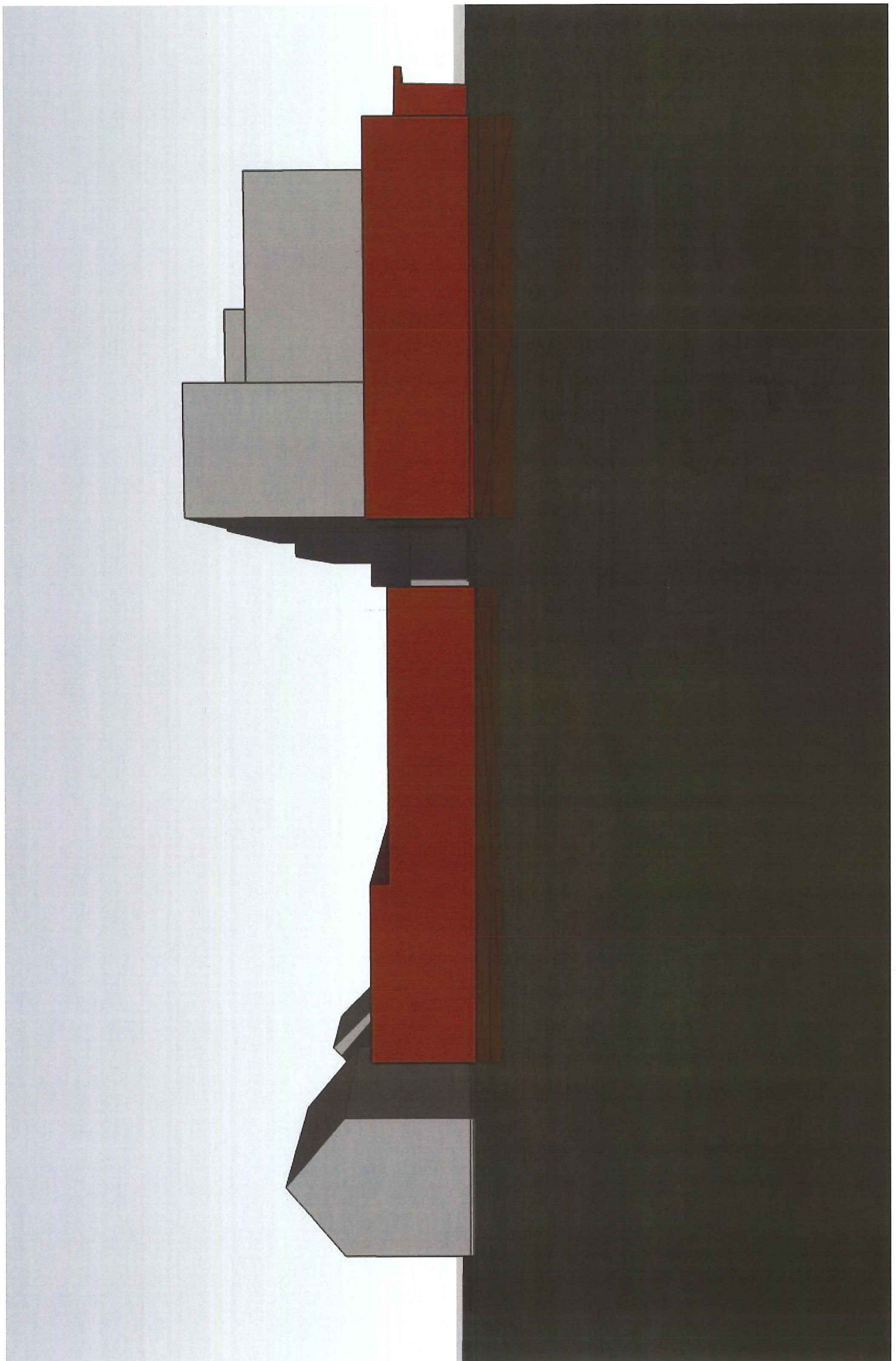
VIEW OF 842 AND 856 FROM THE EAST (NOV.1)











From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights
Date: Thursday, April 12, 2018 12:29:47 PM
Attachments: [856 Raymond Area Plan2.pdf](#)

Here is another exhibit for the ZC for a previous letter sent by Mr. Warner.

From: geo@weehouse.com [mailto:geo@weehouse.com]
Sent: Thursday, April 12, 2018 12:26 PM
To: Jerve, Anton (CI-StPaul)
Cc: Betsy Gabler; William Skon; Patty George; Linda Hodge; Suzanne Skon; Alec Soth; Rashan Moore; Ethan Jones
Subject: Re: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights

Dear Council Member Henningson and Mr. Jerve -

I will not clog up your speakers agenda today, but if you could share this diagram on the talking points of the letter that gives a more relevant graphic overview than the City's Zoning Map does, we'd appreciate it.

We'd like to support development that respects / saves / renovates the smaller commercial buildings that we already have.

We'd like to see that that the 2330 lot works within that context and supports the green respite from University Ave that we currently enjoy.

Geoffrey Warner, AIA • Principal Architect • weeHouse Founder
Alchemy LLC • 856 Raymond Ave Studio G. St. Paul, MN 55114 • 651-647-6650. www.weehouse.com

On Apr 11, 2018, at 1:58 PM, Jerve, Anton (CI-StPaul) <anton.jerve@ci.stpaul.mn.us> wrote:

Geoffrey,

Thank you for your comments. I will provide them to the Zoning Committee for the public hearing on Thursday.

Regards,
Anton

Anton Jerve
Senior City Planner
Planning & Economic Development
<[image001.png](#)> 25 W. 4th St., 13th Floor; Saint Paul, MN 55102
651-266-6567 Anton.Jerve@ci.stpaul.mn.us
<[image002.png](#)> <[image003.png](#)> <[image004.png](#)> <[image005.png](#)>

Making Saint Paul the Most Livable City in America

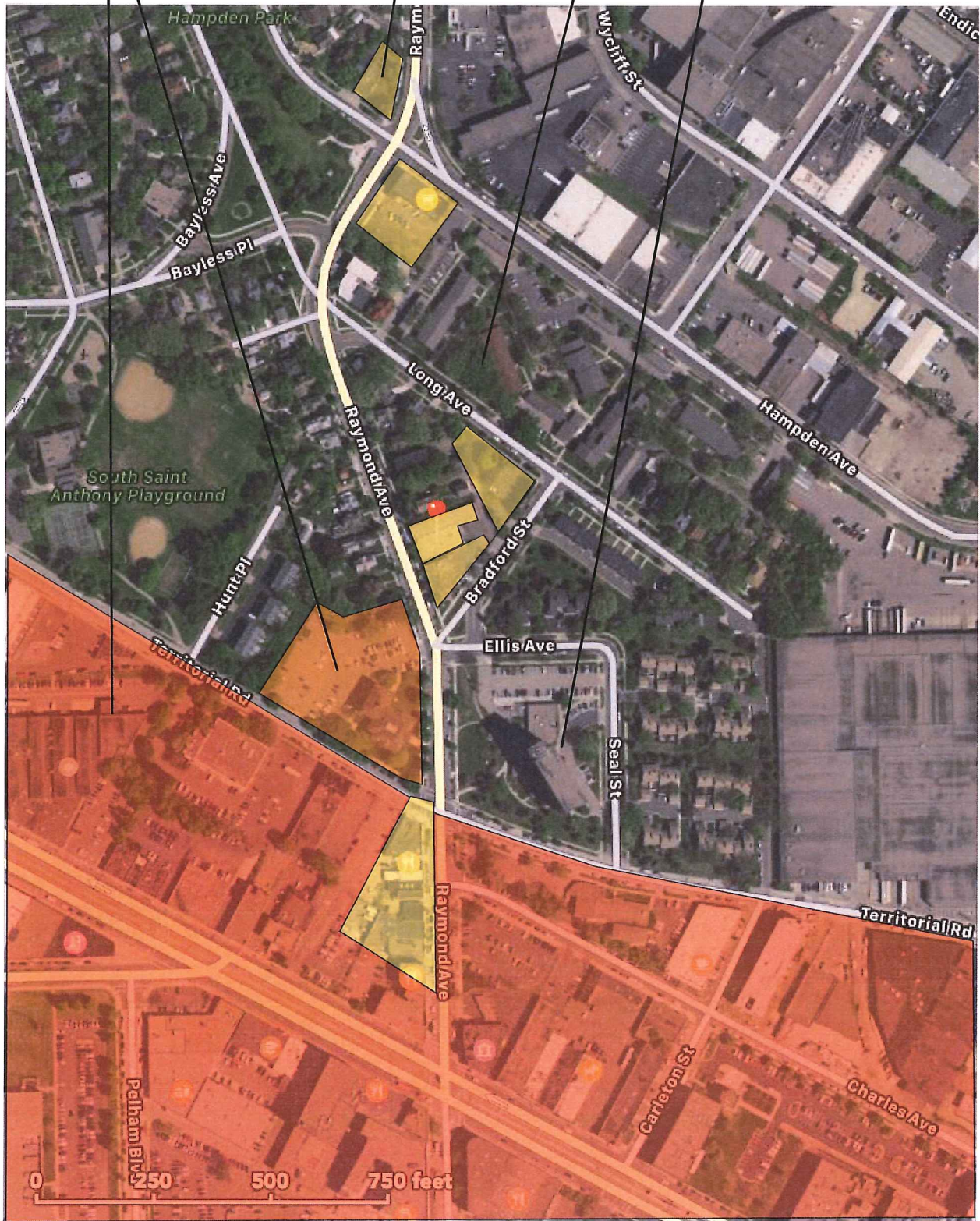
HIGHER DENSITY

MEDIUM DENSITY
ALONG RAYMOND

LOW DENSITY
(NOTE HOW IT IS NATURALLY GREEN)

THE 1960S ANOMALY

near St. Anthony Park — Saint Paul



RAYMOND AVENUE SCALE STUDY.

ADVOCATING FOR SAVING AND REINFORCING OUR EXISTING BUILDINGS
FOR A MODESTLY SCALED NEIGHBORHOOD ALONG RAYMOND

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Support for the rezoning of 2330 Long Avenue from T2 to T3
Date: Wednesday, April 11, 2018 2:01:49 PM

Hi Cherie,

Can you provide this to the ZC please?

Thanks,
Anton

From: Devin Creurer [mailto:dcreurer@arcadiamanagement.com]
Sent: Wednesday, April 11, 2018 11:00 AM
To: Jerve, Anton (CI-StPaul)
Cc: Henningson, Samantha (CI-StPaul); jas2@egcapitalus.com; Brad Johnson
Subject: Support for the rezoning of 2330 Long Avenue from T2 to T3

Dear Anton Jerve,

On behalf of Arcadia Management, I am writing to express our support for this project, which, given the good reputation of the developers, should prove to be an asset for the neighborhood and surrounding area. Whatever concerns might be raised, we are confident that the benefits of adding attractive new housing units to this highly desirable part of St. Paul will far outweigh any drawbacks.

