

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** 1725 CARROLL AVENUE **FILE #:** 20-071-884
 2. **APPLICANT:** Michael Allen **HEARING DATE:** September 24, 2020
 3. **TYPE OF APPLICATION:** Conditional Use Permit and Variances
 4. **LOCATION:** 1725 Carroll Avenue (northeast corner of Carroll and Herschel)
 5. **PIN & LEGAL DESCRIPTION:** 33.29.23.43.0011; Lot 8, Block 6 Quniby Park; and together with all of vacated Herschel Street adjacent, subject to easement over the west 15 feet thereof
 6. **PLANNING DISTRICT:** 13 **PRESENT ZONING:** RT1
 7. **ZONING CODE REFERENCE:** § 65.130, § 61.501; § 61.601; § 61.202(b)
 8. **STAFF REPORT DATE:** September 17, 2020 **BY:** Kady Dadlez
 9. **DATE RECEIVED:** September 3, 2020 **60 DAY DEADLINE FOR ACTION:** November 1, 2020
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- A. **PURPOSE:** Conditional use permit for a three-unit cluster development, with front and rear setback variances and a lot coverage variance.
- B. **PARCEL SIZE:** The triangular-shaped lot has approximately 270 feet of frontage on Carroll Avenue and a depth of about 95 feet at the lot's deepest point for a lot area of 12,839 square feet.
- C. **EXISTING LAND USE:** A single story commercial warehouse building and accessory surface parking lot occupy the property. The building is currently vacant.
- D. **SURROUNDING LAND USE:**
 - North: Soo Line Railroad and industrial uses in an I1 zoning district.
 - East: Soo Line Railroad and industrial uses east of the railroad tracks in an I1 zoning district.
 - South: Aldine Park in an RT1 zoning district.
 - West: Single-family homes in an RT1 zoning district.
- E. **ZONING CODE CITATION:** § 65.130 defines cluster developments and provides the standards and conditions required to allow the use; § 61.501 lists the general requirements for all conditional uses; § 61.601 lists required variance findings; § 61.202(b) authorizes the Planning Commission to grant variances when related to permits.
- F. **PARKING:** Zoning Code § 63.207 requires a minimum of four parking spaces: three for the duplex and one for the dwelling unit above the garage. The applicant plans to provide four spaces; three spaces in the garage and one surface space south of the garage. A driveway easement exists along the westernmost 15 feet of the property. The easement both benefits and burdens the applicant, as the current owner of the property, making it null and void according to the applicant and his counsel. A small portion of the proposed garage and surface parking space encroach on the driveway easement. The applicant/owner states that he intends to terminate the easement.
- G. **HISTORY/DISCUSSION:** There are no previous zoning cases concerning this property.
- H. **DISTRICT COUNCIL RECOMMENDATION:** The Union Park Community Council (District 13) had not taken a position on the conditional use permit and variance requests at the time the staff report was drafted.

I. FINDINGS:

1. The applicant proposes a three-unit cluster development on the triangular-shaped property that is currently occupied by a vacant commercial warehouse structure and accessory surface parking west of the building. The applicant proposes to convert the existing building to a duplex and construct a detached one-unit dwelling above a new garage west of the existing building. The garage will have space for three vehicles. Space for a fourth vehicle will be located south of the garage.
2. Section 65.130 allows cluster developments and lists the required standards and conditions that must be met:
 - (a) *Applications for cluster development shall include site plans, including landscaping and elevations and other information the Planning Commission may request.* This condition is met. The applicant submitted a survey, site plan, and detailed architectural drawings that include elevations and landscaping.
 - (b) *No unit shall intrude on the vertical airspace of any other unit.* This condition is met. The two dwelling units in the existing commercial building are side by side and the dwelling unit in the garage will be above the vehicle parking area.
 - (c) *The parcel shall have a minimum frontage of eighty (80) feet on an improved street and meet the lot area required per unit in the zoning district. Individual lots within a cluster development may have less than the required lot area for the zoning district provided such reductions are compensated for by an equivalent amount of property owned in common elsewhere in the cluster development. Lot area shall not include areas designated as public or private streets.* This condition is met. The property has about 270 feet of frontage along Carroll Avenue, an improved street, and a lot area of 12,839 square feet; 11,000 square feet is required. The proposed duplex in the existing building requires 6,000 square feet of lot area (3,000 square feet for each unit) and the single-family unit above the garage requires 5,000 square feet of lot area.
 - (d) *Structures shall conform to the dimensional standards for height, lot coverage, and setbacks for the zoning district. Required yards within a cluster development may be reduced or eliminated provided required yards are maintained along the periphery of the cluster development.* This condition can be met with front and rear yard setback variances for the existing building, a rear yard setback for the new garage/dwelling unit building, and a lot coverage variance for the principal buildings on the property. The proposed project conforms to the dimensional standards for height with the garage/dwelling unit building at 21' 8"; 40 feet is allowed. However, front and rear yard setback variances are needed for the existing structure (25' required and 0' existing setback for the front yard and 25' required and 2'- 4" existing setback for the rear yard) and a rear yard setback variance is needed for the garage/dwelling unit structure (25 feet required, and 2'- 4" proposed). A lot coverage variance is also needed for principal buildings; 35 percent lot coverage maximum allowed, and 41 percent proposed.
 - (e) *The design shall be compatible with the surrounding neighborhood.* The design of the new garage/dwelling unit structure is compatible with the surrounding neighborhood and with the existing building on the property. The property is adjacent to railroad right of way to the north and across the street from a city park to the south. Single-family uses are to the west.
 - (f) *Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography.* This condition is met.

New construction will take place on a flat surface in an area currently occupied by paved parking.

