

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** 2225 UNIVERSITY AVE W **FILE #:** 20-013-859
 2. **APPLICANT:** Paster Development **HEARING DATE:** March 12, 2020
 3. **TYPE OF APPLICATION:** Conditional Use Permit & Variance
 4. **LOCATION:** 2225 University Ave and 2224 Charles Ave, between Pillsbury Street and Hampden Avenue
 5. **PIN & LEGAL DESCRIPTION:** 32-29-23-11-0015, 32-29-23-11-0016, Hewitts Out Lots Lot 61 1/2
 6. **PLANNING DISTRICT:** 12 **PRESENT ZONING:** IT
 7. **ZONING CODE REFERENCE:** § 61.501; § 61.601; § 61.202(b), § 66.531(a)
 8. **STAFF REPORT DATE:** March 4, 2020 **BY:** Anton Jerve
 9. **DATE RECEIVED:** February 19, 2020 **60 DAY DEADLINE FOR ACTION:** April 19, 2020
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- A. **PURPOSE:** Conditional use permit to increase maximum building height from 50 feet to 58 feet, parking variance (147 spaces required, 90 proposed), variance of minimum percentage of first floor devoted to non-residential principal use (50% required, 4.4% proposed), and variance maximum percentage of first floor devoted to residential use (50% maximum, 95.6% proposed).
- B. **PARCEL SIZE:** 42,252 sq. ft. (103 ft. of frontage along University Avenue).
- C. **EXISTING LAND USE:** Office
- D. **SURROUNDING LAND USE:**
 - North: Industrial – Warehouse (I1)
 - East: Commercial – Drive thru restaurant (IT)
 - South: Commercial – Office (IT)
 - West: Commercial – Office (IT)
- E. **ZONING CODE CITATION:** § 66.531(a) Provides for building heights between 50 and 75 ft. in the IT district with a conditional use permit. § 61.501 lists general requirements for all conditional uses. § 61.202(b) authorizes the planning commission to grant variances related to permits considered by the Commission at the same hearing. § 61.601 lists findings for variances.
- F. **PARKING:** Zoning Code § 63.207 requires a minimum of 147 automobile parking spaces (92 proposed) and 10 bicycle parking spaces (130 proposed).
- G. **HISTORY/DISCUSSION:** The property was rezoned to “Light Industry” in 1940 and rezoned to IT in 2011 with the Central Corridor Traditional Neighborhood (CCTN) Zoning Study.
- H. **DISTRICT COUNCIL RECOMMENDATION:** District 12 had not commented at the time of this report.
- I. **FINDINGS:**
 1. The application is to allow a five-story mixed-use building with 147 housing units and 1,400 sq. ft. of commercial space, fronting on University Avenue within the Raymond Station Area of the Green Line LRT.
 2. § 61.501 lists five standards that all conditional uses must satisfy:
 - (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The most detailed guidance for this site comes from the Raymond Station Area Plan, which identifies this location as being within the “Raymond Historic Village” character area. Section 4.1.1 Built Form states:
 - a) *New development along University Avenue should be 2 to 6 residential stories in height with transitions that respect the existing scale and character of the historic buildings along the street. The northeast corner exhibits potential for taller building heights, and could reach 6-8 stories if setback from the intersection on a 3-4 story*

podium-type building.

At five stories, the proposed project is within the desired height range.

The use is also consistent with the approved 2040 Comprehensive Plan, particularly Policy LU-1:

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

- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. Vehicle access will be provided off Pillsbury Avenue, a low-volume street.
- (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 use with the proposed building height is consistent with other existing uses near the site. It is not anticipated to have any negative impact on the immediate neighborhood.
- (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. The 58 ft. building height that is the subject of the conditional permit will not impede the normal development of surrounding properties. The residential use, which is permitted in the district, will introduce new spacing standards (60 ft. from residential use) for the adjacent drive-thru use, an allowed use in IT. However, the restaurant with the drive-thru use has been a nonconforming structure since the site was rezoned to IT in 2011. If and when restaurant is rebuilt to IT design requirements, it would be able to meet the spacing standards for the drive-thru.
- (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is met subject to approval of the following requested variances:
 - 3. The application seeks a parking variance (147 spaces required, 90 proposed). Zoning Code § 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 variance is in harmony with the following purposes of the zoning code (§ 60.103) in particular:
 - (b) To implement the policies of the comprehensive plan;
 - (i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods;
 - (j) To provide housing choice and housing affordability;
 - (b) *The variance is consistent with the comprehensive plan.* This finding is met. The site is within the Raymond Station Area Planning Boundary of the Raymond Station Area Plan, which is adopted as part of the Comprehensive Plan. Plan section "4.5 Managed Parking Strategies" states:
 - d) *Parking requirements should be reduced or eliminated to reduce development costs, support transit ridership and open new possibilities for flexible live-work spaces on smaller sites where on-site parking is not available.*
 - (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. IT zoning is not frequently used within transit station areas and does not account for parking reductions commonly used there. Since LRT has been operational in Saint Paul, housing projects built within Green Line station areas have been generally providing well under the parking required in the IT district. Building off-street parking at the required rate for housing at this location would be likely to over-supply parking.

- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. Although the property is within the "Station Area Planning Area" and within the "Area of Change" (which means redevelopment is anticipated and encouraged) the site was rezoned to IT rather than a T district in 2011. T zoning districts within the Raymond Station Area Planning Boundary and within one block from this site are not required to provide any off-street parking.
 - (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. Both residential and commercial uses are allowed in the IT zoning district.
 - (f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The surrounding area is a transit station area and intended to have transit-oriented development. Transit-oriented development prioritizes the use of transit and walking over driving and parking automobiles.
4. The application seeks a variance of the minimum percentage of the first floor devoted to non-residential principal use (50% maximum, 4.4% proposed) and maximum percentage of first floor devoted to residential use (50% maximum, 95.6% proposed). Section 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:
- (a) *The variance is in harmony with the general purposes and intent of the zoning code.* This finding is met. The variance is in harmony with the following purposes of the zoning code (Section 60.103) in particular:
 - (b) To implement the policies of the comprehensive plan;
 - (i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods;
 - (j) To provide housing choice and housing affordability;
 - (b) *The variance is consistent with the comprehensive plan.* This finding is met. The Raymond Station Area Plan identifies this site as being within the "Raymond Historic Area," which calls for a mix of uses in Section 4.1.1 Built Form:
 - All new development should promote transparency and activity at street level.*
 - f) First floor commercial or retail uses should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street and have at least one entrance that is oriented towards Raymond or University Avenue, access points to the station platforms, and/or key gathering places.*Because the site is also outside of the "Priority Active Frontage" zone, which prioritizes commercial uses, having a smaller portion of the frontage dedicated to the use is consistent with the plan.
 - (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. By providing commercial space on the first floor along University Avenue, the application is meeting the intent of the Raymond Station Area Plan for the site to provide building transparency and "eyes on the street," which support a pedestrian-oriented environment. Providing additional commercial space in the building would remove parking while simultaneously increasing the amount of parking required. This would be impractical because it would increase the requested parking variance.

(d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. The requirement for 50% ground floor commercial uses in the IT zoning district is intended to preserve employment uses in industrial planned areas. However, this site is within both the "Area of Change," and "Raymond Historic Village" character area as defined in the Raymond Station Area Plan, meaning the policy intent for the site is to be redeveloped as mixed-use. The site is also specifically excluded from the West Midway Industrial Area Plan study boundary, which identified land to be preserved for industrial uses.

(e) *The variance will not permit any use that is not allowed in the zoning district where the affected land is located.* Both residential and commercial uses are allowed in the IT zoning district.

(f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The use and variance are consistent with the mixed-use character of the area.

J. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of a conditional use permit to increase the maximum building height from 50 feet to 58 feet, parking variance (147 spaces required, 90 proposed), variance of minimum percentage of first floor devoted to non-residential principal use (50% required, 4.4% proposed), and variance of the maximum percentage of the first floor devoted to residential use (50% maximum, 95.6% proposed), subject to the following additional condition:

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



CONDITIONAL USE PERMIT APPLICATION

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

Zoning Office Use Only
File # 20-013859
Fee Paid \$ _____
Received By / Date _____
Tentative Hearing Date 2/12/20

PD=12
322923110015, 0016

APPLICANT

Name Paster Development / Mike Sturdivant
(must have ownership or leasehold interest in the property, contingent included)
Address 5320 West 23rd Street, Ste 205 City St. Louis Park State MN Zip 55416
Email msturdivant@pasterprop.com Phone 651.265.7871
Name of Owner (if different) MDC Limited Partnership Email msturdivant@pasterprop.com
Contact Person (if different) _____ Email _____
Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address/Location 2225 University Avenue W & 0 Charles Avenue
PIN(s) & Legal Description 322923110015 & 322923110016
(attach additional sheet if necessary)
See Attached Sheet _____ Lot Area 42,414SF/1.97 AC Current Zoning IT

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of Zoning Code Section(s) Table 66.531 (a) for the following use or purpose:
To increase the maximum height from 50 feet to 57 feet as permitted by CUP.

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

The requested Conditional Use Permit for this site is to increase the maximum height from 50 feet to 58 feet as allowed via CUP up to 75 feet. The site is located on the Green Line LRT corridor / University Avenue and within 1/4 mile of the Raymond Station therefore on a transit corridor that should be supportive of greater density. The building design meets the intents of the height requirement by stepping back the facades of each side of the building, giving greater access to light and air as intended in the code. At Charles Avenue, which is 8 feet above the grade at University Avenue, the building is below the allowable maximum height.

Required site plan is attached
 If you are a religious institution you may have certain rights under RLUIPA. Please check this box if you identify as a religious institution.

RECEIVED
FEB 14 2020
BY: pdc 2/14/20

Applicant's Signature [Signature] Date 2.14.2020



ZONING VARIANCE APPLICATION

To Board of Zoning Appeals

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

To Planning Commission

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

Zoning Office Use Only

File # _____
Fee Paid \$ _____
Received By / Date _____
Tentative Hearing Date _____

APPLICANT

Name Paster Development / Mike Sturdivant
(must have ownership or leasehold interest in the property, contingent included)
Address 5320 West 23rd Street, Ste 205 City St. Louis Park State MN Zip 55416
Email msturdivant@pasterprop.com Phone 651.265.7871
Name of Owner (if different) MDC Limited Partnership Email msturdivant@pasterprop.com
Contact Person (if different) _____ Email _____
Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address / Location 2225 University Ave & 0 Charles Avenue
PIN(s) & Legal Description 322923110015 & 322923110016
(attach additional sheet if necessary)
See Attached Sheet Lot Area 42,414SF/97 AC Current Zoning IT

VARIANCE REQUEST: Application is hereby made to the Board of Zoning Appeals (or to the Planning Commission with another zoning application) for variance from the following section(s) of the Zoning Code (1) 65.143 (a) and (2) T 63.207. State the requirement and variance requested. (1) Increase the percentage of residential uses on the first floor and (2) reduce the required parking for residential uses.

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

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

See attached land use findings.

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

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

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

Required site plan is attached

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

Applicant's Signature Date 2-14-2020

**PROPOSED FINDINGS FOR ZONING APPLICATIONS
2225 UNIVERSITY AVENUE WEST**

VARIANCE TO INCREASE RESIDENTIAL USES ON GROUND FLOOR

REQUIRED FINDINGS

The following is a variance to increase the residential uses at the ground floor above fifty percent of the floor area.

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

The site is ideally suited for a mixed use project with its proximity to the Green Line Station at Raymond (less than ¼ mile) and location between two metro job centers along that transit line. However, heavier commercial uses that depend on vehicular and truck traffic, make this site less ideal due to limited access on University Avenue and site geometry. The site is 3x deeper than it is wide and therefore has limited commercial corridor exposure relative to its size. In addition, limited vehicular access on University Avenue (right in/right out only) for commercial uses limit its viability for prospective commercial interests and their customers. In complying with the existing zoning code, with more than 15,000 SF of commercial space, significant vehicle and truck traffic and access would be required which is in conflict with overall transit and pedestrian centered zone along University Avenue. In contrast, the site is located where a mixed-use, transit-centered development of higher density residential uses with a modest commercial presence makes perfect functional sense and reinforces the comprehensive plan and Raymond Station Area Plan.

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

The plight of the landowner is not a consideration of this requested variance to increase the residential uses at the ground floor uses. The variance request is guided by the highest and best use of the site as a mixed-use development with modest commercial uses on the ground floor so as not to become dominated by vehicular traffic.

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

The proposed variance is in keeping with the essential character of the neighborhood that is populated with a dense network of walkable streets and bike route options by limiting commercial space that would add additional vehicular traffic.

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

The proposed variance is in keeping with the essential character of the neighborhood. The proposed variance would not alter, but rather augment the pedestrian and transit-oriented nature of the street.

VARIANCE TO REDUCE THE REQUIRED RESIDENTIAL PARKING
REQUIRED FINDINGS

The following is a variance to reduce the required residential parking in the project from 147 spaces required to 90 spaces.

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

The site is located less than ¼ mile from the Green Line Light Rail Station at Raymond and adjacent to several bike routes. The parking requirements for a similar project a block away would be 0 relative to 147 parking spaces that are required for this project. Meeting the parking requirements at a site located within a station area defies the years of planning it took to get the Green Line constructed. The transformation of University Avenue from a busy commercial and industrial thoroughfare to a successful mixed-use and transit-oriented corridor create the condition ripe for alternate modes of travel including transit, pedestrian and bike modes. The proposed project embraces these alternative travel options for the project and the commercial users, residents and guests who visit the site. Reducing the dependence on auto traffic is central to reducing congestion, greenhouse gases and making better use of our transit corridors.

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

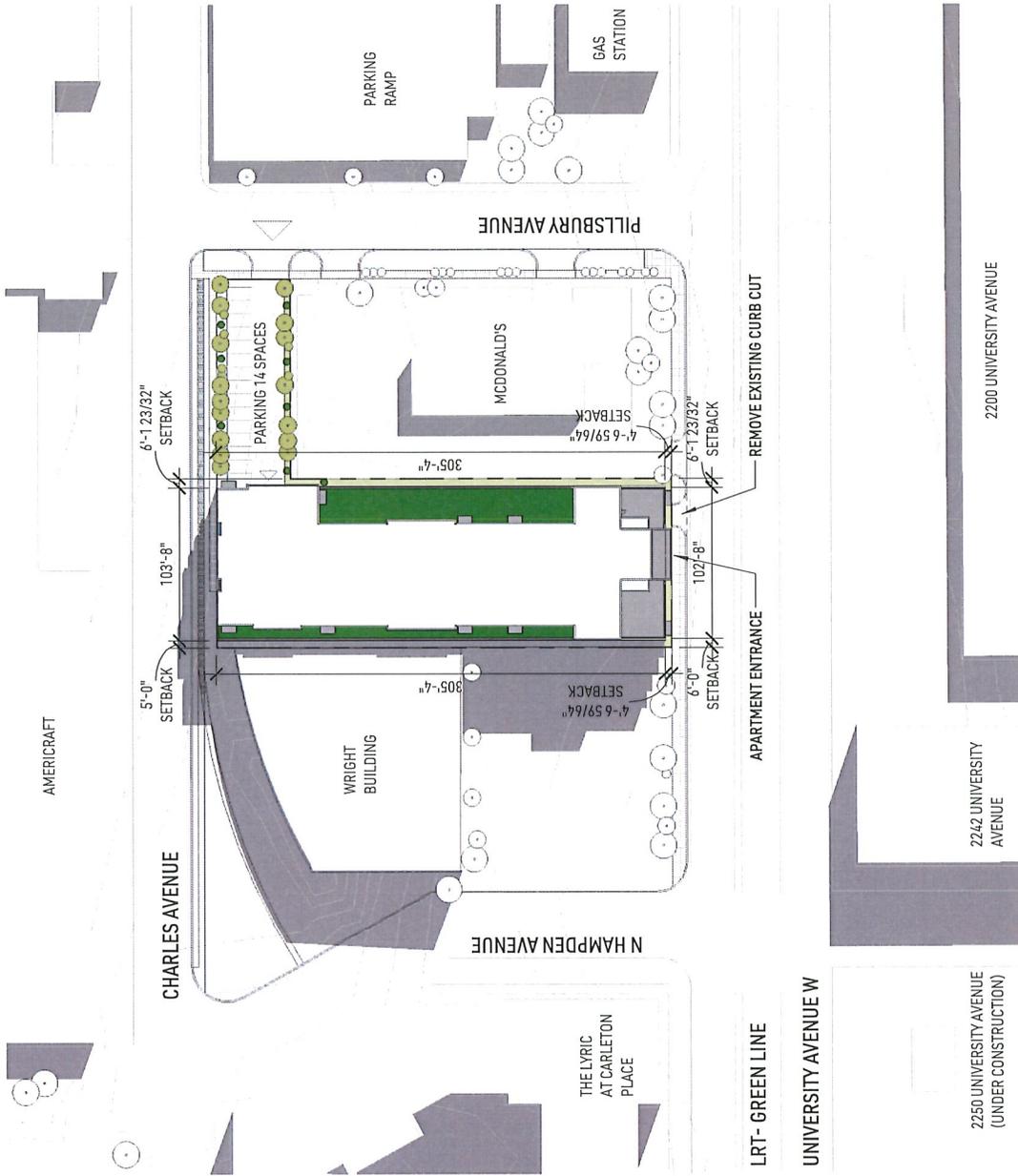
The light rail line and station were constructed long after the owner had purchased the property. Therefore, the circumstances are unique to the location of the property and not created by the landowner.