Arcadia is the management group for several multifamily communities in the neighborhood, including: The Lyric (765 Hampden Avenue), Carleton Place Lofts (2285 & 2341 University Avenue W.), and RAY (2323 Charles Avenue).

Respectfully,

Devin Creurer, CPM® | VP Property Management & Development
2285 University Avenue West, St. Paul, MN 55114
Office: 651-288-7270 | Mobile: 952-215-8455
dcreurer@arcadiamanagement.com



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error, please notify me immediately and delete this message.

Thank you

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: 2330 Long Ave. Rezoning
Date: Wednesday, April 11, 2018 2:04:31 PM

Hi Cherie,

Can you provide this to the ZC please?

Thanks,
Anton

From: Sandy Jacobs [mailto:sandy@updatecompany.com]
Sent: Wednesday, April 11, 2018 1:46 PM
To: Henningson, Samantha (CI-StPaul); Jerve, Anton (CI-StPaul)
Subject: 2330 Long Ave. Rezoning

Councilmember Henningson and Mr. Jerve,

I am writing this email in support of the rezoning effort for 2330 Long. T3 zoning is appropriate for this site and for the neighborhood.

I have reviewed information about the project and I believe it would be a good addition to this part of the neighborhood, where we transition from single family homes to multi-family and commercial uses.

Putting together sites for this type of development requires the developer to be creative and the City needs to support these developers to create new housing infill in our neighborhoods, which we sorely need.

I have no doubt this will be a quality project that will have a positive impact. Please approve the request for rezoning.

Sandy Jacobs
Update Company LLC
2380 Wycliff St. # 200
St. Paul, MN 55114
Ph. (651)641-0208
Fax (651) 641-0028

Check out my blog! www.updatecompany.blogspot.com

Find Update Company LLC on Facebook for more news and information on our buildings.

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights
Date: Thursday, April 12, 2018 10:59:40 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

2 of 3 for the ZC.

From: William Skon [mailto:drskon@skonchiro.com]
Sent: Thursday, April 12, 2018 7:53 AM
To: Jerve, Anton (CI-StPaul)
Subject: RE: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights

Dear Mr Jerve,

Thank you for the opportunity as a business owner at 856 Raymond and a long time resident of St Anthony Park to express my concern regarding the rezoning of the above projects.

I am very worried about the impact of my business and its need for accessible parking. I think this is expressed well in other emails and letters to you from my condo associates so I will not repeat them.

What I am wondering is if the city ever finds it appropriate to conduct a parking analysis in a situation such as this. Is this a consideration? It would certainly help those of us that require accessible customer parking determine if our businesses will be viable in the future.

Personally it is very frustrating to have purchased a business condo that I thought was ideal to end my career and then pass on to a new owner only to find that only to find that a proposed housing project could eliminate most of the required parking.

Thank you again for the opportunity to have some input on this proposal.

We are disappointed that none of us at 856 Raymond are able to attend the meeting today.

Respectfully,

William Skon DC

From: Jerve, Anton (CI-StPaul) [mailto:anton.jerve@ci.stpaul.mn.us]
Sent: Wednesday, April 11, 2018 1:58 PM

To: geo@weehouse.com; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; Henningson, Samantha (CI-StPaul) <samantha.henningson@ci.stpaul.mn.us>

Cc: Betsy Gabler <betsy@weehouse.com>; William Skon <skonchiro@gmail.com>; Patty George <pgeorgehair@aol.com>; Linda Hodge <lindarh@bjlsoftware.com>; Suzanne Skon <suzanneskon@gmail.com>; Alec Soth <alec@alecsoth.com>; Rshan Moore <service@nanosystems1.com>; Ethan Jones <ethan@alecsoth.com>; Austin Young <austin@weehouse.com>; Bryan Carpenter <bryan@alchemyarch.com>; Eric Winter <eric@weehouse.com>; Sam Brissett <briss039@umn.edu>; Marcy Conrad Nutt <marcy@weehouse.com>; fariba@weehouse.com; catherine day <cr4day@gmail.com>

Subject: RE: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights

Geoffrey,

Thank you for your comments. I will provide them to the Zoning Committee for the public hearing on Thursday.

Regards,
Anton



Anton Jerve
Senior City Planner
Planning & Economic Development
25 W. 4th St., 13th Floor; Saint Paul, MN 55102
651-266-6567 Anton.Jerve@ci.stpaul.mn.us



Making Saint Paul the Most Livable City in America

From: geo@weehouse.com [<mailto:geo@weehouse.com>]

Sent: Wednesday, April 11, 2018 9:36 AM

To: #CI-StPaul_Ward4; Henningson, Samantha (CI-StPaul); Jerve, Anton (CI-StPaul)

Cc: Betsy Gabler; William Skon; Patty George; Linda Hodge; Suzanne Skon; Alec Soth; Rshan Moore; Ethan Jones; Austin Young; Bryan Carpenter; Eric Winter; Sam Brissett; Marcy Conrad Nutt; fariba@weehouse.com; catherine day

Subject: 2330 Long Ave Rezoning and 842 Raymond Zoning / Proposed Building Heights

Dear Council Member Henningson and Mr. Jerve -

Thank you for including us in the discussion around these developments right next door to us.

The attached letter is intended as a positive, constructive one that both supports our neighbor's development efforts, but also raises concerns for controlled density not only for his land, but for what we hope to see for the rest of Raymond Avenue as well.

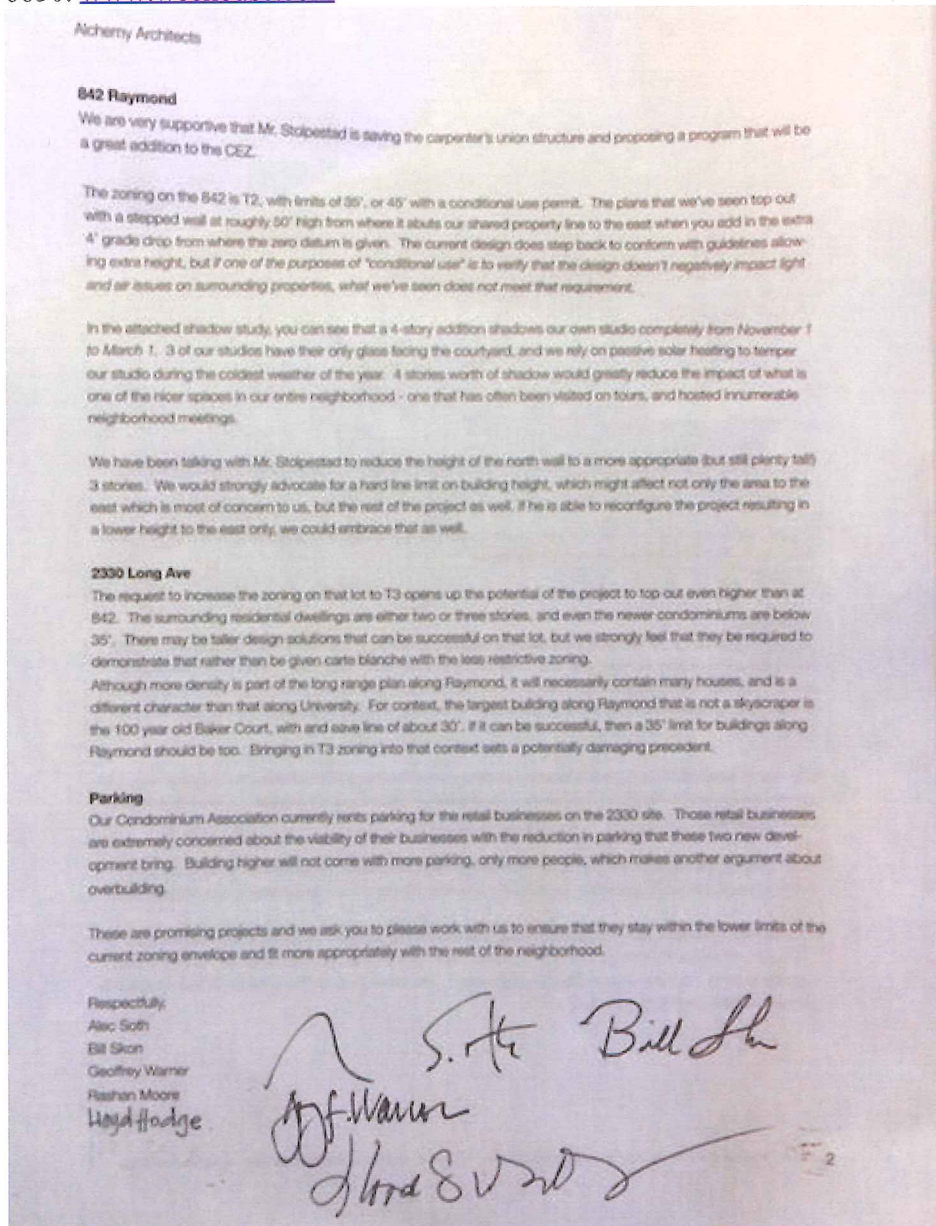
The immediate issue is the rezoning request at 2330 Long Thursday.

A secondary, and not unrelated issue is that for the heights of proposed building at 842

Raymond. Attached is a scaled massing study that illustrates the effects of the proposed building pretty well.
Could it be more sympathetic given more work on their part to refine their design? I think so.

Thank you, and please feel free to contact me for further discussion.

Geoffrey Warner, AIA • Principal Architect • weeHouse Founder
Alchemy LLC • 856 Raymond Ave Studio G. St. Paul, MN 55114 • 651-647-6650. www.weehouse.com



Anton Jerve, Planner
Samantha Henningson, Ward 4 Councilperson
City of St. Paul
April 10, 2018

Dear Mr. Jerve and Ms. Henningson,

I am writing today to ask for you to consider the current zoning and height limits to a redevelopment at **842 Raymond Ave. and 2330 Long Ave.** by the new owner Mr. Jamie Stoplestad. The project name will be **Guild842**.

I, as well as my building co-owners at 856 Raymond Ave Condo Association, have serious concerns about the building heights being proposed for both of those projects. We would like to ask you to consider more reasonable heights and design like that of the current neighborhood look and zoning in our area. I am in opposition of the current plan on creating more density and scale of the proposed condo buildings due to a lack of parking for our businesses and design/look of our neighborhood. We are surrounded with 2-3 story houses and condo/apartment buildings in an older neighborhood.