3. §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 project site is located in an area identified in the Land Use Plan as Established Neighborhood. Established Neighborhoods are predominantly residential areas with a range of housing types. Single-family houses and duplexes predominate, although there may be small scale multifamily houses scattered throughout these neighborhoods. Policy 1.1 calls for guiding the development of housing in Established Neighborhoods, commercial areas within Established Neighborhoods, and in Residential Corridors. Policy 1.8 encourages the development of townhouses and smaller multi-family developments, compatible with the character of Established Neighborhoods. Housing policy in the Union Park Community Plan includes H2.2., Encourage rehabilitation of existing housing stock and H2.2a., New residential construction shall be consistent with the character of the surrounding homes, while minimizing impact on the neighborhood. A conditional use permit for a cluster development would allow for reuse of a nonconforming structure for a conforming use and new residential construction consistent with the character of surrounding homes.
 - (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. The cluster development will continue using the existing curb cut on Carroll; no changes are planned to ingress and egress.
 - (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 three-unit cluster development will be developed on a triangular-shaped lot adjacent to railroad right of way. The use will not be detrimental to the existing character of development in the immediate neighborhood nor endanger the public health, safety, and general welfare. The proposed residential use is compatible with existing residential uses in the 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 surrounding property is developed with residential, park, and railroad uses. The cluster development will not impede development and improvement of these uses.
 - (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 if the setback and lot coverage variances needed to establish the cluster development are obtained.
4. Since the existing commercial warehouse building does not comply with front and rear setback requirements (25' front yard setback required and 0' existing and 25' rear yard setback required and 2' 4" existing) a variance from § 65.130(d) is needed to allow the cluster development. In addition, the proposed detached garage/dwelling unit structure complies with the front yard setback requirement but encroaches on the rear yard setback requirement. The dimension between the front yard setback and the rear yard setback in this portion of the lot is not deep enough to support a typical garage depth due to the unique triangular shape of the lot. A variance is requested to reduce the rear yard from 25' to 2'- 4". The applicant states that the site plan is designed to provide adequate light, air, and visibility between the proposed garage/dwelling unit and duplex

structures. A patio is proposed between the structures. The applicant states that the proposed detached garage/ dwelling unit structure with a grade level garage is setback further from the street to keep the front facing garage further from the residential setback of existing single-family homes to the west. The applicant adds that given the railroad right of way and industrial buildings near the rear property line, not residences, a reduction in the rear yard setback is more appropriate than a reduction of the front yard setback.

5. Section 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:
 - (a) *The variances are in harmony with the general purposes and intent of the zoning code.* This finding is met. The general purposes and intent of the zoning code include: to provide for the adaptive reuse of nonconforming buildings and structures and for the elimination of nonconforming uses of land; and to ensure adequate light, air, privacy and convenience of access to property. The existing commercial structure is nonconforming as to use and front and rear yard setbacks. Converting the building to residential use is consistent with the zoning code, with the residential zoning of the property, and with nearby low-density residential uses. The proposed new garage/dwelling unit structure allows for a modest increase in residential use and density on land currently occupied by surface parking. Siting the new structure towards the rear of the property will allow for better flow of light and air between the two structures on the property.
 - (b) *The variances are consistent with the comprehensive plan.* This finding is met. The project site is located in an area identified in the Land Use Plan as Established Neighborhood. Established Neighborhoods are predominantly residential areas with a range of housing types. Single-family houses and duplexes predominate, although there may be small scale multifamily houses scattered throughout these neighborhoods. Policy 1.1 calls for guiding the development of housing in Established Neighborhoods, commercial areas within Established Neighborhoods, and in Residential Corridors. Policy 1.8 encourages the development of townhouses and smaller multi-family developments, compatible with the character of Established Neighborhoods. The setback variances on the triangular-shaped lot allow for development of residential uses that are compatible with the character of Established Neighborhoods. Housing policy in the Union Park Community Plan includes H2.2., Encourage rehabilitation of existing housing stock and H2.2a., New residential construction shall be consistent with the character of the surrounding homes, while minimizing impact on the neighborhood. The variances allow for reuse of a nonconforming structure for a conforming use and new residential construction consistent with the character of surrounding homes.
 - (c) *The applicant has established that there are practical difficulties in complying with the provision; that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties.* This finding is met. The existing nonconforming building does not comply with front and rear setback requirements. Moving the building to comply presents practical difficulties not only in the logistics of moving a building, but the buildable footprint of the triangular-shaped parcel would not accommodate the building without setback variances. Further, the triangular-shaped property and the existing structure's location limits the available area to develop the proposed new detached garage/dwelling unit structure. The depth of the area between the front and rear yard setbacks reduces the buildable area to 22'- 6". This

depth limits reasonable development of a garage/dwelling unit structure. For this reason, the applicant proposes to place the new structure in the rear yard, closer to railroad right of way, rather than locating it towards the front yard. The rear yard setback variance for the new building limits the impact of new development on residential properties to the west. It is reasonable to allow a garage on residential property. However, because the garage is proposed to have a dwelling unit above it, the structure is considered a principal building, not an accessory building, and a variance of the maximum lot coverage is needed. The maximum lot coverage of principal buildings allowed in the RT1 zoning district is 35 percent; the applicant is proposing a lot coverage of 41 percent. The applicant would not need a lot coverage variance if the proposal were just for a garage since a garage is an accessory building, not a principal building, though the rear yard setback would still be needed. The impact of the new structure, with regard to the amount of land it covers, is the same whether it is a garage or a garage with dwelling unit above. The difference is that with a dwelling unit in it, it becomes a principal building. The applicant's plans to develop a cluster development with two principal buildings on a triangular-shaped lot adjacent to railroad right of way and across from a city park is a reasonable use of the property.

- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. The triangular-shaped lot, the location of the existing nonconforming building on it, and the resulting buildable footprint for a garage/dwelling unit are not circumstances created by the landowner.
- (e) *The variances will not permit any use that is not allowed in the zoning district where the affected land is located.* This finding is met. The RT1 zoning district in which the project site is located permits a cluster development with a conditional use permit.
- (f) *The variances will not alter the essential character of the surrounding area.* This finding is met. The variances will allow a nonconforming commercial building to be converted to a conforming use and for an additional dwelling unit to be established above a new garage structure. The proposed variances needed to allow the cluster development will not alter the essential character of the surrounding area, which includes low density residential uses, railroad right of way, and a city park.

J. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit for a three-unit cluster development, with front and rear yard setback variances, 25' front yard setback required and 0' requested and 25' rear yard setback required and 2' 4" requested, and lot coverage variance, 35 percent required and 41 percent requested, subject to the following additional condition:

1. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plans 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 # _____
Fee Paid \$ _____
Received By / Date _____
Tentative Hearing Date _____

APPLICANT

Name Michael Allen
(must have ownership or leasehold interest in the property, contingent included)
 Address 449 Selby Ave City St. Paul State MN Zip 55104
 Email michael.allen@allenergysolar.com Phone 612-545-8033
 Name of Owner (if different) _____ Email _____
 Contact Person (if different) _____ Email _____
 Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address/Location 1725 Carroll Avenue
 PIN(s) & Legal Description PID #332923430011
(attach additional sheet if necessary)
 (REFERENCE ATTACHED SURVEY FOR LEGAL DESCRIPTION) Lot Area 12,839 SF Current Zoning RT1

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of Zoning Code Section(s) 61.130 for the following use or purpose:
 Requesting a Conditional Use Permit for the development of three (3) dwelling units as part of a single development that may include more than one (1) principal residential building on a zoning lot.

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.

see attachment.

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 9/2/20



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. Dev.
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 MICHAEL ALLEN
(must have ownership or leasehold interest in the property, contingent included)
Address 449 SELBY AVE. City ST. PAUL State MN Zip 55104
Email michael.allen@allen.org solar Phone 612.545.8033
Name of Owner (if different) JJ .com Email _____
Contact Person (if different) _____ Email _____
Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address / Location 1725 Carroll Ave.
PIN(s) & Legal Description reference survey PID# 332923430011
(attach additional sheet if necessary)
Lot Area 12,839 sf Current Zoning R1

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 61.601

State the requirement and variance requested.
Reduce front and rear yards of an existing non-conforming structure. Reduce the rear yard of a new detached dwelling unit.

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.

** reference attached supporting document.*

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 *M. Allen* Date 9/2/20

1725 Carroll Avenue

Project Description:

The property owner proposes to develop the property into a residential Cluster Development per the Zoning ordinance section 61.502. The lot area of the property is 12,839 SF, more than the minimum lot area required for a three-family Cluster Development. A commercial 'warehouse' type structure and surface parking lot currently occupies the property. The property is currently zoned RT1 and is directly adjacent to a railway line to the north, a residential block immediately to the west and a city park across Carroll Avenue to the south.

Conversion of the existing warehouse structure:

The existing warehouse structure footprint is approximately 3,818 SF with a partial basement of 1,349 SF. This structure is proposed to be converted into a two-family dwelling. The lot area supporting this structure is 7,758 SF more than the minimum lot area of 3,000 SF for a two-family duplex. The tall interior of the warehouse supports additional mezzanine area totaling 650 SF. The total gross floor area of the two-family residential conversion is 5,817 SF gross floor area.

The existing structure is currently non-conforming with respect to the required front yard and rear yard. The structure is located directly on the front property line and encroaches within the required rear yard. An existing fence currently extends beyond the rear property line into the railway right of way.

Variations are requested for the existing non-conforming reduced front yard and rear yards for this existing structure.

Addition of a new detached single-family dwelling and garage:

In addition to the conversion of the existing warehouse structure into a residential duplex an additional detached single-family dwelling is proposed on the western portion of the lot above a new garage. The portion of the lot area supporting this structure is 5,081 Sf. The new detached single-family dwelling is approx. 1,333 SF not including the attached garage.

The new detached single-family structure is proposed set back from the street with a reduced rear yard to provide adequate light and visibility to the western dwelling unit within the duplex structure. The rear yard is proposed to be reduced from 25' to 2'-4". The property owner and design team believe this detached structure with a grade level garage should be setback further from the street to keep the front facing garage further from the established residential street wall. The dimension between the established front yard and rear yard in this portion of the lot is not deep enough to support a typical garage depth due to the unique triangular shape of the property.

A variance is requested to reduce the rear yard from 25' to 2'-4",

Christian Dean Architecture
09.03.2020

The design team feels requesting a reduced rear yard (adjacent to a rail corridor) is more appropriate and requesting a reduced front yard for a garage structure. Given that the rail line and industrial buildings are immediately adjacent to the rear property line in lieu of residences, we would make the case that requesting a reduction in the rear yard is more appropriate than reducing the front yard.

Variance Findings:

1. *The applicant has established that there are practical difficulties in complying with the provision and 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.*

Existing non-conforming structure:

The existing structure is non-conforming related to the variances requested. The commercial structure is not compatible with the current zoning designation and converting to a residential use is supported by the current zoning classification of the property. The properties along the immediate streets are residential uses.

New residential structure:

The proposed new structure is a residential use and appropriately increasing the residential density of a large commercial property. The new detached residential property is proposed on a large asphalt parking lot. **The unique triangular shaped property and the existing structure's location limits the available area to develop the proposed new detached dwelling unit. The depth in this area between the established front yard and rear yard setbacks reduces to 22'-6"**. That depth limits a reasonable development of a dwelling unit above a garage structure. The design team opted to set back the structure into the rear yard in lieu of pushing forward into the front yard.

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

Existing non-conforming structure:

The existing structure is non-conforming unique to the property and not created by the landowner.

New residential structure:

The proposed new structure is a residential use and appropriately increasing the residential density of a large commercial property. The new detached residential property is proposed on a large asphalt parking lot. **The unique triangular shaped property and the existing structure's location limits the available area to develop the proposed new detached dwelling unit. The depth in this area between**

1725 Carroll Ave. – Variance and CUP supporting document

Christian Dean Architecture

09.03.2020

the established front yard and rear yard setbacks reduces to 22'-6". That depth limits a reasonable development of a dwelling unit above a garage structure.

3. *The variance will not permit any use that is not allowed in the zoning district where the affected land is located.*

The variances requested is related to the adaptive re-use of a commercial warehouse within a residential zoning district. The variance seeks to bring a non-conforming structure in alignment with predominately residential uses.