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

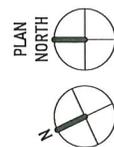
The variance will not permit any use that is not allowed in the zoning district. The variance requested merely reduces the parking required for the uses that are allowed in the district.

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

The proposed variance is in keeping with the essential character of the neighborhood. The proposed variance would not alter the essential character. Having less parking on the site will enhance the neighborhood by having greater density without the parking area or traffic associated with it making the development more in keeping with the pedestrian and transit friendly character of the area.



1 ARCHITECTURAL SITE PLAN
1" = 80'-0"





PROJECT TEAM

DEVELOPMENT
 YELLOW TREE LLC
 1834 E 38TH STREET
 MINNEAPOLIS, MN 55407

ARCHITECTURE
 DJR ARCHITECTURE
 333 N WASHINGTON AVE #210
 MINNEAPOLIS, MN 55401

PASTER DEVELOPMENT
 5320 W 23RD STREET #205
 ST. LOUIS PARK, MN 55416

CIVIL/LANDSCAPE
 KIMLEY-HORN
 767 EUSTIS STREET #100
 ST. PAUL, MN 55114

PROJECT NARRATIVE

2227 University is located between Pillsbury Street and Hampden Avenue. The site is an excessively long and narrow parcel, around 310' in length along the west property line. The site challenges also include about a half story or about 6' of grade change from University Ave. to Charles Ave. The proposed mixed-use building is 5 stories tall. The University Avenue side is lined with commercial and residential amenity spaces at ground level creating an active facade. This proposed development will consist of 147 residential units, 92 parking spaces, and 1,390 GSF of commercial space.

PROJECT DATA SUMMARY

SITE AREA
 TOTAL SITE AREA: .71 Acres + .26 Acres = .97 acres (42,414.37 SF)

LOT COMBINATION

PARCEL ID	SF	ACRES	ADDRESS
322923110015	31014.72 SF	.71 AC	2225/2227 UNIVERSITY AVE W
322923110016	11397.65 SF	.26 AC	0 CHARLES AVE

LEGAL DESCRIPTIONS
 Parcel 1: Block N/A, Lot 61
 Parcel 2: Block N/A, Lot 62

ZONING
 CURRENT ZONING: IT

BUILDING HEIGHT PER 66.500
 ALLOWABLE: 50'-0"
 PROPOSED: 57'-8"

BUILDING AREA

LEVEL 1:	LEVEL 2:	LEVEL 3:	LEVEL 4:	LEVEL 5:	TOTAL:
31,672 SF	25,241 SF	25,241 SF	25,241 SF	25,145 SF	132,541 SF
0 SF	21,953 SF	21,953 SF	21,953 SF	18,877 SF	84,737 SF
0	38	38	38	33	147

COMMERCIAL AREA REQUIRED: 15,836 GSF
COMMERCIAL AREA PROVIDED: 1,390 GSF

MAX LEVEL 1 RESIDENTIAL AREA: 15,836 GSF
LEVEL 1 RESIDENTIAL AREA PROVIDED:

PARKING:	LOBBY & OFFICE:	AMENITY:	FITNESS:	CIRCULATION:	BACK OF HOUSE:	TOTAL:
25,721 GSF	942 GSF	1,139 GSF	730 GSF	583 GSF	1,167 GSF	30,282 GSF

UNIT LEVELS / RENTABLE AREA

LEVEL 1:	LEVEL 2:	LEVEL 3:	LEVEL 4:	LEVEL 5:	TOTAL:
0 SF	21,953 SF	21,953 SF	21,953 SF	18,877 SF	84,737 SF
0	38	38	38	33	147

VEHICULAR PARKING PER 63.207
 (10% BICYCLE PARKING SUBSTITUTION PER 63.210)

PARKING REQUIRED:	PARKING PROVIDED:	VARIANCE NEEDED FOR 54 PARKING STALLS:
4 STALLS	4 STALLS	0 STALLS
142 STALLS	88 STALLS	54 STALLS