Background

I have been in the hair industry for 31 years in St. Paul. When I bought my business condo in 2005, Salon George, at 856 Raymond Ave, I bought in a neighborhood with plenty of parking. I am 1 of 5 owners that redeveloped 856 warehouse to business condos in an older building that we kept within the era of the neighborhood. Raymond Avenue was redone, full infrastructure, a few years ago and we lost one side of parking to 2 bike lanes and we also lost parking spaces on our side street, Bradford St. We lost several spaces due to re-configuring that corner to accommodate the new infrastructure and slow down traffic on Raymond. I bought into a neighborhood to have a long term business to go into my retirement. My family also owns George's Shoe Repair and Shoe store that has been a viable business since 1905 in St. Paul, Arden Hills, and Stillwater. I come from a long line of entrepreneurs and do not take ownership lightly or take for granted a great neighborhood as St. Anthony Park. I did not buy into a Downtown or Uptown area where parking is limited. I am very concerned what our future looks like for our client's ability to frequent our salon with the current Guild842 Project proposed. The current project will limit parking significantly with the high density housing and limit sun exposure, too. I currently have 12 independent stylists and techs that run their own business within my business structure and all of our clients will be facing a challenge with parking, which could cause detriment to their businesses, as well. We want to stay long term in this community and feel this redevelopment may detour our long term goals. That being said, I am for future development and light rail, but at what cost to small businesses and older neighborhoods? There is a scale to measure how future forward we develop in certain areas.

842 Raymond Ave/2330 Long Ave

Mr. Stolpestad came to us at 856, we are his closest neighbor to the north, and shared about the first build phase at 842 (2018) would be 9 luxury units, standing 4 stories high. This will be the tallest structure on the block after being built. Approx. 50' high and, in comparison, standing across the street is the 100y.o. Baker Court Building at 30' high at the eaves. Much higher than any of the closest residential buildings which are under 35'. He stated he would keep 5 parking stalls under the building at grade. Currently, there are 12 spaces. He will likely put handicap spaces up front on Raymond, which will also take a space or 2 away from front parking to our now only one side of parking since the Raymond Ave reconstruction a few years ago. Not only is parking a major concern, but so are air and sun availability. Geoffrey Warner from Alchemy Architects, my co-building owner, gives a sun study and building comparison in another letter to you, as well.

In the second phase (2019), directly behind our building and on the current lower parking lot at 2330 Long Ave, from our prior meeting Mr. Stolpestad said he was building approx. 20 units with about 20 parking spaces below the building at grade. **HOWEVER, at the last Land Use council meeting on April 5th, he said it could be 35-50 micro units with approx. 22-33 parking spaces and 5 stories high.** He keeps stating different numbers and is not direct on how many units it will be, how many parking spaces there will be, how much they will cost, what the design will look like, or if there will be significant green space loss, as well. The current 2330 Long Ave lot is surrounded by huge evergreens and grass with 12 parking spaces. We currently rent out 7 spaces. Also, at the current 842 building, there are rose gardens and very large boulevard crab apple trees that are gorgeous bloomers and give great natural beauty to our landscape. I am not sure if any of those will be saved or given green space in that first or second build. Mr. Stolpestad never seems to have a definite plan, has limited pictures, and has stated he doesn't know certain build facts every time a council member asks. To me, it seems he is not prepared or taking into account the neighborhood design or the parking situation. The potential of upper of **59 new condos** being built with under 1/2 a parking space per unit scares me with our current on street and off street parking availability. On a daily basis, most street parking is taken up by neighbors on the west side of Raymond and our clients and employees to our buildings at 856 and 842 Raymond. Now I feel we have a large worry with what it will look like for future parking. If the buildings are being marketed to use the light rail and that means those condo owners will likely have their cars parked all day, every day. Some may not have cars, but likely most will, given the state we live in and the amount of light rail thru out the city. Our clientele are middle/upper class professional men and women and families coming into the neighborhood from St. Paul, surrounding suburbs, and Mpls. I feel we have supported this neighborhood and would like to continue to do so in the future.

FYI: We, at 856 Raymond, did not receive a postcard informing us of the rezoning. This makes me wonder if my neighbors received one and if they are informed of what is likely to come and affect their properties. I was told by a mutual friend of the SAP meeting. The SAPCC Land Use Committee has recommended to the SAP Community Council to deny the rezoning of T2 to T3, in hopes to have Mr. Stolpestad's design modified to fit the scale and design of the S. St. Anthony neighborhood.

Those of us that are concerned are directly near the development, including a neighborhood council member that lives next to my salon. I believe Mr. Stolpestad wants to build modern industrial buildings like "The Ray" condos near Dogwood Coffee Bar, those are going up closer to the Raymond light rail station on Carleton and Territorial and Hampden and Territorial, near the "Carleton Lofts" and not far from "The Lyric" apt. buildings on University Ave. They are considered in the industrial area, BUT where we are is more residential. I believe Mr. Stolpestad is trying to put up modern oversized buildings, like I mentioned before, by us and not considering the style or scale of our direct neighborhood. I am not against future thinking or change, but how much do we need to change when it will become over dense and more than 50-75% parking will be unavailable since I bought in this neighborhood??

We ask you to please work with us and our neighbors to ensure we will not be over developed and that it fits the style of our neighborhood.

Thank you so much-

Patty George

Patty George, Salon George, Owner & Salon George Independent Contractors

Adrienne Pavek, Melissa Degendorfer, Kristin O'rourke, Jenny George, Bryan Rahn, Nikki LeNoir Johnson, Dan Bergstrom, Dexa Franks, Brook Carl, Kathleen Benick, Jennilyn Koonce
Melanie Nugent-Riess

Bryan Rahn
Kristin O'Rourke
Adrienne Pavek
Jenny George

Kathleen Benick
BD
Jennilyn Koonce
Melanie Nugent-Riess

Dan Bergstrom
M. Pavek

Patricia

From: [Jerve, Anton \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Rezoning of 2330 Long Avenue
Date: Thursday, April 12, 2018 10:48:58 AM
Attachments: [image001.png](#)

Cherie,

I received three more letters for the Long case overnight. Please provide to the ZC (1 of 3).

Thank you,
Anton

From: Joe Bergman [mailto:JBergman@ExeterMN.com]
Sent: Wednesday, April 11, 2018 5:36 PM
To: Jerve, Anton (CI-StPaul)
Subject: Rezoning of 2330 Long Avenue

Anton,

I wanted to write in and note my support for the rezoning application for 2330 Long Avenue from T2 to T3. Rezoning to T3 would allow the applicant to achieve greater density, something I think should be encouraged at this proximity to the Raymond Avenue LRT station. Additionally, as you mentioned in the staff report, the proposed rezoning is consistent with recent development in the area, the surrounding uses and the City's comprehensive plan.

Sincerely,

JOSEPH W. BERGMAN
Development Manager
Exeter Group LLC
332 Minnesota Street
Suite W2300
Saint Paul, MN 55101
651-294-2446
JBergman@ExeterMN.com
www.ExeterMN.com



Subject: 3:30 Zoning hearing today

Date: April 12, 2018 at 2:50:02 PM CDT

To: antone.jerve@ci.stpaul.mn.us

Greetings Anton,

I was just made aware of a Public Hearing today at 3:30 pm regarding a proposed change in Zoning from T2 to T3 in the South St. Anthony neighborhood.

I'm not certain if I was sent a notice however I would have thought so since my commercial property is a block and a half away at 2388 University Ave., on the corner of University and Raymond Ave.

My understanding is that one of the existing developers in the neighborhood is requesting a change in the zoning in order to accommodate the sudden influx of high density housing. Exposing the neighborhood to even more demands without the proper planning has already imposed more restraints on the small businesses that support the residents, both new and old.

Since I don't have the facts in front of me and am not in town to attend the meeting, I would like to voice my concern about sudden changes in well established zoning policies and laws. The development is progressing fast and furious, without the typical long terms studies and short term concerns that I have witnessed over the 25 years that I have owned the commercial property nearby.

I would hope that the city will proceed with consideration when realizing the impact that sudden changes will have on current businesses that support the residents and nearby neighborhoods. It's apparent that the parking concerns for these neighborhood businesses and residents have been overlooked as the development has proceeded at lightning speed. The fantasy that fewer will need parking and that fewer will own autos that live and visit the neighborhood is just that, fantasy.

I'm suggesting that there is a very real need for the City to consider the the impact of these decisions when we are in a critical stage of rapid development.

Wm Miller
2388 University Ave.
St. Paul, MN. 55114

city of saint paul
planning commission resolution
file number
date

WHEREAS, Leang Sarin , File # 18-036-924, has applied for a conditional use permit for drive-through sales, with modification of the special condition for drive thru lane separation from residential property (60' required, 54.9' originally proposed) and vehicular ingress and egress separation from residential property (60' required, 20.9' proposed) under the provisions of §§ 61.501, 61.502, and 65.513 of the Saint Paul Legislative Code, on property located at 1330 Larpenteur Avenue West and 1672 Hamline Avenue, Parcel Identification Number (PINs) 22.29.23.12.0171, and 22.29.23.12.0023 legally described as Lots 28-30, Block 3, Chelsea Heights; and

WHEREAS, the Zoning Committee of the Planning Commission, on April 12, 2018, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The applicant is proposing to remove two existing commercial buildings (a restaurant and a dry cleaner) on the two properties and construct a new, approximately 3,000 square foot building, which would be occupied by the restaurant currently operating on the site and second, new restaurant, which would offer drive-through service.
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 NOT met. The Future Land Use Map of the Comprehensive Plan identified Hamline Avenue as a Residential Corridor. Larpenteur Avenue is not classified by the Map, but in the area of the proposed project is characterized by a mix of residential uses, with commercial development around intersections with other arterial streets. This is similar in character to other identified Residential Corridors, such as Hamline, Como, Cleveland, and St. Clair Avenues. The Land Use Chapter describes Residential Corridors as “sectors of streets that run through Established Neighborhoods; predominantly characterized by medium density residential uses”. The area immediately to the west and south of the proposed development is categorized as an Established Neighborhood. Two policies in the Land Use Chapter address development in Residential Corridors. Policy 1.1 calls for the City

moved by _____

seconded by _____

in favor _____

against _____

to “Guide the development of housing in Established Neighborhoods, commercial area within Established Neighborhoods, and in Residential Corridors”. Policy 1.9 calls for the City to “Encourage the development of medium density multi-family housing along Residential Corridors”. One policy addresses commercial development in Established Neighborhoods: policy 1.7 calls for the City to “permit neighborhood serving commercial businesses compatible with the character of Established Neighborhoods” in locations where commercial development currently exists or at intersections of arterial and collector streets or transit routes. These policies suggest that some commercial development at the proposed project location is appropriate, but only provided it is neighborhood serving and compatible with the essential residential character of the surrounding area. Drive-throughs invite greater amounts of vehicular traffic than similar businesses without drive-throughs, and require extended vehicle idling time. They also result in additional noise impacts on adjacent properties. These inherent impacts of drive-through uses are not compatible with areas of an essential residential character, and therefore a drive-through at the proposed location is not consistent with the Saint Paul Comprehensive Plan.

A drive-through at the proposed location is also inconsistent with Policy HLU (Housing and Land Use) 1.3.3 of the Como Community Plan, which calls for “appropriate buffers and transitions” for redevelopment along Larpenteur to protect the residential character of the adjoining neighborhood. The project as proposed does not meet minimum standards for distance separation from adjacent residential uses, suggesting there is not adequate buffering of the use.

- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* It is not clear whether this condition can be met. The site plan for the proposed use shows stacking for six vehicles in the drive-through lane, including one vehicle at the service window. However, any additional vehicles queueing would result in vehicles blocking internal circulation lanes and impairing ingress and egress via Hamline Avenue.
- (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.* It is not clear whether this condition can be met. The underlying use of two restaurants is consistent with the character of the immediate neighborhood, and will not endanger the public health, safety, or general welfare. However, the potential for impacts to the public right-of-way resulting from drive-through traffic volumes exceeding the capacity of the site has not been sufficiently evaluated. Congestion in the public right-of-way increases the potential for conflicts between vehicles and between vehicles and pedestrians or bicycles, which can endanger public safety.
- (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 NOT met. The proposed use would result in increased vehicular traffic and noise in close proximity to existing residential uses on residentially-zoned lots. Excessive noise and traffic are incompatible with the reasonable enjoyment of residential properties, and would create a disincentive to continued investment in these 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 NOT met. The project as proposed would require modification of standards of § 65.513(a) and (b) for drive-through sales.

3. § 65.513 lists 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 finding is met. The original site plan showed the south curb of the drive-through lane as located 54.9' from the boundary with the multifamily residential property to the south. The applicant subsequently submitted a revised site plan that showed the south curb of the drive-through lane as located 60' from the boundary with the multifamily residential property to the south.*
 - (b) *Points of vehicular ingress and egress shall be located at least sixty (60) feet from the intersection of two streets and at least sixty (60) feet from abutting residentially zoned property. This finding is NOT met. The points of ingress and egress on Hamline and Larpenteur Avenues are both located more than 60' from the intersection of those two streets. However, the outside curb line of the Hamline Avenue site access, at its narrowest point, is located approximately 21' feet from the residential lot to the south of the site. The width of the subject site, measured north-south, is 107.95'. It is not possible on the Hamline frontage of the property to locate the point of vehicular ingress and egress the required minimum distance from both the intersection of Larpenteur and Hamline and the abutting residential property to the south.*
 - (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 finding can be met. The drive-through speaker box is located as far from the abutting residential property as possible, and the applicant can provide required screening fencing and plantings. If the conditional use permit is approved, operation of the speaker box at the minimal functional volume should be a condition of approval.*
 - (d) *A six-foot 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 finding can be met. The applicant is proposing 6' feet of landscaped area between the parking area and the common boundary with the adjoining residential property, and has proposed a 6' foot obscuring (opaque) fence atop a 2.6' concrete wall. If the conditional use permit is approved, provision of screening plantings, to be provided and maintained by applicant or applicant's agent, should be a condition of approval, with fulfillment of this condition to be demonstrated by final site plan approval and proof of an access agreement with the adjoining property owner for maintenance purposes if determined necessary by the zoning administrator.*
 - (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 for all other uses shall be determined by the zoning administrator. This condition is met. The applicant proposes a total of six (6) stacking spaces.*
4. *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. These criteria for modification of special conditions are NOT met. The standards for siting proposed drive-through lanes and points of*

vehicular ingress and egress at a minimum distant from abutting residential properties are intended to protect the occupants of those abutting properties from external effects of drive-throughs, such as vehicle and speaker noise, traffic entering and exiting the site, exhaust from idling vehicles, etc. Modification of these standards would impair the intent and purpose of the special conditions and would be inconsistent with the reasonable enjoyment of the adjacent residential properties. The strict application of these conditions does not unreasonably limit or prevent the lawful proposed use of the subject property for two restaurants.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Leang Sarin for a conditional use permit for drive-through sales, with modification of special conditions for drive thru lane vehicular ingress and egress separation from residential property (60' required, 20.9' proposed), at 1330 Larpenteur Avenue West and 1672 Hamline Avenue is hereby DENIED.

From: [Williams, Josh \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Zoning Committee written comments: #18-036-924 Larpenteur Crossing Sarin Devt.
Date: Wednesday, April 11, 2018 3:10:30 PM

From: Anne Fundakowski [mailto:anne.fundakowski@gmail.com]
Sent: Wednesday, April 11, 2018 1:58 PM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: Re: Zoning Committee written comments: #18-036-924 Larpenteur Crossing Sarin Devt.

My address is: 1529 Pascal St N, Saint Paul, MN 55108.
Thank you very much.
-Anne Fundakowski

On Wed, Apr 11, 2018 at 1:50 PM, Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us> wrote:

Email comments are fine. I do however need a street address to accept comments into the public record. If you will just reply with your address, I will pass on your email below as comments to the Zoning Committee.

From: Anne Fundakowski [mailto:anne.fundakowski@gmail.com]
Sent: Wednesday, April 11, 2018 12:52 PM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: Zoning Committee written comments: [#18-036-924 Larpenteur Crossing](#) Sarin Devt.

Josh,

Could I submit written comments for this topic through this email? If not, would you please let me know where I can send them?
Would it be beneficial for me or my husband to attend the hearing on Thursday?
Thank you for your time and help.

Regards,
Anne Fundakowski

Written Comments:

We are current residents of the Como Park neighborhood from Pascal St N (just south of Hoyt). With the location of our residence, Hamline Ave and Larpenteur Ave intersection is on our primary routes.

From our standpoint there are 2 main concerns with the redevelopment plans for the corner lot

of Hamline Ave and Larpenteur Ave:

1. Drive-thru creating substantial traffic on Hamline Ave
2. Building location will remove "Eyes on the Street" from this corner

Drive-thru creating substantial traffic on Hamline Ave

Currently, Hamline Ave is a main corridor for the neighborhood, and many people use it on a regular basis. Due to this, the intersection of Hamline and Larpenteur can become an extremely busy intersection. Combining residential traffic with people trying to access SuperAmerica, Macs Fish and Chips, and Midtown Cleaners, already creates a recipe for disaster. The intersection might be able to handle increased traffic due to a new/improved business. However, funneling enough customers to keep a drive-thru beneficial through this corridor (Hamline) will only guarantee massive congestion.

There are multiple situations that create additional congestion:

1. Cars turning into SuperAmerica from northbound Hamline Ave
 - a. People wait on Hamline until they can cross traffic. This can stop northbound traffic due to people waiting to turn east on Larpenteur. If a drive-thru overflows into Hamline Ave, the corridor would narrow even more, and people would not be able to get through at all.
2. Cars waiting "in-line" to enter Super America from southbound Hamline Ave
 - a. When SuperAmerica is very busy some cars will wait at the entrance. This forces southbound drivers on Hamline to either wait in the intersection or dodge around them.
3. Cars turning into Macs Fish & Chips or Midtown Cleaners from Northbound Hamline Ave
 - a. If cars can to enter the property immediately, this would only cause extra congestion due to more drivers utilizing this route.
4. Cars turning into Macs Fish and Chips or Midtown Cleaners from southbound Hamline Ave
 - a. Drivers come south on Hamline and stop just south of the Larpenteur light. They wait there and block traffic until they can get into these locations. Because Larpenteur is a more heavily traveled road, this is the most likely route people will use to access a drive-thru. When someone sits in this location, traffic either completely stops and others can't get through the light, or drivers try to quickly dodge the stopped car.

Building location will remove "Eyes on the Street" from this corner

The plan shown at the District 10 Land Use Committee meeting shows the building sitting immediately adjacent to the sidewalks of both Hamline and Larpenteur. Unless this building has windows facing Larpenteur and Hamline, the sidewalk alongside the building no longer has an audience. It becomes a less safe-feeling location and discourages foot-traffic. An example of this situation is the Walgreens on Larpenteur and Lexington. It is uncomfortable to walk alongside this Walgreens due to lack of windows. It would benefit the neighborhood to have windows facing the sidewalk, if the building must be right next to it.

From: [Williams, Josh \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Hamline Larpenteur project
Date: Wednesday, April 11, 2018 3:51:46 PM

From: Craig Norman [mailto:craiganorman@gmail.com]
Sent: Wednesday, April 11, 2018 10:18 AM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: Re: Hamline Larpenteur project

Hi Josh,

Thanks for the information.

To paraphrase our Fair lingo: this is congestion on a stick. With just SA across the street from this project, things can get interesting during rush hour. Adding another busy driveway on the other side will really mess things up. Cars trying to enter the drive through from south bound Hamline will bring everyone else to a stop. The congestion will send traffic through the neighborhood - either trying to avoid the mess at Hamline Larpenteur, or trying to enter the drive through from the north bound side. Cars already zip down Idaho, barely slowing down at the stop sign at Huron, where children wait for the bus.

Even forgiving almost 40 feet of the 60 foot required buffer, the drive lanes would be still very narrow and the added congestion of cars leaving the drive through(across the entering lane!) and cars trying to enter the parking lot from east bound Larpenteur would only add to the problems already discussed on Hamline.

I have no doubt that both businesses would be popular, but the congestion caused by this project would be difficult for the entire neighborhood.

I vote no.

Thank You,

Craig Norman
1651 Huron Street

On Apr 9, 2018, at 5:54 PM, Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us> wrote:

Hi Craig, sorry about the delay.

Attached is a copy of my staff report to Zoning Committee, which I will present to them this Thursday. The report includes plans provided by the applicant.

If you want to provides comments, please either send those to me via email, or plan on attending the hearing this Thursday (3:30 pm, City Council chambers, City Hall (3rd floor)).

Josh

From: Craig Norman [<mailto:craiganorman@gmail.com>]
Sent: Thursday, April 5, 2018 10:38 PM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: Re: Hamline Larpenteur project

Hi Josh,
You were going to email me the information on the project at Hamline and Larpenteur with the drive through. I think you said Dunkin donut.

Thanks,
Craig

On Wed, Apr 4, 2018 at 2:10 PM Craig Norman <craiganorman@gmail.com> wrote:

Hi Josh,

Thanks for your help on this!

Craig

--

Sincerely,
Craig Norman

--

Sincerely,
Craig Norman
<18-036-924 ZC Packet.pdf>

April 10, 2018



Planning and Economic Development
1400 City Hall Annex
25 West Fourth Street
St. Paul, MN 55102

Re: File #18-036-924
Proposed Plan Macs Fish & Chip/Dunkin Donuts

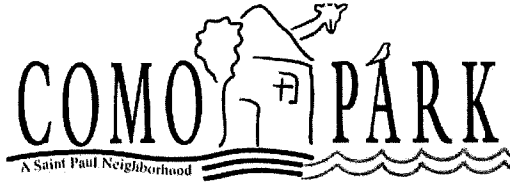
Over the past 35 years I have seen the SE corner of Larpenteur and Hamline transition from a Clarks gas station to a video store, then to a donut shop and currently a fish & chips. I am concerned that the plan for a Macs Fish & Chips/Dunkin Donuts could increase traffic through the city alley. The alley is already very busy with residents living in two apartment buildings next door to Macs Fish & Chips.

The proposed plan has customers exiting East onto Larpenteur Ave. The Fish & Chips/Dunkin Donuts customer traffic could affect the flow of residential traffic exiting from the alley and right onto Larpenteur Ave. It would be good to finally see improvements to this Hamline/Larpenteur corner but I am concerned how this would affect an already busy alley.