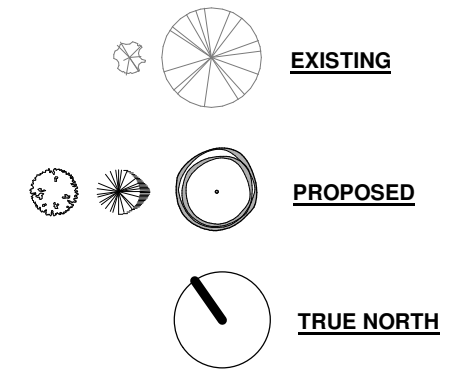
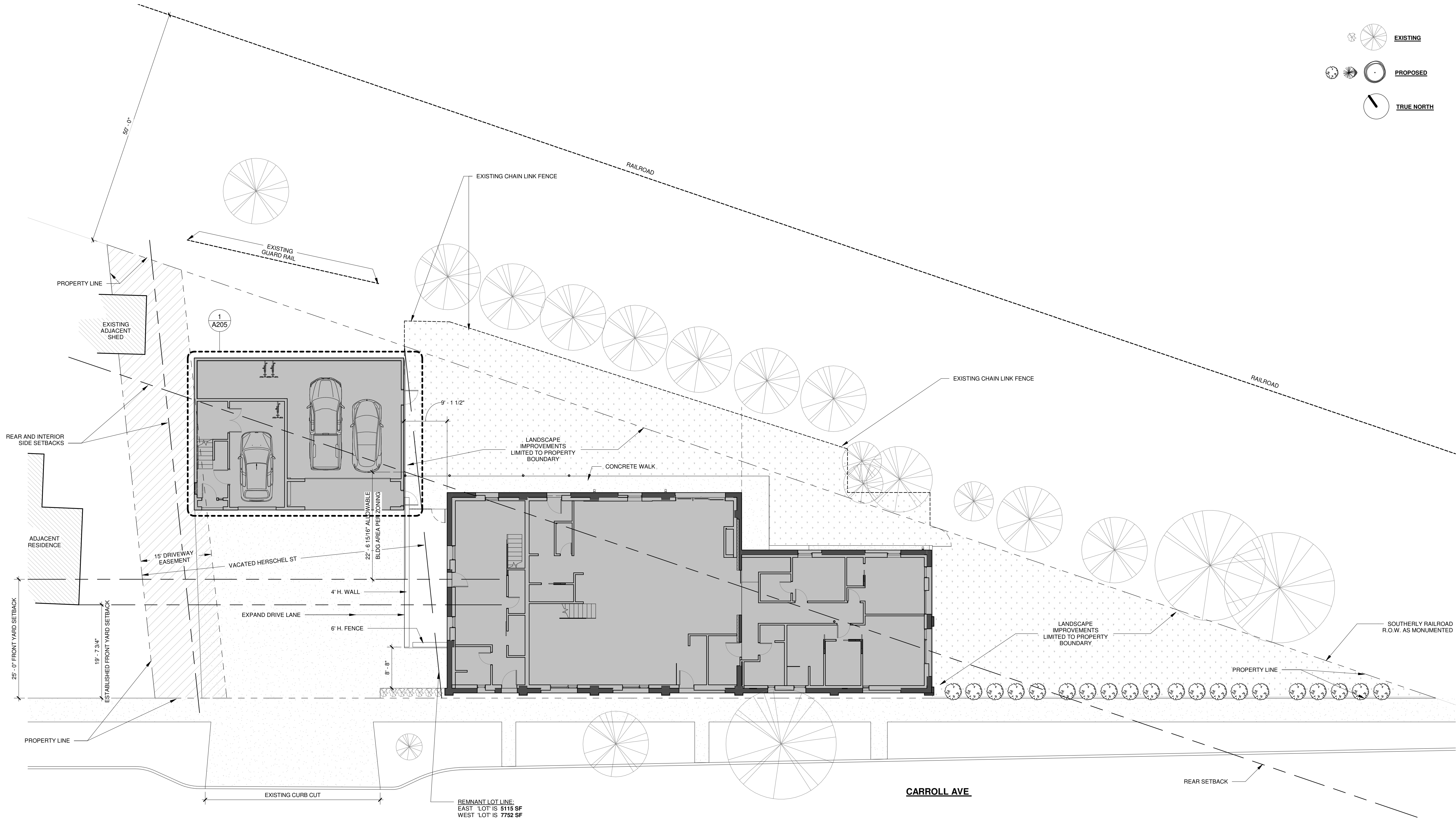
The variance requested for the new detached dwelling unit proposes a use that is permitted in the zoning district.

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

The variances requested for the existing warehouse structure do not alter the character at all. These are existing non-conforming conditions not being altered.

The variance for the detached single-family dwelling unit improves the current condition of a large paved parking area not in keeping with a residential district.

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CARROLL AVE RENOVATION

1725 Carroll Ave
St Paul, MN 55104
Project Number 2020.04

CHRISTIAN DEAN ARCHITECTURE

2909 Bryant Ave #304
Minneapolis, MN 55408
612 886 2814
www.deanarch.com

Contact
Christian Dean
cdean@deanarch.com
612 886 2814

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Print Name Christian Dean, AIA

Signature 
License Number 44768

NO	Description	Date

NOT FOR CONSTRUCTION
2019 Copyright CHRISTIAN DEAN ARCHITECTURE, LLC.