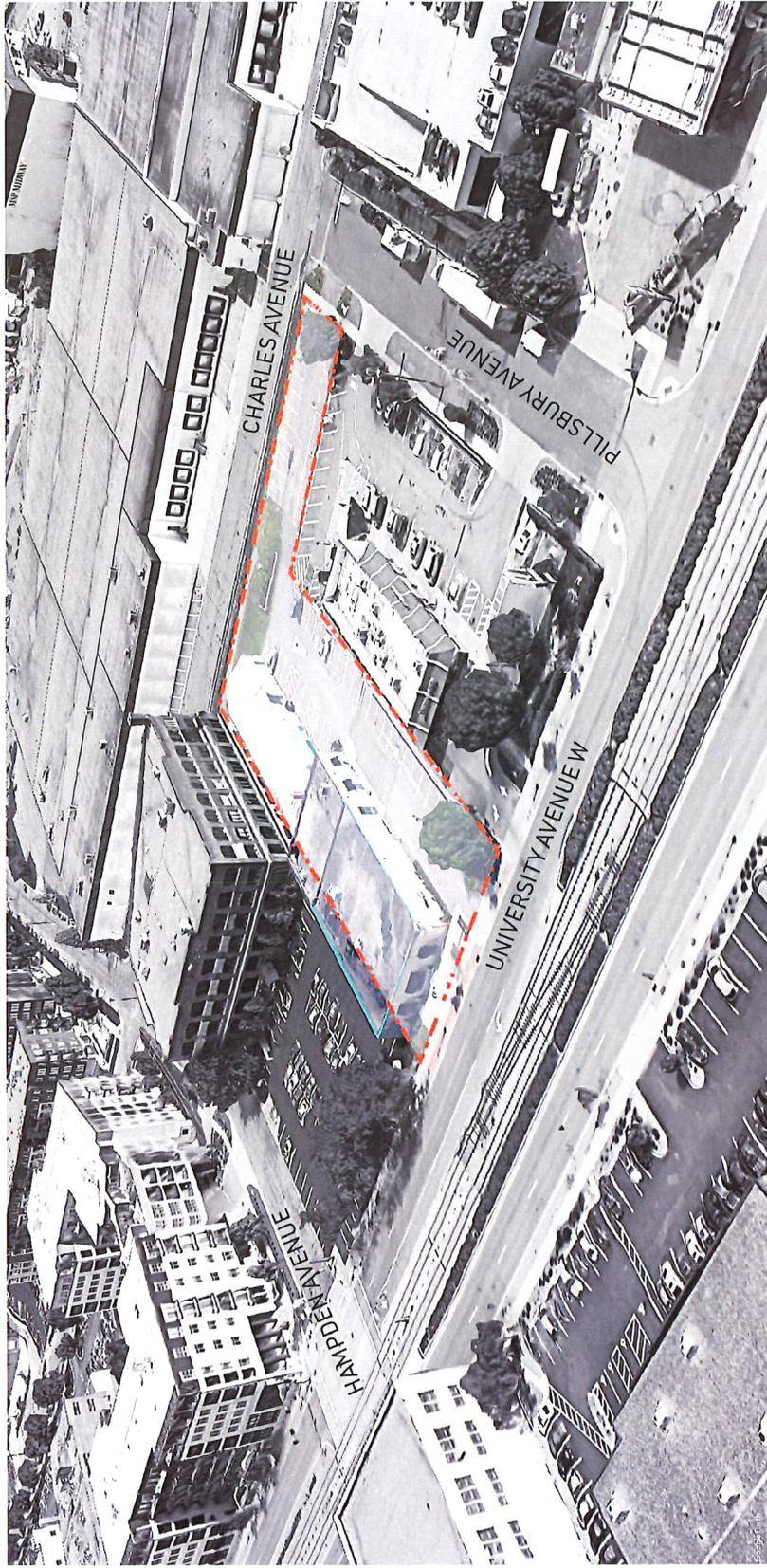
BICYCLE PARKING PER 63.210

REQUIRED:	PROPOSED:
10	130

PROJECT INFORMATION
 02.14.2020
2227 University Ave
 St. Paul, Minnesota
 19-0950.00

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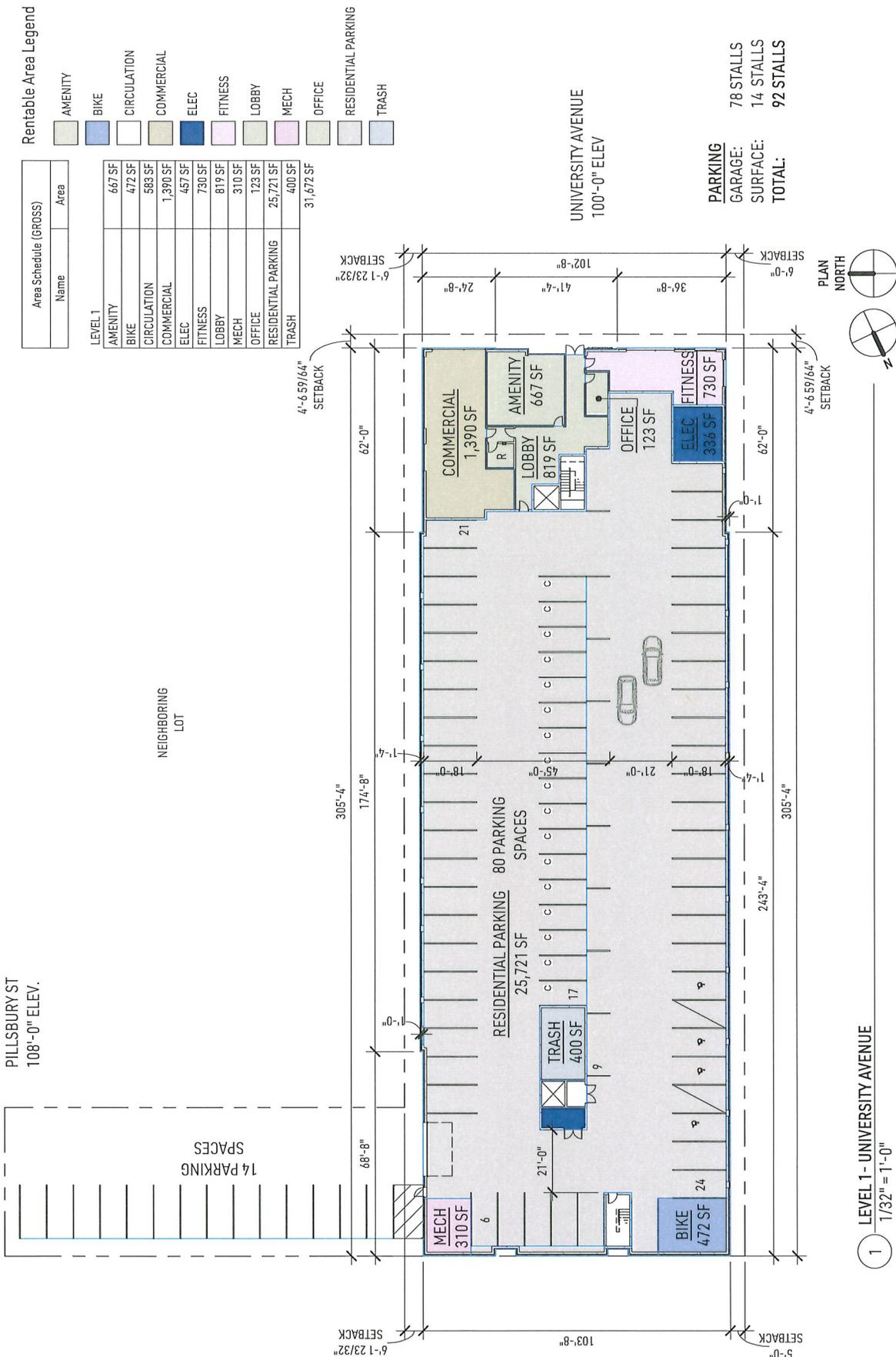


Aerial Photo Looking North

SITE AERIAL
 02.14.2020
2227 University Ave
 St. Paul, Minnesota
 19-095.00

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Area Schedule (GROSS)	
Name	Area
LEVEL 1	
AMENITY	667 SF
BIKE	472 SF
CIRCULATION	583 SF
COMMERCIAL	1,390 SF
ELEC	457 SF
FITNESS	730 SF
LOBBY	819 SF
MECH	310 SF
OFFICE	123 SF
RESIDENTIAL PARKING	25,721 SF
TRASH	400 SF
	31,672 SF

Rentable Area Legend

- AMENITY
- BIKE
- CIRCULATION
- COMMERCIAL
- ELEC
- FITNESS
- LOBBY
- MECH
- OFFICE
- RESIDENTIAL PARKING
- TRASH

PARKING
 GARAGE: 78 STALLS
 SURFACE: 14 STALLS
TOTAL: 92 STALLS

UNIVERSITY AVENUE
 100'-0" ELEV

PILLSBURY ST
 108'-0" ELEV.

CHARLES AVENUE
 108'-0" ELEV.