Thanks,

A handwritten signature in cursive script that reads 'Michael Becker'.

Michael Becker
Huron St. resident
651-488-2694



District 10 Como Community Council

1224 Lexington Parkway North

Saint Paul, MN 55103

651.644.3889

district10@district10comopark.org

www.district10comopark.org

April 10, 2018

Josh Williams
Planning and Economic Development
1400 City Hall Annex
Saint Paul, MN 55102

Mr. Williams,

The Como Community Council Land Use Committee is extending conditional support to the request for a conditional-use permit for a drive-thru in the proposed development at 1300 Larpenteur Ave. We welcome the redevelopment of that corner and believe that, in many ways, the proposal would be an improvement over the current situation.

However, after meeting with the developer, architect and residents, we believe improvements need to be made to drive-thru traffic flow patterns to increase queuing capacity and to minimize the risk of congestion and back-ups in the parking lot and extending onto Hamline Ave. (and potentially Larpenteur Ave. as well). In addition, the most-recent architectural drawing we saw would allow traffic to exit the drive-thru and parking lot via the alley on the east. We recommend that the implications of this be studied further, including the possibility of making the alley one-way northbound to prevent traffic from exiting through the residential part of that block.

Sincerely,

(signed)
Kevin Dahm
Chair

From: [Williams, Josh \(CI-StPaul\)](mailto:Williams, Josh (CI-StPaul))
To: [Englund, Cherie \(CI-StPaul\)](mailto:Englund, Cherie (CI-StPaul))
Subject: FW: Zoning meeting for Larpenteur Hamline intersection
Date: Thursday, April 12, 2018 11:30:18 AM

-----Original Message-----

From: David Wagner [mailto:david_wags@comcast.net]
Sent: Wednesday, April 11, 2018 4:31 PM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: Zoning meeting for Larpenteur Hamline intersection

Josh,

I am sending my opinions on the proposed re-development for the Hamline Ave corner intersecting with Larpenteur. Based on the photo rendering I am being shown as well as the proposed changes, I would like to state a few concerns addressing the proposal.

1. I am concerned that the egress proposed between the new site and the neighbor going from 60' to 20' leaves the neighbor with a devalued property to say the least. It's hard enough to live on a busy street much less end up next to a potential increase in traffic, exhaust pollution, and noise, as well as safety. An opaque fence atop a brick wall will not fix the drop in value for the immediate neighbors. I am also concerned about the adjacent alley and see that as an issue warranting discussion. We all know cars will take what they deem as the "quickest way out".
2. The lack of green space in the pictured proposal is alarming. I see nothing but a concrete building, parking lot and blacktop. This is not a warm community feel by any means. It is also highly concerning environmentally, thus I would argue the need for permeable pavers that will filter runoff prior to it reaching our precious Lake Como, which already suffers from caustic runoff, as well as a rain garden feature to improve filtration.
3. I object to the drive-through lane for several reasons. Pedestrian safety, noise and exhaust pollution from running vehicles, and traffic lanes on an already difficult corner. Observing the back up of traffic that now happens at the tight Walgreens through lane should be taken as a lesson learned for a tight, busy traffic corner. Imagine the state fair traffic adding to the congestion and this becomes a liability to the neighborhoods not an asset.

I appreciate the opportunity to engage in the dialogue surrounding the proposal as it affects where I call home, the beautiful Como Park. Please keep the surrounding district 10 updated on any further discussions and changes. A meeting that is timed to meet the needs of working neighbors would also be a nice gesture to further dialogue.

Thank you for your time and attention on this matter.

Theresa Wagner
Sent from my iPad

From: [Williams, Josh \(CI-StPaul\)](mailto:Williams, Josh (CI-StPaul))
To: [Englund, Cherie \(CI-StPaul\)](mailto:Englund, Cherie (CI-StPaul))
Subject: FW: File 18-036-924
Date: Thursday, April 12, 2018 11:41:21 AM

From: Michael Kuchta [mailto:mnkuchta@centurylink.net]
Sent: Thursday, April 12, 2018 9:36 AM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: File 18-036-924

Mr. Williams,

As a Saint Paul and Como resident, I urge the zoning committee to reject the conditional-use permit requested for the drive-thru proposed for the Lexington Crossing Dunkin Donuts at Larpenteur at Hamline.

I attended the presentation by the developer April 9 at the District 10 Land Use Committee. The proposal keeps getting worse each time the architect redraws the plan. The original plan -- which had the drive-thru exiting onto Larpenteur (if the vehicle could navigate other vehicles entering and exiting from Larpenteur) -- was risky enough. The latest plan -- which has cars exiting the drive-thru either by pulling a U-turn in the parking lot or by exiting through the alley -- is a disaster waiting to happen.

The alley option on the east end of the lot undoubtedly will turn that residential alley into a thoroughfare, which is an unwelcome likelihood and unsafe for everyone. The U-turn option is a promise to:

- a) create gridlock in the parking lot as drive-thru cars and parked cars compete for limited space and
- b) create gridlock at the entrance/exit from Hamline, as cars compete to:
 - enter the parking lot
 - cut in front of other cars to enter the drive-thru
 - compete to leave the parking lot as other cars are entering and/or cutting in front of them
 - and figure out how to turn right or left onto Hamline in the midst of this low-speed demolition derby

Meanwhile, that says nothing about how pedestrians are supposed to navigate the parking lot or sidewalk as cars cut in and out. And we can only guess what will happen out on Hamline as cars try to:

- commute north and south
- turn out of the Dunkin Donuts parking lot while other cars are turning in
- compete for space with cars entering or leaving the Super America across the street

This drive-thru proposal has the potential to rival the fiasco we see every day at the

Starbucks on Snelling and Marshall. We should have learned our lesson from that.

I would welcome redevelopment at this corner. It would be great if Mac's Fish and Chips could get a new building. There is much to this proposal that would be an improvement over the existing situation. However, it is clear from the architect's struggles that there is no way to make a drive-thru work in this space. Please reject the conditional use permit under all circumstances. Thank you,

Michael Kuchta
1522 N. Grotto

From: [Williams, Josh \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Public hearing - drive thru Hamline/Larpenteur
Date: Thursday, April 12, 2018 12:54:08 PM

Did I send you this one?

-----Original Message-----

From: Danica Goshert [<mailto:goshertd@yahoo.com>]
Sent: Wednesday, April 11, 2018 11:06 PM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>
Subject: Public hearing - drive thru Hamline/Larpenteur

I'd like to register my comment as opposing a conditional permit for a drive thru at this location. The Starbucks on Snelling/Marshall has been an excellent reason why. Cars are often backed up into the street - even during times when the extra police hired to direct traffic aren't there - and people park illegally in the bike lanes. Drivers disregard the traffic direction when leaving the lot. They were just undergoing a test to redirect traffic as a way to address the problem, which persists. It is only a matter of time before a pedestrian or cyclist is injured here.

Let's use the benefit of experience and not repeat the same mistake. We pump gas outdoors all year around - it is not difficult to fetch coffee and a donut if needed.

Danica Goshert
St Paul

From: [Williams, Josh \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Larpenteur Crossing ZF# 18-036924
Date: Thursday, April 12, 2018 12:13:36 PM
Attachments: [Z Larpentuer Crossing 4-10-18.pdf](#)

Updated site plan. Please print out copies of pages 5 and 6.

From: Hung Ly [mailto:bacho2099@gmail.com]
Sent: Tuesday, April 10, 2018 11:20 AM
To: Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>; 'Wayne Stark' <Waynes@starkengineer.com>
Cc: Dubruiel, Paul (CI-StPaul) <paul.dubruiel@ci.stpaul.mn.us>; Anderson, Tia (CI-StPaul) <Tia.Anderson@ci.stpaul.mn.us>; 'Leang Sarin' <lhsarin@gmail.com>
Subject: RE: Larpenteur Crossing

Hi Josh/Tia,

Enclosed you will find our revised site plan and reduced the building for the Larpenteur crossing development. We have 60'-0" drive thru setback and 6'-0" buffer landscape from the south property.

Josh please update your staff report base on our revised set of plan for our meeting this coming Thursday.

Greatly Appreciated it.

Thanks.

Best Regards,

Hung Ly, Architect

HL ARCHITECTS
2924 W. St. Germain Street
St. Cloud, MN 56301
Cell: 320-237-7411

From: Williams, Josh (CI-StPaul) [mailto:josh.williams@ci.stpaul.mn.us]
Sent: Monday, April 9, 2018 5:59 PM
To: hungly@charter.net; Wayne Stark
Subject: Larpenteur Crossing

Mr. Ly and Mr. Stark,

Attached please find my staff report and recommendations for the Larpenteur crossing application.

If it would be helpful, I am happy to walk you through the process in advance of the hearing this Thursday.

Josh



Josh Williams

Senior Planner

Planning and Economic Development

25 W. Fourth Street

Saint Paul, MN 55102

P: 651.266.6659

josh.williams@ci.stpaul.mn.us

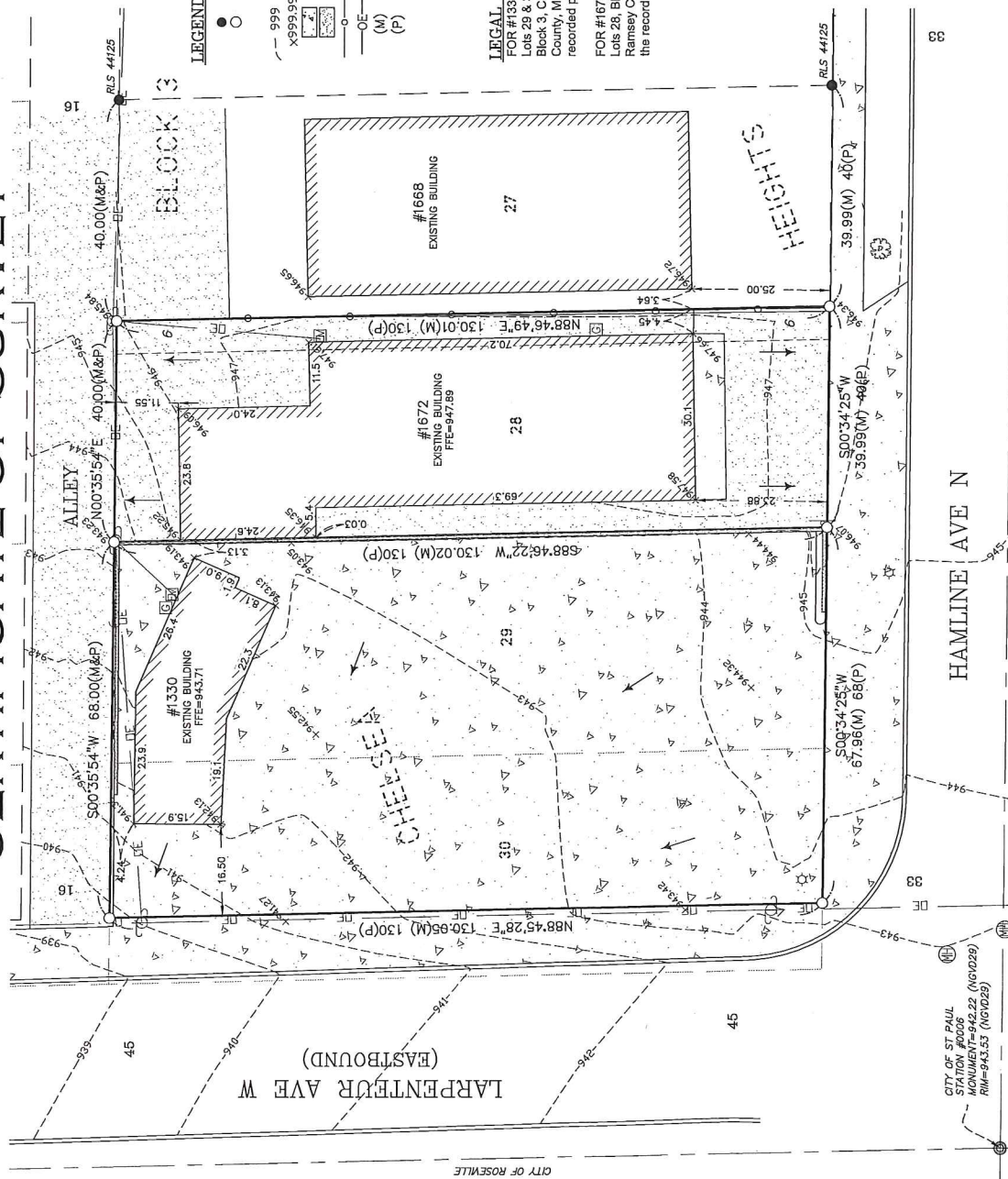
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 MN. Toll Free 1-800-252-1166