1 SITE PLAN
G103 3/32" = 1'-0"

SITE PLAN G103

C.U.P. SUBMISSION | SEPTEMBER 3, 2020

CHRISTIAN DEAN
ARCHITECTURE

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Minneapolis, MN 55408
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Print Name Christian Dean, AIA

Signature 
License Number 44768

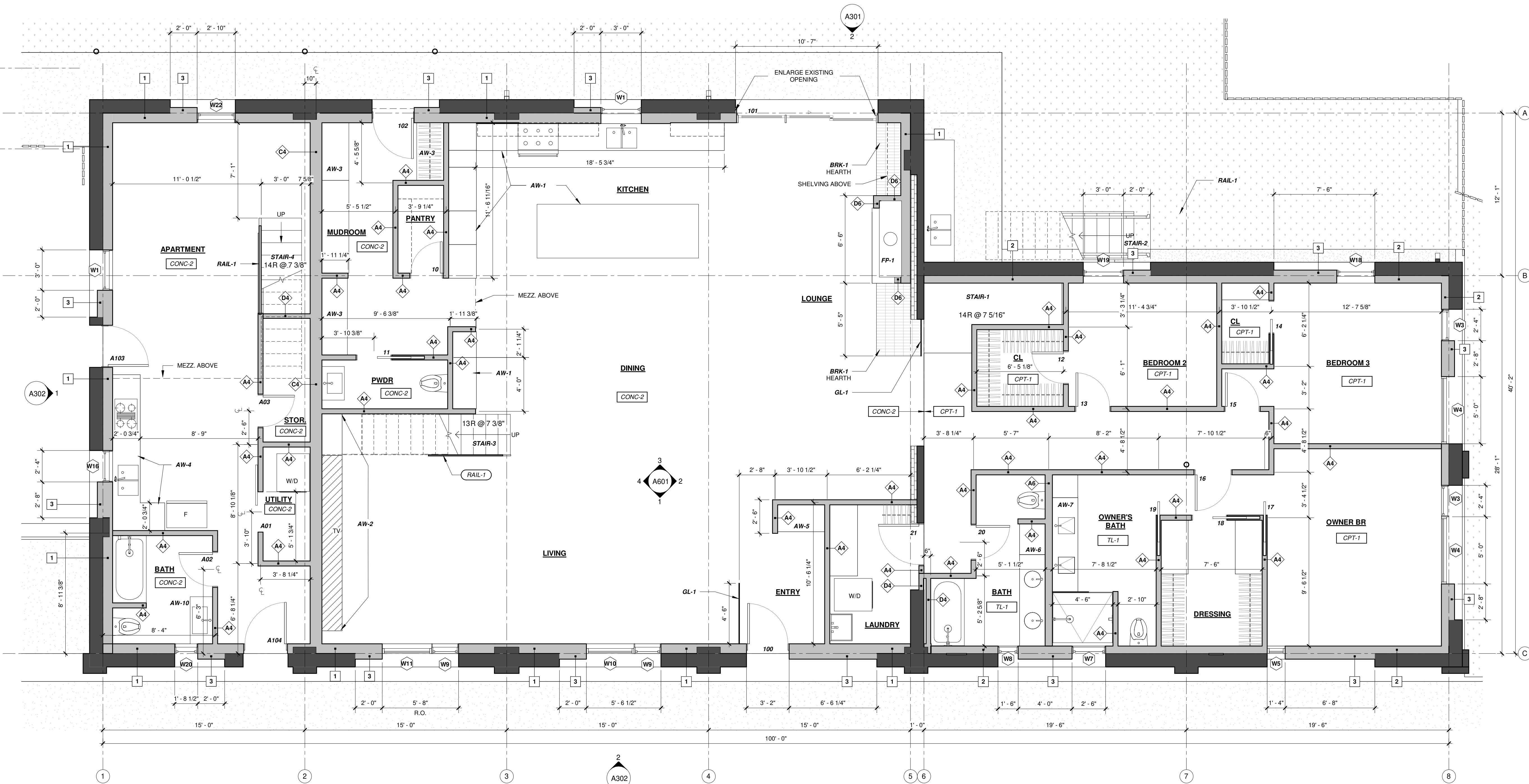
Issue / Revision Schedule
NO Description Date