1 LEVEL 1 - UNIVERSITY AVENUE
 1/32" = 1'-0"

FLOOR PLANS - LEVEL 1
 02.14.2020
2227 University Ave
 St. Paul, Minnesota
 19-096.00

YELLOW TREE ARCHITECTURE

paster- Growing places
 DEVELOPMENT

DJR ARCHITECTURE

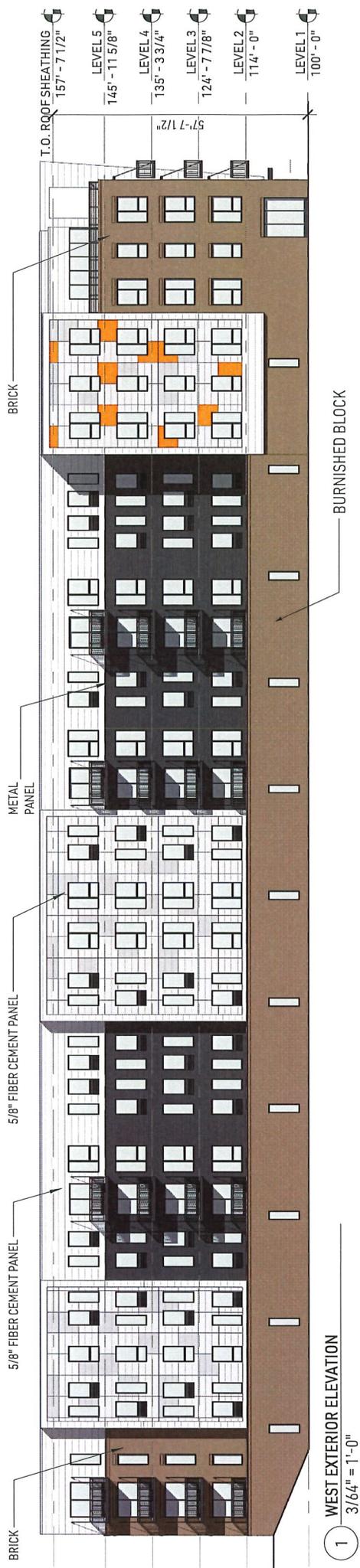
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2 SOUTH EXTERIOR ELEVATION
3/64" = 1'-0"



3 VIEW FROM UNIVERSITY AVENUE



1 WEST EXTERIOR ELEVATION
3/64" = 1'-0"



paster. Growing places
DEVELOPMENT

EXTERIOR ELEVATIONS
02.14.2020
2227 University Ave
St. Paul, Minnesota
19-0950.00

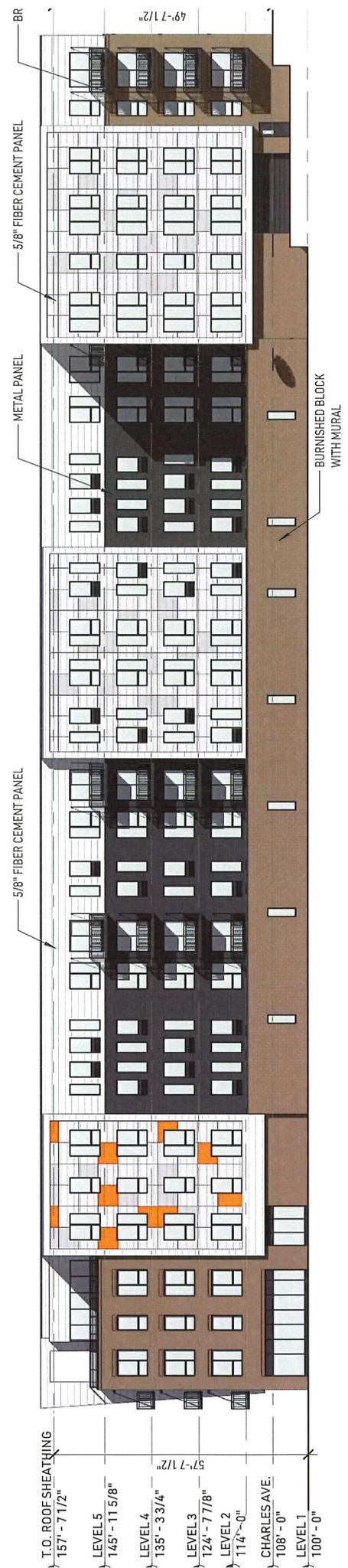
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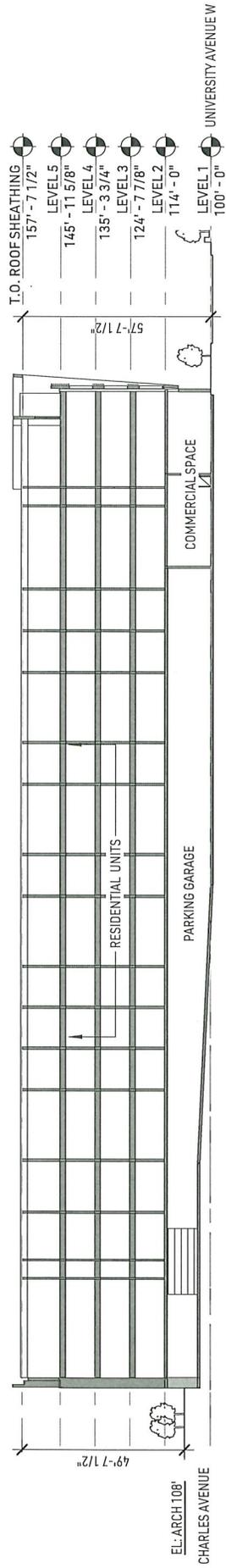
3 VIEW - FROM CHARLES



2 NORTH EXTERIOR ELEVATION
3/64" = 1'-0"



1 EAST EXTERIOR ELEVATION
3/64" = 1'-0"



1 SECTION DIAGRAM - FACING EAST
1/32" = 1'-0"

EXTERIOR ELEVATIONS
02.14.2020
2227 University Ave
St. Paul, Minnesota
19-096.00

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paster - Growing Places

Future Character Areas - Policy Directions

Future investment in Raymond's Station Area must build on and strengthen the qualities of the University-Raymond Commercial Historic District.

Preserving the integrity and character of the area's defining architectural history will be vital to the continued success of land use and development in the Raymond Station Area. Nothing in this plan should be deemed to contradict the University-Raymond Commercial Historic District Design Review Guidelines, but should instead reinforce, and be read in conjunction with, this important legislative document. Also, important to the long term economic and social health of the area is the preservation of viable employment uses with a long term economic future, while continuing to promote new and diverse residential and employment uses that are transit-supportive.

The Raymond Station Area requires a flexible and permissive land use strategy that emphasizes connectivity, design performance and transit-supportive qualities, including a broad mix of uses, flexibility of regulation over time, active first level uses, and shared parking solutions. Together, these approaches will assist to strengthen and repair the area's "Main Street" quality, and reinforce the fabric of the area as a complete community with housing, employment and movement options for all.

While this overall direction will help guide change over the entire Raymond Station Area, this section describes four distinct Character Areas that will require specific policy direction to achieve their built form and land use potential over time. The following Character Areas descriptions and policy directions provide clear guidance to the forms of development and investment that will support the future of the broader station area.