LEGEND

- DENOTES FOUND PROPERTY IRON
- DENOTES SET 1/2" X 18" REBAR WITH PLASTIC CAP "PLS 25105"
- - - DENOTES EXISTING CONTOUR LINE
- x999.99 DENOTES EXISTING ELEVATION
- ⊠ DENOTES CONCRETE SURFACE
- ⊡ DENOTES BITUMINOUS SURFACE
- ⊢ DENOTES CHAINLINK FENCE
- ⊣ DENOTES OVERHEAD ELECTRIC
- (M) DENOTES MEASURED DISTANCE
- (P) DENOTES PLATTED DISTANCE
- DENOTES BOUNDARY LINE
- - - DENOTES LOT LINE
- DENOTES DRAINAGE FLOW
- ⊕ DENOTES SIGN/POST
- ⊗ DENOTES LIGHT POLE
- ⊘ DENOTES MANHOLE
- ⊙ DENOTES ELECTRIC METER
- ⊚ DENOTES GAS METER
- ⊛ DENOTES DECIDUOUS TREE
- ⊜ DENOTES POWER POLE
- ⊝ DENOTES RETAINING WALL

LEGAL DESCRIPTION

FOR #1330 LARPELNEUR AVE:
 Lots 29 & 30, subject to Larpenneur Ave, Block 3, CHELSEA HEIGHTS, Ramsey County, Minnesota, according to the recorded plat thereof.

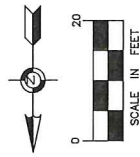
FOR #1672 HAMLINE AVE:
 Lots 28, Block 3, CHELSEA HEIGHTS, Ramsey County, Minnesota, according to the recorded plat thereof.

FOR #1668 LARPELNEUR AVE:
 TOTAL LOT AREA 8,868 SQ. FT. ±
 TOTAL LOT AREA 5,197 SQ. FT. ±

BUILDING SETBACKS
 ZONING: B2 = COMMUNITY BUSINESS
 HOUSE: FRONT = 0 FT
 REAR = 0 FT
 SIDE = 0 FT, 6 FT WHEN ADJOINING A RESIDENTIAL DISTRICT

NOTES

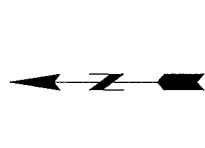
- THE BASIS OF THE BEARING SYSTEM IS ASSUMED.
- NO SPECIFIC SOIL INVESTIGATION HAS BEEN COMPLETED.
- NO TITLE INFORMATION WAS PROVIDED FOR THIS SURVEY. THIS SURVEY DOES NOT PURPORT TO SHOW ALL EASEMENTS OF RECORD.
- EXISTING UTILITIES AND SERVICES SHOWN HEREON OWNER LOCATED EITHER PHYSICALLY ON THE GROUND DURING THE SURVEY OR BY EXISTING RECORDS MADE AVAILABLE TO US. THE USER OF THIS SURVEY SHOULD OBTAIN LOCATION SERVICES MAY BE PRESENT. VERIFICATION AND LOCATION OF UTILITIES AND SERVICES SHOULD BE OBTAINED FROM THE OWNERS OF RESPECTIVE UTILITIES BY CONTACTING GOPHER STATE ONE CALL AT (651) 454-0002 PRIOR TO ANY DESIGN, PLANNING OR EXCAVATION.



ENGINEERING DESIGN & SURVEYING 6480 Wayzata Blvd. Minneapolis, MN 55426 OFFICE: (763) 545-2800 FAX: (763) 545-2801 EMAIL: info@edsdm.com WEBSITE: http://edsdm.com		JOB NAME: LEANG SARIN LOCATION: 1330 LARPELNEUR AVE W SAINT PAUL, MN 55108	FIELD WORK DATE: 02/12/18 FIELD BOOK NO.: EDS-15	DRAWN BY: EP CHECKED BY: VS	PROJECT NO.: 18-009 SHEET NO. 1 OF 1
I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA. MAJOR SURVEYOR, L.S. NO. 25105 M. J. S.					

NO.	DATE	DESCRIPTION
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157	10/18/2022	REVISED PER COMMENTS
158	11/18/2022	REVISED PER COMMENTS
159	12/18/2022	REVISED PER COMMENTS
160	01/18/2023	REVISED PER COMMENTS
161	02/18/2023	REVISED PER COMMENTS
162	03/18/2023	REVISED PER COMMENTS
163	04/18/2023	REVISED PER COMMENTS
164	05/18/2023	REVISED PER COMMENTS
165	06/18/2023	REVISED PER COMMENTS
166	07/18/2023	REVISED PER COMMENTS
167	08/18/2023	REVISED PER COMMENTS
168	09/18/2023	REVISED PER COMMENTS
169	10/18/2023	REVISED PER COMMENTS
170	11/18/2023	REVISED PER COMMENTS
171	12/18/2023	REVISED PER COMMENTS
172	01/18/2024	REVISED PER COMMENTS
173	02/18/2024	REVISED PER COMMENTS
174	03/18/2024	REVISED PER COMMENTS
175	04/18/2024	REVISED PER COMMENTS
176	05/18/2024	REVISED PER COMMENTS
177	06/18/2024	REVISED PER COMMENTS
178	07/18/2024	REVISED PER COMMENTS
179	08/18/2024	REVISED PER COMMENTS
180	09/18/2024	REVISED PER COMMENTS
181	10/18/2024	REVISED PER COMMENTS
182	11/18/2024	REVISED PER COMMENTS
183	12/18/2024	REVISED PER COMMENTS
184	01/18/2025	REVISED PER COMMENTS
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186	03/18/2025	REVISED PER COMMENTS
187	04/18/2025	REVISED PER COMMENTS
188	05/18/2025	REVISED PER COMMENTS
189	06/18/2025	REVISED PER COMMENTS
190	07/18/2025	REVISED PER COMMENTS
191	08/18/2025	REVISED PER COMMENTS
192	09/18/2025	REVISED PER COMMENTS
193	10/18/2025	REVISED PER COMMENTS
194	11/18/2025	REVISED PER COMMENTS
195	12/18/2025	REVISED PER COMMENTS
196	01/18/2026	REVISED PER COMMENTS
197	02/18/2026	REVISED PER COMMENTS
198	03/18/2026	REVISED PER COMMENTS
199	04/18/2026	REVISED PER COMMENTS
200	05/18/2026	REVISED PER COMMENTS

SITE AND UTILITY PLAN



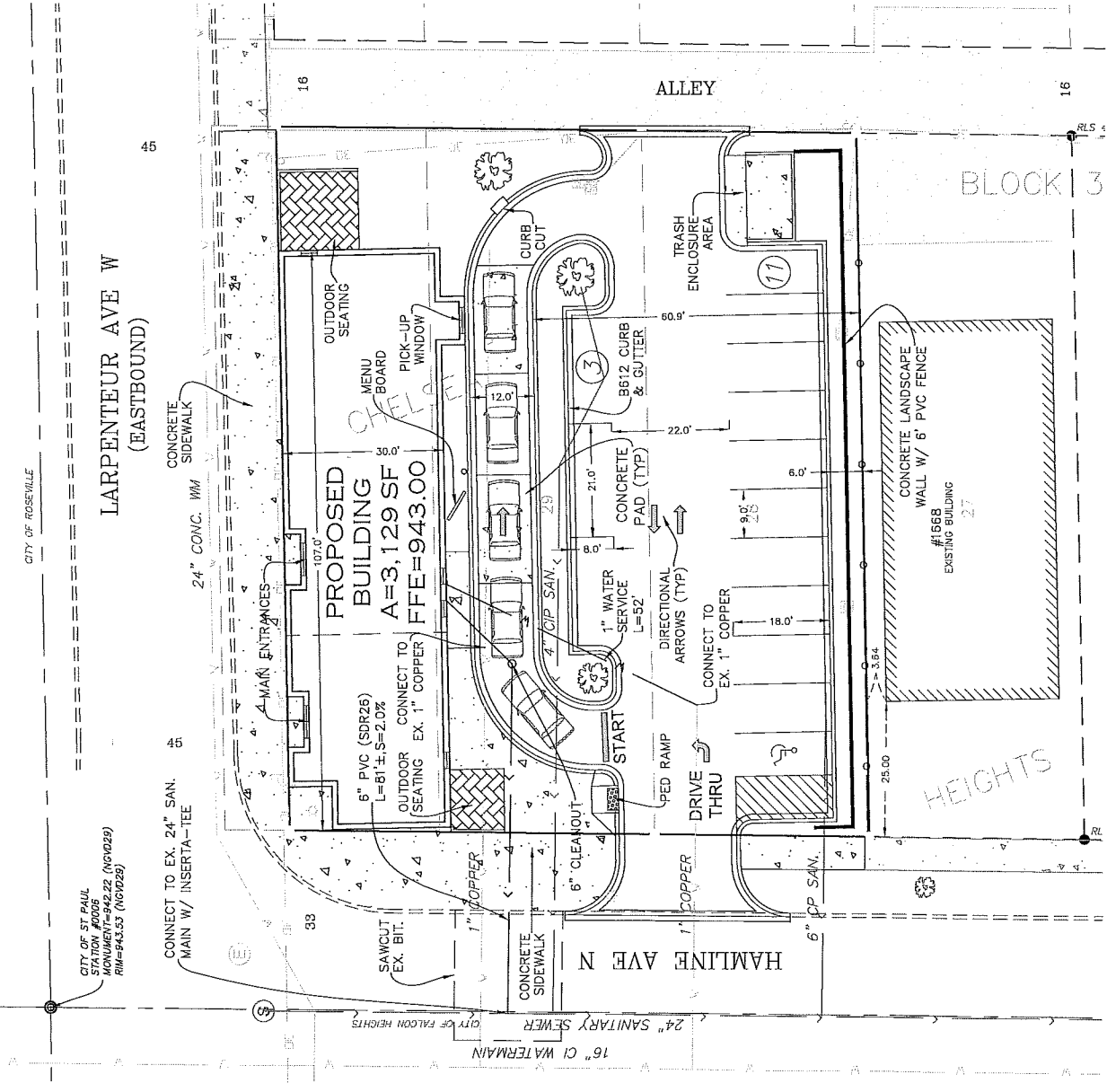
SCALE: 1" = 10'