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LEVEL 1 FLOOR PLAN

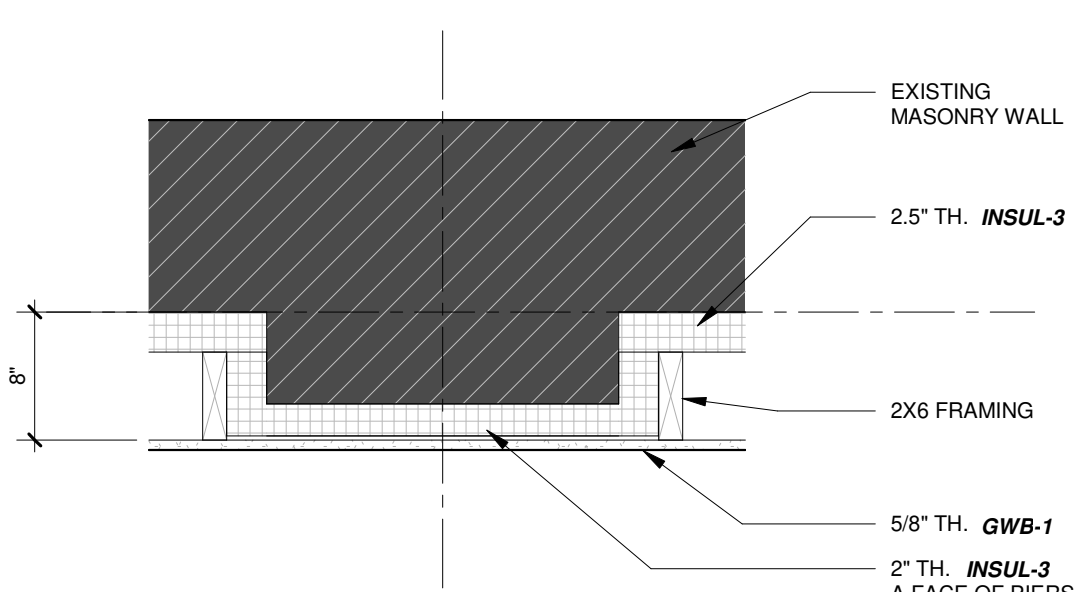
A201

C.U.P. SUBMISSION | SEPTEMBER 3, 2020



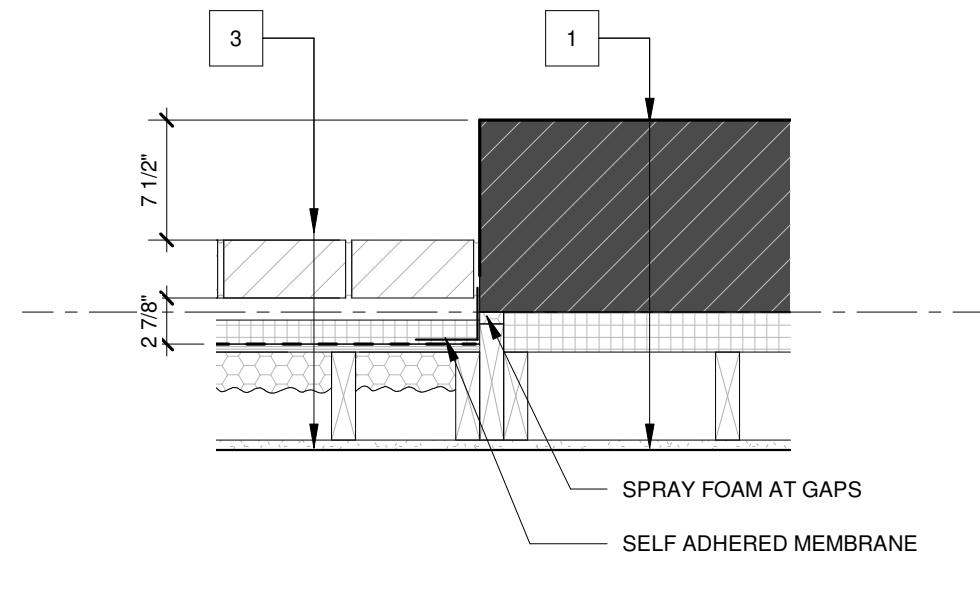
1 LEVEL 1 FLOOR PLAN

A201 1/4" = 1'-0"



2 PLAN DETAIL - BRICK PIERS

A201 1" = 1'-0"