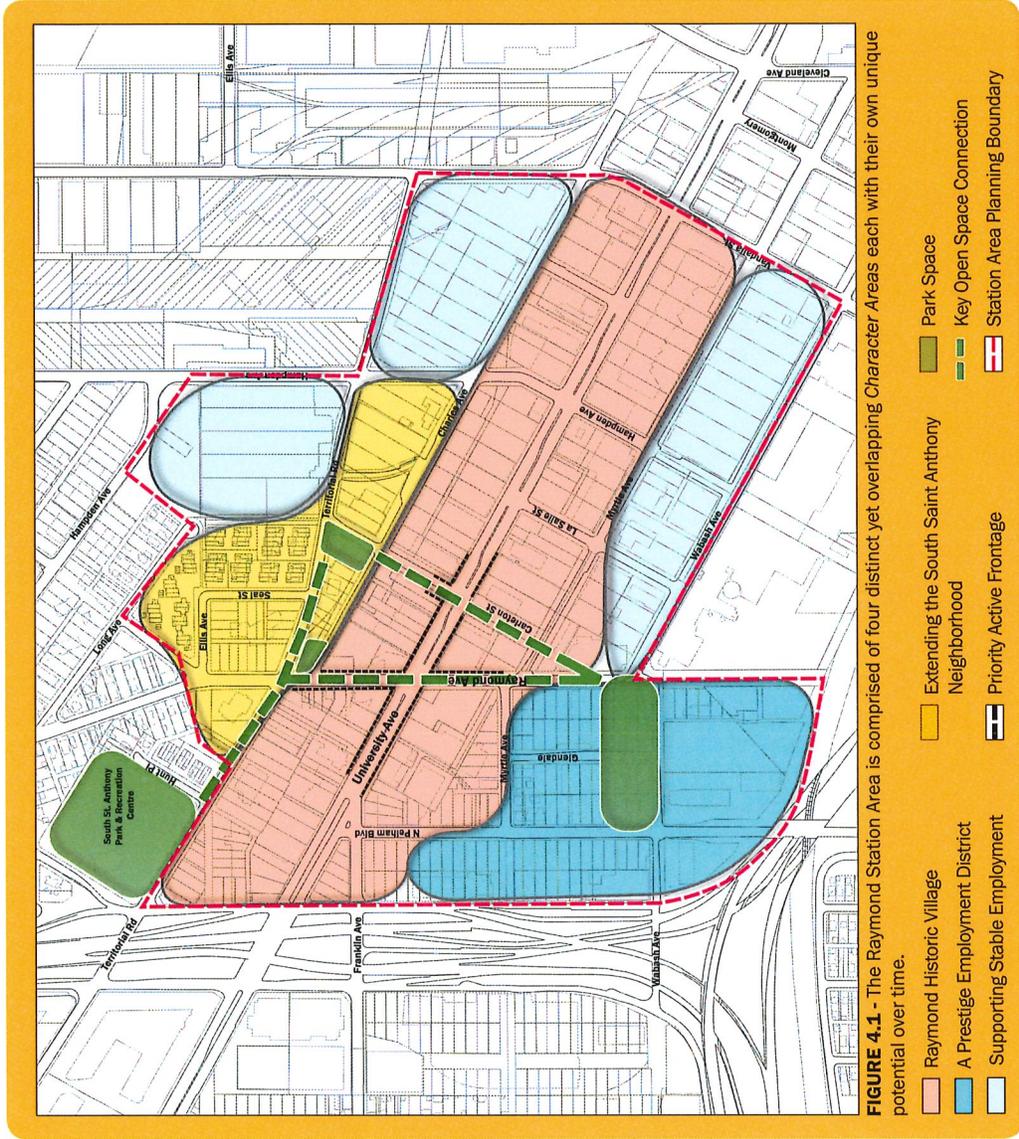


FIGURE 4.1 - The Raymond Station Area is comprised of four distinct yet overlapping Character Areas each with their own unique potential over time.

2.3 Defining the Study Area

The Raymond Station Area has potential to evolve as a place with more employment, a greater range of businesses, more vibrant neighborhoods, and new and enhanced beautiful public spaces. The station area plan process used four mapping layers to investigate and understand the Raymond Station Area.

The station area boundary extends east of the 1/4 mile zone to capture larger potential development parcels located along Vandalia, and farther west and south to include a number of underutilized, sites with excellent access and frontage relative to Highway 280 and Interstate 94. This boundary is the primary focus for all recommendations contained within this document.

Within the boundary, a refined Area of Change has been delineated through the station area planning process. The Area of Change denotes the parcels where change is welcome and should be encouraged, whether through gradual infill, intensification or comprehensive redevelopment.

The current and future area of high pedestrian activity has been identified as a Mobility Enhancement Area. Section 5.0 of this Plan presents recommendations for balancing modes of movement within this active hub.

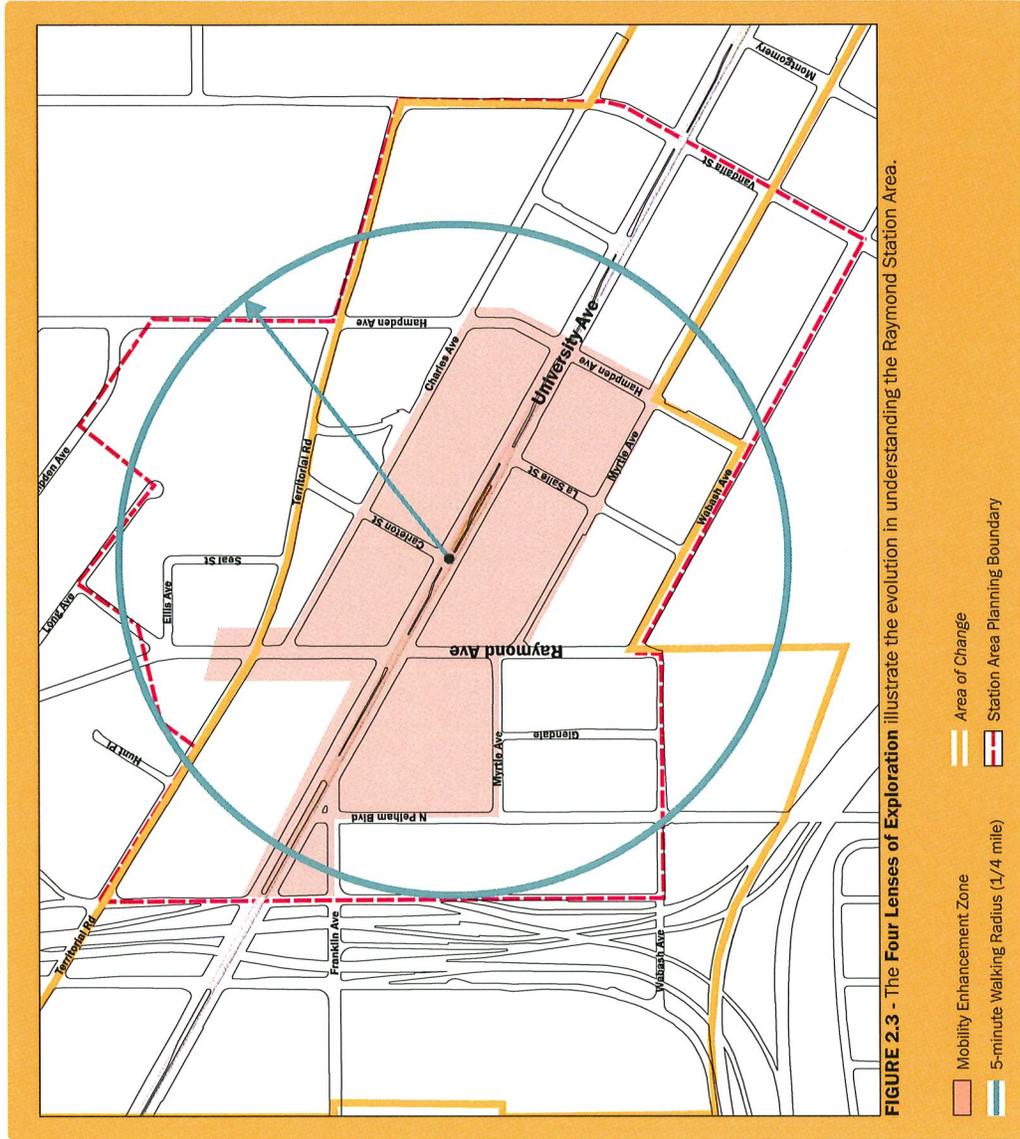


FIGURE 2.3 - The Four Lenses of Exploration illustrate the evolution in understanding the Raymond Station Area.

4.1.2 Land Use & Development Pattern

Urban Infill along the Avenue should have many uses.

- A broad mix of uses should be concentrated along the edges of the Avenue where they provide an easy connection to public transit, and benefit from the visibility and profile of being located on a major transportation corridor.
- Live-work units may be permitted on the first floor of all buildings beyond the Priority Active Frontage areas.

All new private development must contribute to adjacent streetscape improvements.

- Where there is not sufficient public right-of-way for new street tree planting or public realm amenities, new buildings should be setback from property lines to establish an outdoor area for seating, display space and/or landscaping as appropriate. A minimum pedestrian promenade dimension of 14-feet would provide for street trees, sidewalk, and some outdoor seating space.
- Developments within the area defined as Priority Active Frontage should provide for active uses at grade to support their immediate proximity to the future LRT station platform.
- Building gaps along the street frontage within the Station Transfer Zone should be discouraged. Where gaps do exist they should be adequately landscaped along the street frontage.