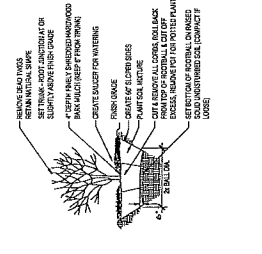
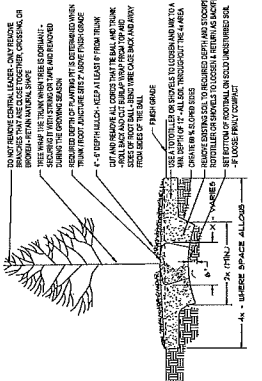
NOTES:

1. BASE PLAN USED IS A SURVEY PREPARED BY ENGINEERING DESIGN & SURVEYING.
2. ALL EXISTING UTILITY LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE ONLY. CONTRACTOR SHALL CONFIRM ALL LOCATIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. CONTACT ST. PAUL UTILITIES DEPARTMENT VIA Gopher State One-Call Online OR BY CALLING 811 OR 1-800-252-1166.
3. ALL CONSTRUCTION SHALL CONFORM TO THE MOST RESTRICTIVE OF THE PROJECT SPECIFICATIONS, THE STANDARD SPECIFICATIONS OF THE CITY OF ST. PAUL AND THE LATEST EDITION OF MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
4. PROPOSED PARKING STALLS=14 (INCLUDES 1 ACCESSIBLE STALLS).

CITY NOTES:

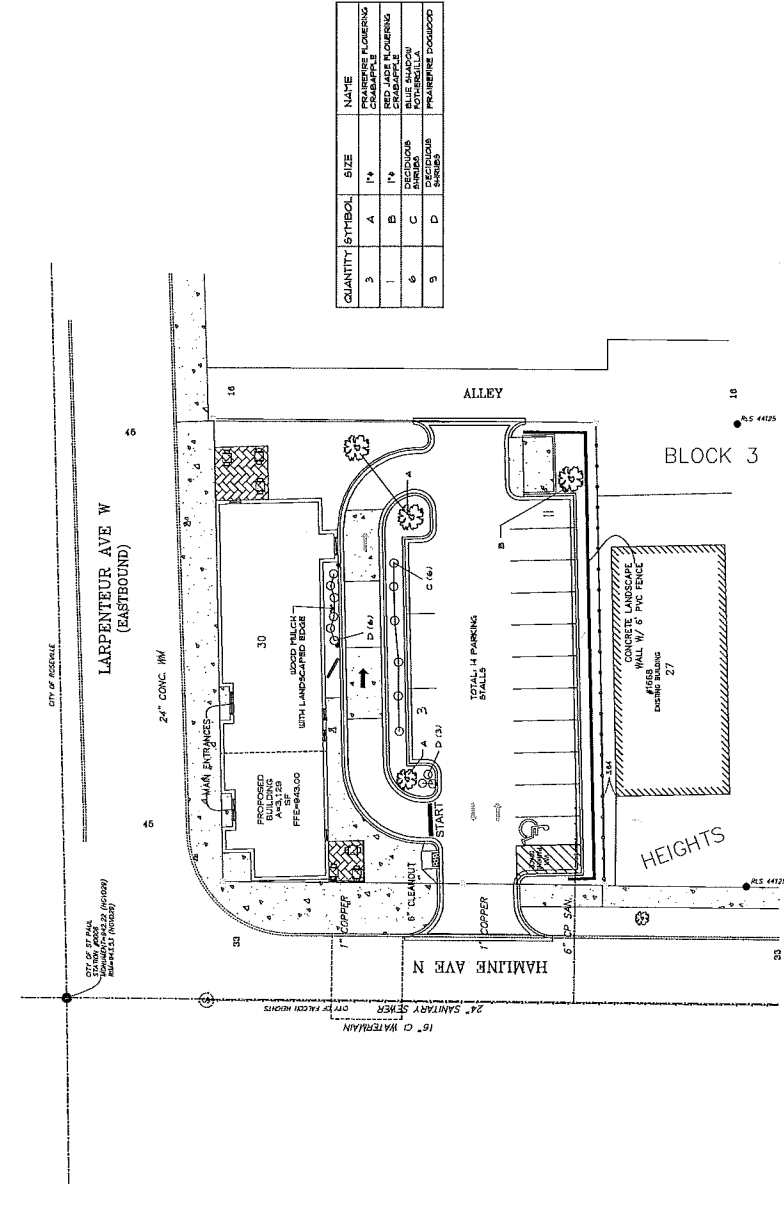
1. NO PRIVATE FACILITIES IN THE RIGHT OF WAY: The developer is strictly prohibited from installing private electrical wiring, conduit, receptacles and/or lighting in the City's Right of Way. This includes installing conduit or cable into the public right-of-way to accommodate utility needs to the extent that such installation would require 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 Don Bjorkman, General Foreman, Lighting - Signal Maintenance, (651-266-6780), 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 costs) for any damage or relocations. Access to signal controller and lighting cabinets must be provided to the City of St. Paul's Traffic Operations Department. Contact Don Bjorkman, General Foreman Signals and Lighting at 651-266-9780 for more information.
2. 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 Service Desk at (651) 266-6151. Pavement restoration shall be completed by the St. Paul Public Works Street Maintenance Division. All related costs are the responsibility of the developer/contractor. Contact Street Maintenance at (651) 266-9700 for estimate of costs for pavement restoration.
3. SIGNING: Signs regulating parking and/or traffic on private property shall be installed by the property owner or contractor outside of the public right-of-way (ROW). Removal of signs within the public ROW shall be completed by the City. New signs or the reinstallation of existing signs, including those for private property, shall be installed by the City at the expense of the development. Contact Chris Gulden of Public Works 651-266-9775 two weeks in advance of needed sign work.
4. STREET SWEEPING: Street sweeping is an important temporary erosion control best management practice and 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, etc., needs to ensure clean off all mud flaps to avoid any buildup on the street pavement.
5. MISCELLANEOUS: Any 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.





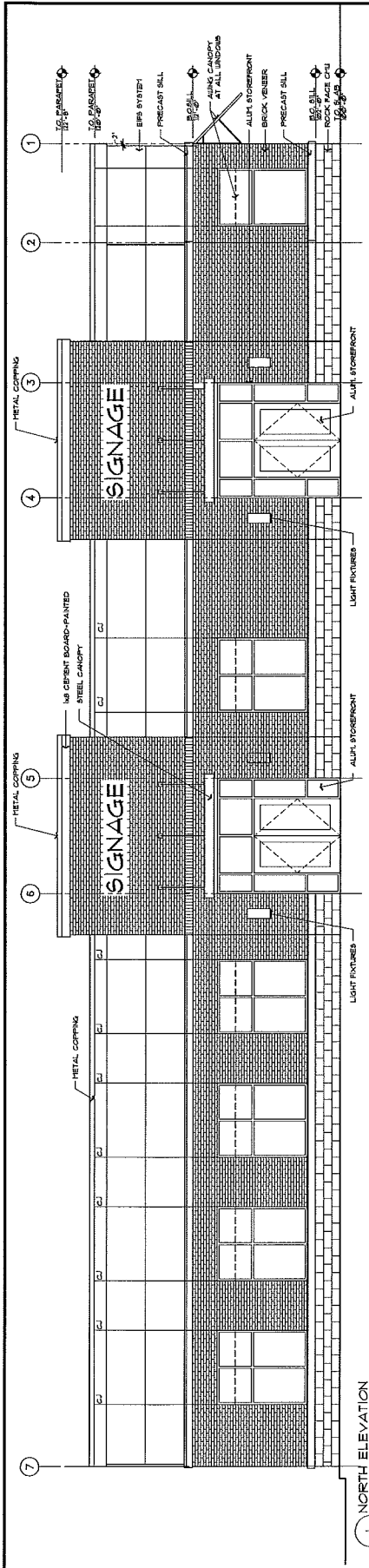
3 TYPICAL DECIDUOUS TREE PLANTING
 SCALE: 1/2" = 1'-0"

2 TYPICAL SHRUB PLANTING
 SCALE: 1/2" = 1'-0"

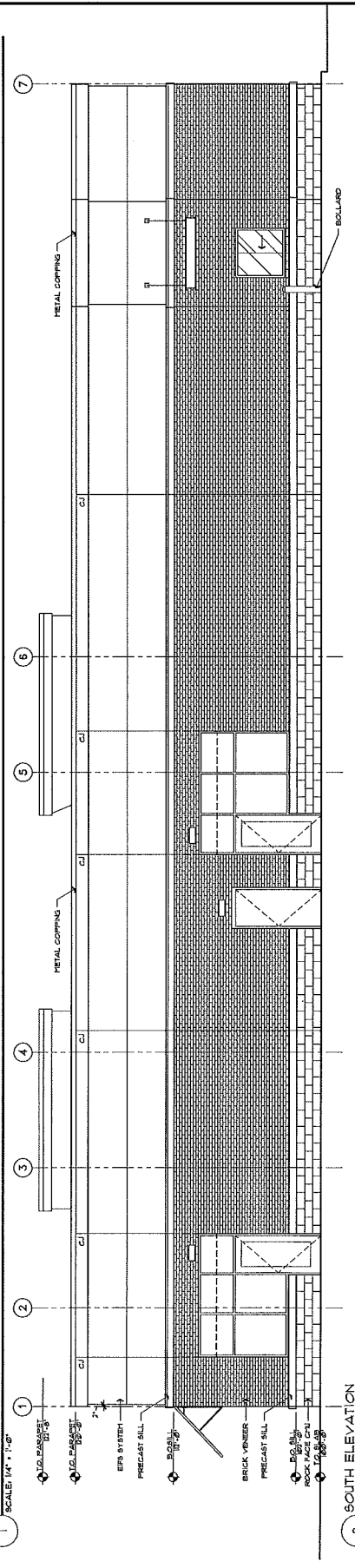


QUANTITY	SYMBOL	SIZE	NAME
3	A	1 1/2"	PRAIRIE FLOWERING
1	B	1 1/2"	RED JADE N. OLIVE
6	C	3/4"	CRABAPPLE
5	D	3/4"	DECIDUOUS DOGWOOD