3 PLAN DETAIL - BRICK INFILL WALL

A201 1" = 1'-0"

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Print Name Christian Dean, AIA

Signature 
License Number 44768

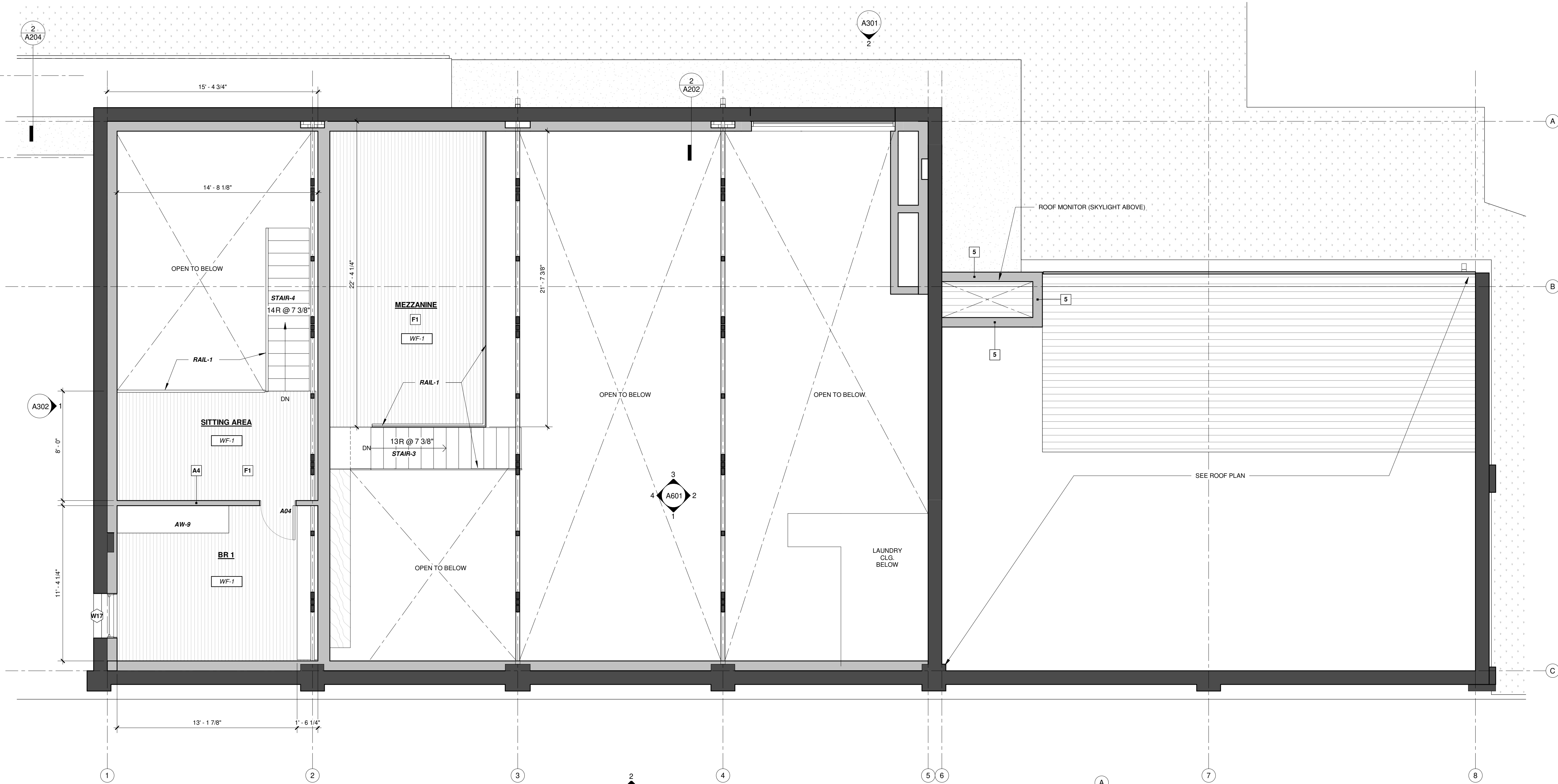
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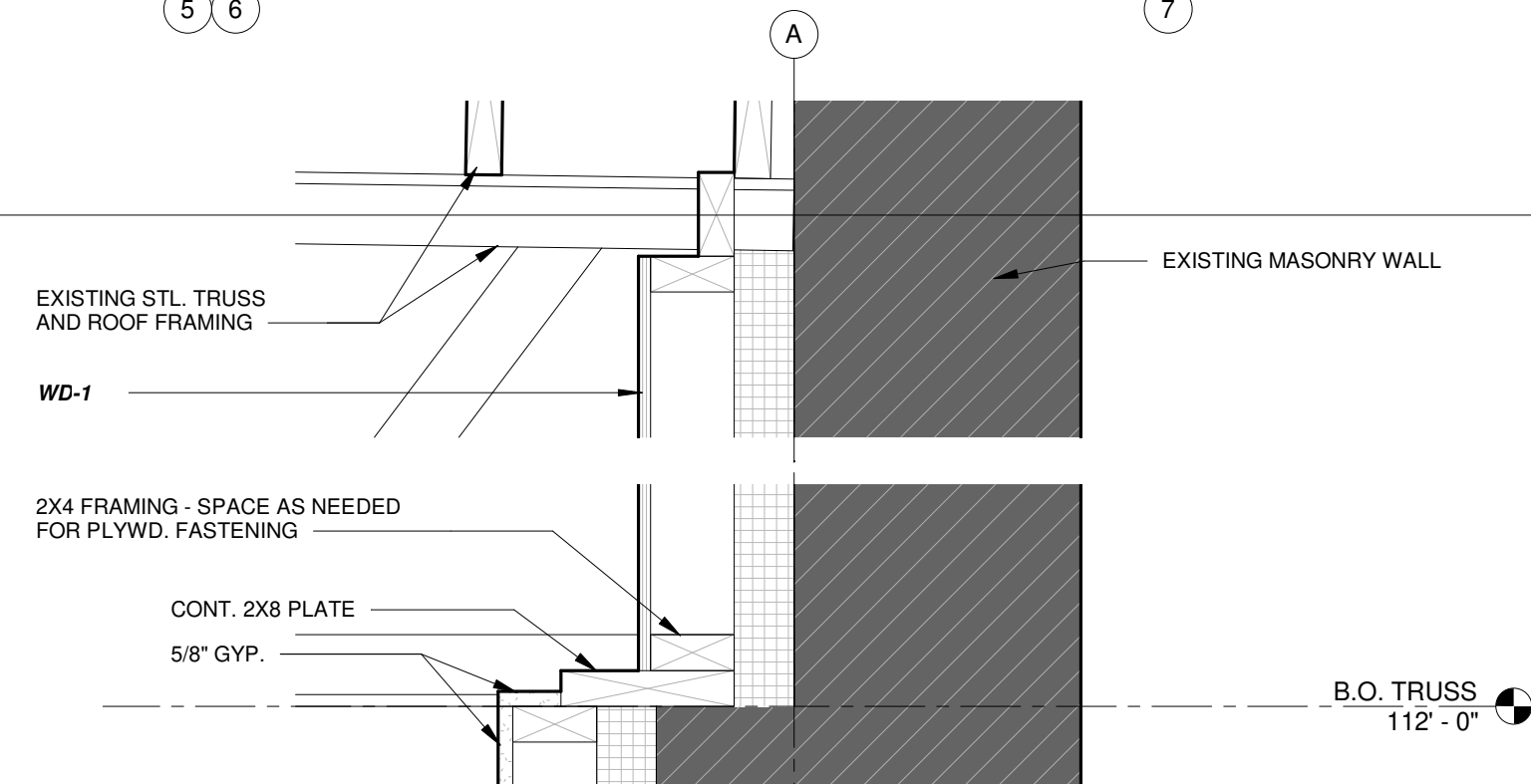
MEZZANINE FLOOR PLAN