Enhance the connectivity and pedestrian supportive character of streets.

- Protect the extension potential of Carleton Street south of the Avenue to establish a pedestrian connection from the station platform to Myrtle Street.
- As development occurs, seek opportunities to increase north/south mid block connections such as the one created at Carleton Lofts.
- All streets should provide sidewalks, adequate lighting and streetscape amenity.

4.1.1 Built Form

New development should fit with its surroundings.

- New development along University Avenue should be 2 to 6 residential stories in height with transitions that respect the existing scale and character of the historic buildings along the street. The northeast corner exhibits potential for taller building heights, and could reach 6-8 stories if setback from the intersection on a 3-4 story podium-type building.
- New development should ensure that buildings have strong street presence along University, Charles and Myrtle. Buildings along Myrtle and Charles may step down to two stories.
- New development should be sited to ensure an adequate public realm and pedestrian promenade.
- New buildings on corner sites should front both streets and utilize their corner positioning as a distinctive feature in their design similar to the Specialty Building.
- Building design should incorporate materials and an architectural style that is distinguishable as contemporary, yet compatible with adjacent historic buildings through scale, rhythm, color and materials, while meeting the University-Raymond Commercial Historic District Design Guidelines.

All new development should promote transparency and activity at street level.

- First floor commercial or retail uses should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street and have at least one entrance that is oriented towards Raymond or University Avenue, access points to the station platforms, and/or key gathering places.
- Commercial or retail uses should be located in the first floor of all buildings within the Priority Active Frontage zones identified on page 25.

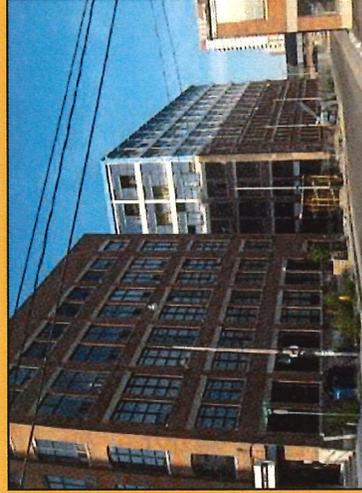
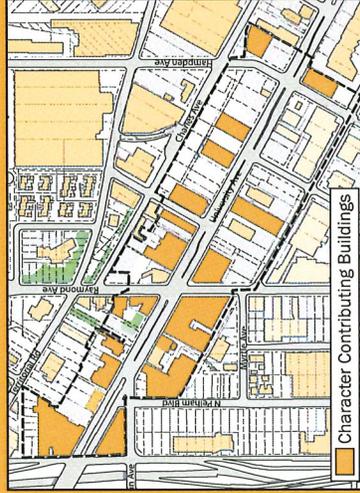
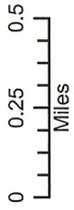
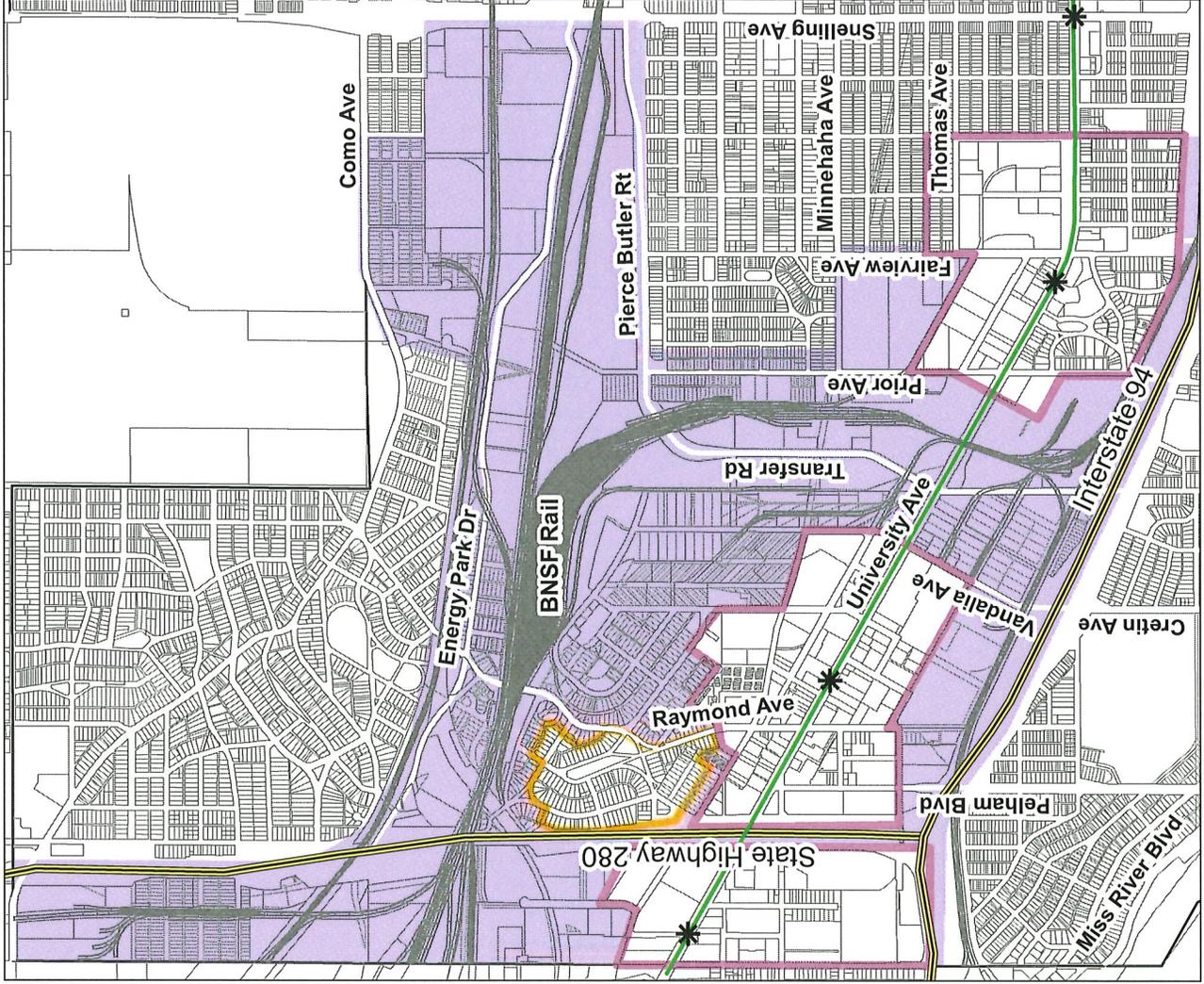


FIGURE 4.3 - The University-Raymond Commercial Historic District outlined above is comprised of numerous contributing buildings, many of which are 1-2 stories in height. New development should respect the scale and character of the existing buildings while filling in the gaps to intensify the district. Gradual Infill and intensification around this historic mixed-use village in Toronto (bottom) helps to reinforce the existing character of the area.