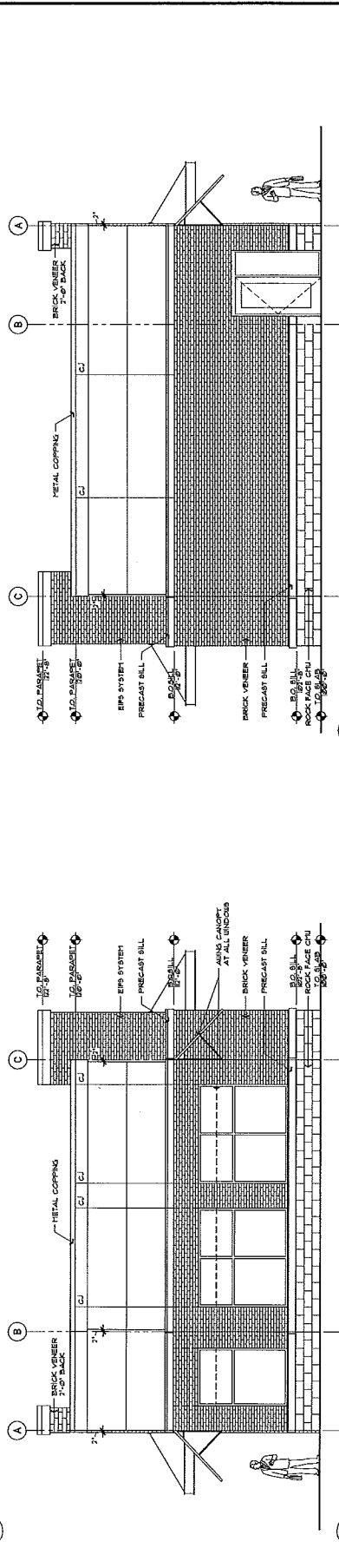




1 NORTH ELEVATION
 SCALE: 1/4" = 1'-0"



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



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

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

city of saint paul
planning commission resolution
file number
date

WHEREAS, Midway University & Hamline Properties LLC, File # 18-033-299, has applied for a conditional use permit for replacement of convenience store and car wash, with modification of maximum setback requirements so that pump islands may be between the building and Hamline, and variance of minimum floor area ratio (0.5 required, 0.16 proposed) under the provisions of § 61.501, 61.601, 61.202(b), 65.702 and 65.703 of the Saint Paul Legislative Code, on property located at 1347 University Avenue West, Parcel Identification Number (PIN) 34.29.23.24.0234, legally described as E. 24 Ft of Lot 26 and all of Lots 27 thru 30, Block 30, Syndicate No. 5 Addition; and

WHEREAS, the Zoning Committee of the Planning Commission, on April 12, 2018, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The proposed project underwent administrative site plan review on March 27, 2018. The preliminary site plan review identified the “front” of the site as the Hamline Avenue side. Zoning Code § 60.203, *Front lot line*, states that for corner lots the lot line separating the lot from either street may be the front lot line, which affects required setbacks, parking locations, etc.
2. The proposed project does not include relocation of or structural changes to the existing underground tanks, gasoline pumps, pump islands, or associated drive lanes and canopy. The pumps and associated site elements are located to the east of the existing building, along Hamline Avenue, and roughly centered north-south on the site. Filling access to the tanks is located immediately north of the pump area.
3. §65.702 lists standards and conditions for auto convenience markets:
 - (a) *The use is subject to standards and conditions (a), (b), (d), (e), and (g) in § 65.703, auto service station.* These standards and conditions are discussed in Finding 3.
 - (b) *The zoning lot on which it is located shall be at least twelve thousand (12,000) square feet in area.* This finding is met. The zoning lot on which the proposed use is twenty-two thousand three-hundred and thirty-three (22,333) square feet.
4. §65.702 lists standards and conditions for auto service stations. Standards and conditions

moved by _____
seconded by _____
in favor _____
against _____

(a), (b), (d), (e), and (g) also apply to auto convenience markets:

- (a) *The construction and maintenance of all driveways, curbs, sidewalks, pump islands or other facilities shall be in accordance with current city specifications. Such specifications shall be developed by the planning administrator, traffic engineer and city fire marshal, and shall be approved by the planning commission, and filed with the city clerk.* This condition can be met. Administrative site plan review includes a review of internal circulation and site components. A condition of preliminary site plan approval is closing of an existing driveway near the southeast corner of the site. Final site plan approval will require compliance with city specifications.
- (b) *A ten-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 does not apply. The site does not adjoin any residential or residentially-zoned properties.
- (d) *Outdoor accessory sales of goods or equipment shall not be located in a required setback, parking or maneuvering space, or substituted for required landscaping.* The proposed site plan shows compliance with this standard, and maintain compliance with this standard is required.
- (e) *The principal building shall comply with the dimensional standards and design guidelines applicable to traditional neighborhood districts, except that the maximum setback requirement may be modified by the planning commission so that pump islands may be placed in front of the building if this arrangement is considered preferable for circulation, aesthetics or buffering of neighboring uses.* This condition can be met. The existing pump location requires that the building be set-back from Hamline Avenue, and, with closure of the driveway at the southeast corner of the site, a drive lane is needed between the building and University Avenue for adequate on-site circulation. A site configuration that is more consistent with dimensional standards and design guidelines, particularly with regard to building setback and pedestrian accommodations, would require relocation of pumps and associated site elements. Given this constraint, the site and building plan as currently proposed are reasonable with regard to door location, setbacks, and maneuvering lanes, provided the applicant provides a well-marked pedestrian connection between the public sidewalk on University Avenue and the main entrance to the building. Final site plan approval will require provision of a well-marked pedestrian connection between University Avenue and the main entrance to the building and compliance with other applicable design standards, including those enumerated in § 63.343(b) (10), (13), and (14) regarding building height, door and window openings, and materials and detailing.
- (g) *There shall be no exterior storage. Space for accessory outdoor sales of goods or equipment shall be limited to two hundred (200) square feet.* This condition can be met. The applicant does not propose outdoor storage, and continued compliance with this standard is required.

5. §61.501 lists five standards that all conditional uses must satisfy:

- (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The Comprehensive Plan identifies University Avenue as a Mixed-Use Corridor. Mixed-Use Corridors are intended to accommodate a broad mix of uses, generally at higher densities but with variation in density across a corridor. However, the Hamline Station Area Plan (2011) calls for increasing density specifically in the Hamline Station Area, and for use change and improvements to the public realm and public realm interface over time that result in a vibrant and pedestrian-friendly district. The Hamline Station Area Plan also recognizes that achieving the vision

and goals of the Plan will require transition over time (from page 47):

Meeting the full development potential of the Central Corridor as conceptually illustrated in [the] Station Area Plan, will occur over a long period of time. Recognizing the market may not be uniformly ready...policy documents should allow for market transformation and uptake over time. For example, a near-term development proposal that does not meet density expectations...yet meets other long-term objectives such as supporting economic development opportunities [and] increasing retail options... should be accommodated.

The extent and intensity of the use are consistent with the Comprehensive Plan in regard to the overall intent for a Mixed-Use Corridor, which contemplates a wide-variety of uses and densities. In regard to the Hamline Station Area Plan, while not meeting density or urban design goals of the Plan, the proposed use does represent a moderate improvement in terms of the retail offerings in the Station Area, and represents financial investment in the area. While the use does not fulfill the long-term vision of the Hamline Station Area Plan, it is consistent with the incremental change allowed for by the Plan toward fulfilling that vision.

- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition can be met. Saint Paul and Ramsey County Public Works are requiring the closing of the ingress/egress point to University Avenue immediately west of Hamline Avenue. The implementation of this closure and affirmation of adequate ingress and egress for customers and service vehicles will be addressed through final site plan approval by Saint Paul Public Works.
 - (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 proposed development is substantially similar to the existing condition at the site.
 - (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This finding is met. The proposed development is substantially similar in respect to impacts on adjacent properties as the existing use.
 - (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. The required minimum floor area ratio (FAR) is 0.5, and an FAR of 0.16 is proposed. The applicant has requested a variance to allow the smaller FAR.
6. § 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 proposed use is allowed in the T2 district, provided it meets the applicable standards for site design. The FAR of the buildings as proposed is 0.16 (inclusive of car wash). This is more than double the FAR of the existing building on the site, which has an FAR of 0.07 (inclusive of car wash). The applicant has maximized the FAR possible given site circulation needs for the existing use and practical difficulties presented by the building code.
 - (b) *The variance is consistent with the comprehensive plan.* This finding is met. The Comprehensive Plan identifies University Avenue as a Mixed-Use Corridor. Mixed-Use Corridors are intended to accommodate a broad mix of uses, generally at higher densities but with variation in density across a corridor. The Hamline Station Area Plan (2011) calls for increasing density in the Hamline Station Area, and for use change and improvements to the public realm and public realm interface over time that result in a vibrant and pedestrian- and friendly district. The Hamline Station Area Plan also

recognizes that achieving the vision and goals of the Plan will require transition over time (from page 47):

Meeting the full development potential of the Central Corridor as conceptually illustrated in [the] Station Area Plan, will occur over a long period of time. Recognizing the market may not be uniformly ready...policy documents should allow for market transformation and uptake over time. For example, a near-term development proposal that does not meet density expectations...yet meets other long-term objectives such as supporting economic development opportunities [and] increasing retail options... should be accommodated.

The extent and intensity of the use are consistent with the Comprehensive Plan in regard to the overall intent for a Mixed-Use Corridor, which contemplates a wide-variety of uses and densities. With regard to the Hamline Station Area Plan, the proposed use does represent a moderate improvement in terms of the retail offerings in the Station Area, and represents financial investment in the area. While the proposed FAR of 0.16 does not fulfill the long-term vision of the Hamline Station Area Plan, it is more than double the FAR of the current building, and is consistent with the incremental change allowed for by the Plan toward fulfilling that vision.

- (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. Site constraints for the existing use make expansion of the building footprint beyond what is proposed infeasible. Similarly, building code requirements make it challenging and highly inefficient to add a significant amount of usable second floor or mezzanine space.
- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. The site is constrained due to small size, which means a relatively large percentage of the site must be dedicated to maneuvering space and circulation lanes. This constraint is somewhat amplified by the required closing of the ingress/egress point at the southeast corner of the site. Similarly, building code requirements make it challenging and highly inefficient to add a significant amount of usable second floor or mezzanine space.
- (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. Auto convenience markets are a conditional use in the T2 district where the property is located.
- (f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The requested variance in FAR would result in a site substantially similar to the present condition, with a slightly larger building.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Midway University & Hamline Properties LLC for a conditional use permit for replacement of convenience store and car wash, with modification of maximum setback requirements so that pump islands may be between the building and Hamline and variance of minimum floor area ratio (0.5 required, 0.16 proposed) at 1347 University Avenue West is hereby approved, subject to the following additional condition:

1. Site plan approval.