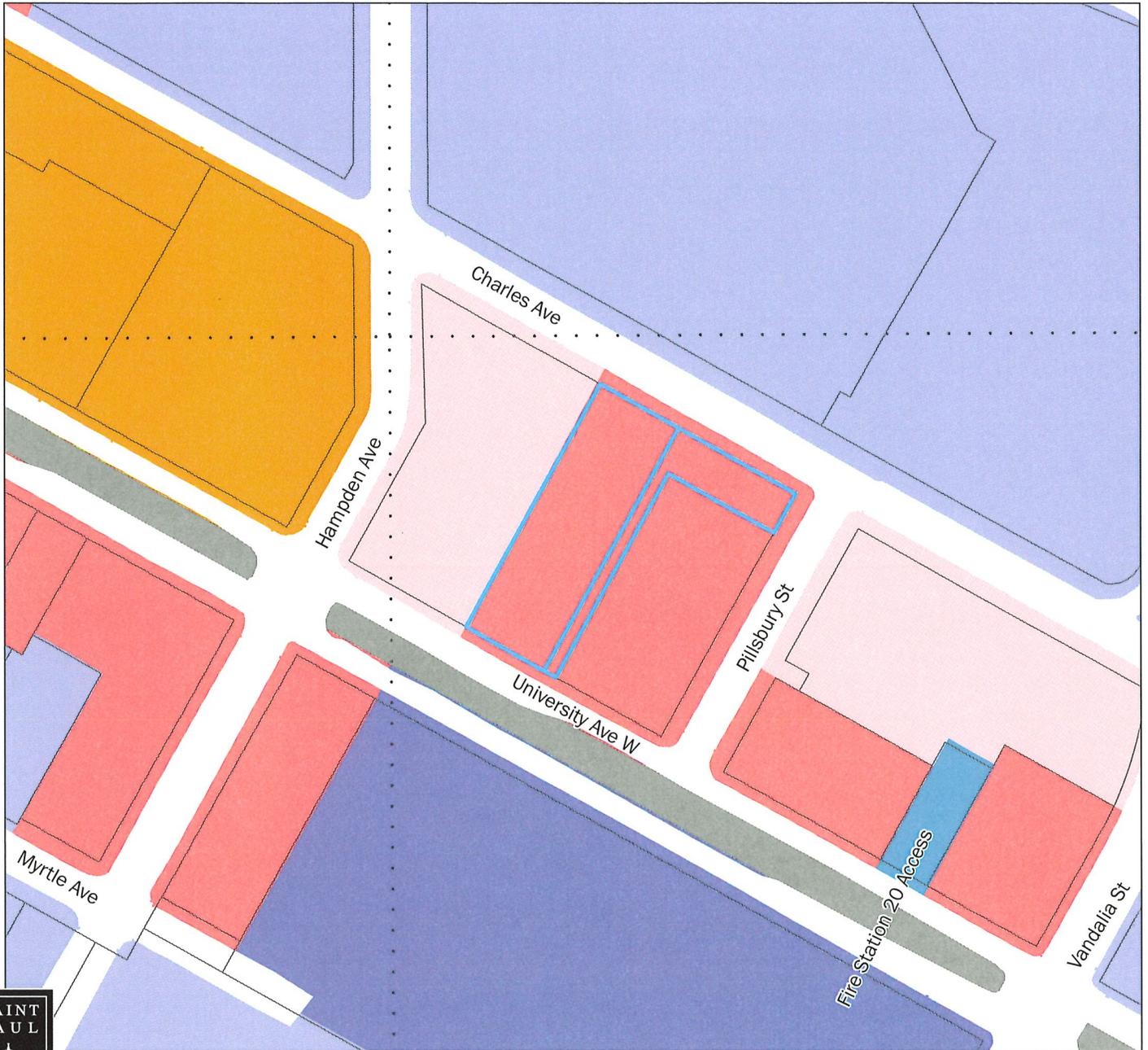
WEST MIDWAY INDUSTRIAL STUDY AREA

Legend

- * Light Rail Stations
- Green Line LRT
- West Midway Industrial Study Area
- Station Area Plan Boundary (area excluded)
- St. Anthony Park residential area (excluded)



Source: Saint Paul PED; Ramsey County



FILE #20-013-859 | EXISTING LAND
Application of Paster Development

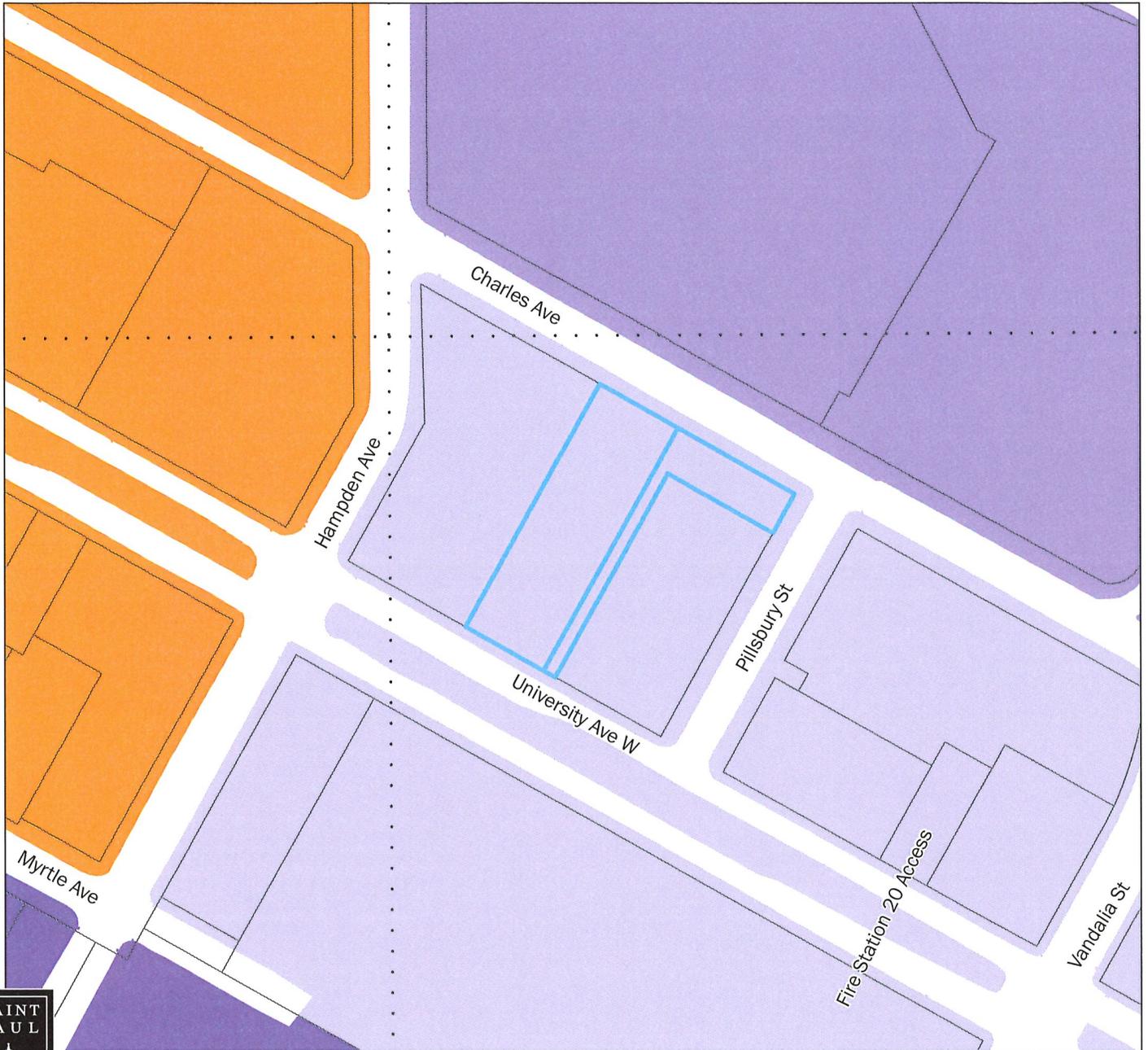
Application Type: CUP w/variance
 Application Date: February 14, 2020
 Planning District: 12



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Subject Parcel(s) Outlined in Blue

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



FILE #20-013-859 | ZONING MAP
Application of Paster Development

Application Type: CUP w/variance
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Subject Parcel(s) Outlined in Blue

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



FILE #20-013-859 | AERIAL MAP
Application of Paster Development

Application Type: CUP w/variance
 Application Date: February 14, 2020
 Planning District: 12

Subject Parcel(s) Outlined in Blue

ParcelPoly on



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