A202

C.U.P. SUBMISSION | SEPTEMBER 3, 2020



1 MEZZANINE PLAN
A202 1/4" = 1'-0"



2 INTERIOR FINISH AT TRUSS SPACE
A202 1 1/2" = 1'-0"

CHRISTIAN DEAN
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Minneapolis, MN 55408
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Print Name Christian Dean, AIA

Signature 
License Number 44768

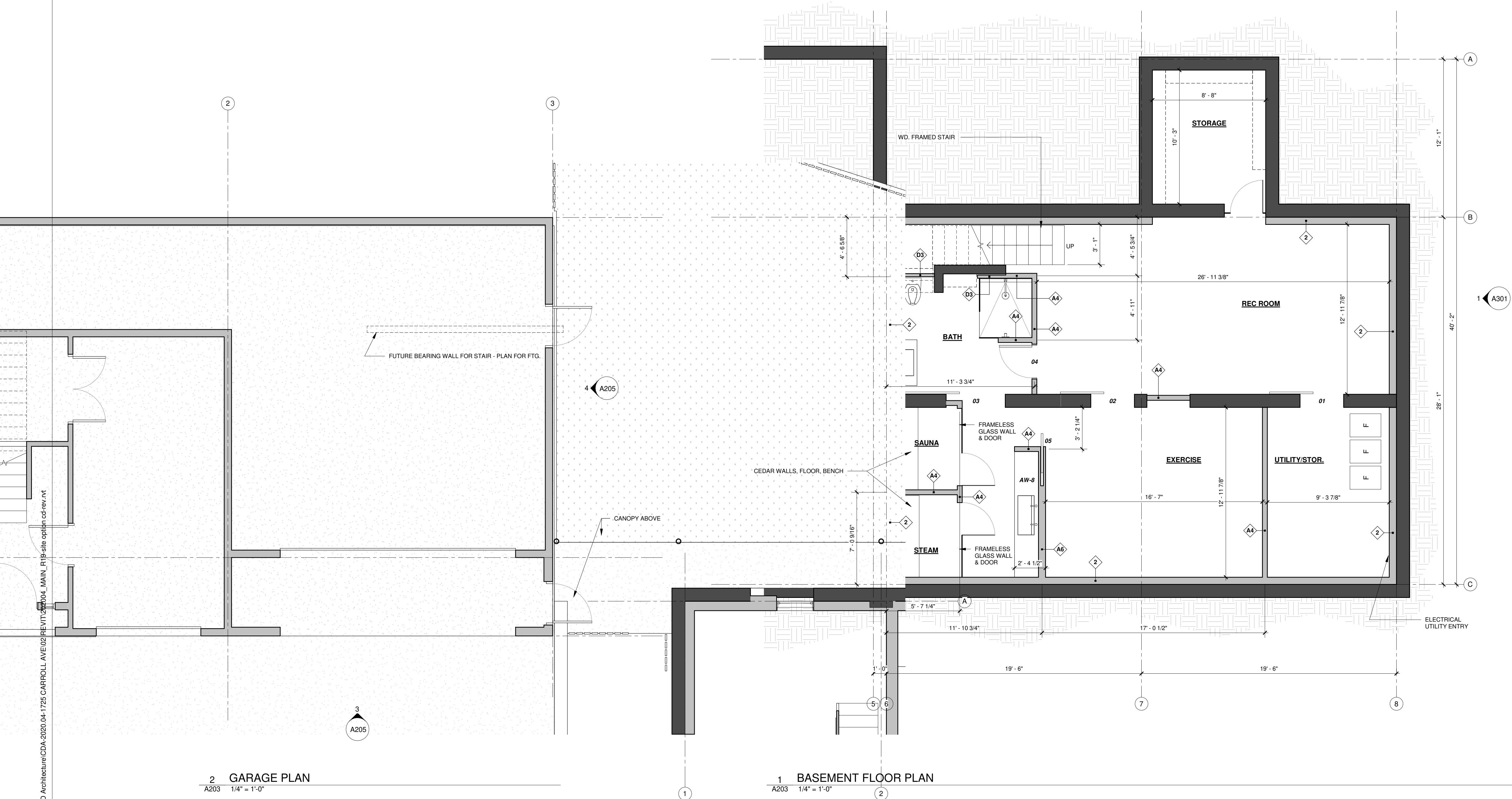
Issue / Revision Schedule	Date
NO Description	

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BASEMENT PLAN

A203

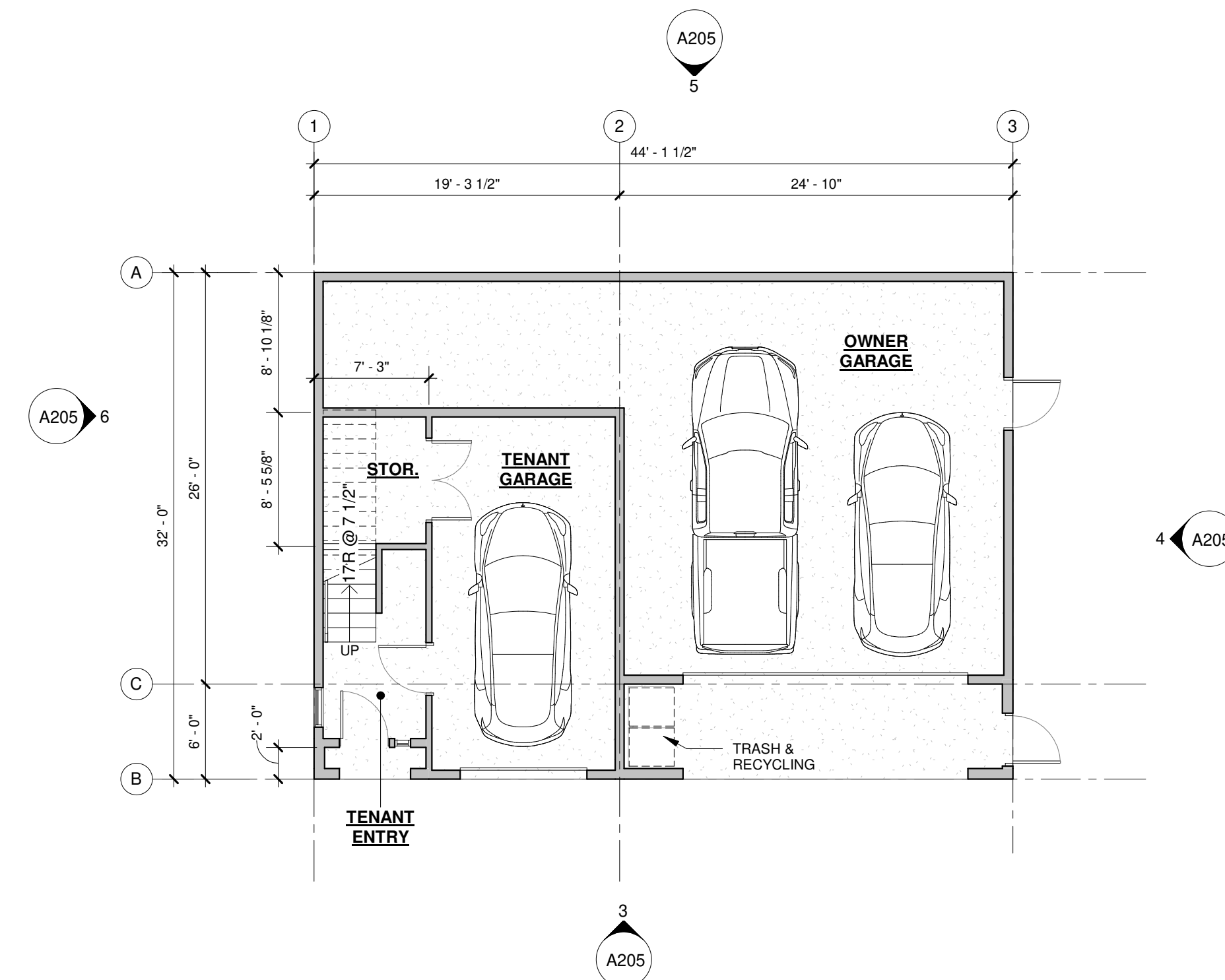
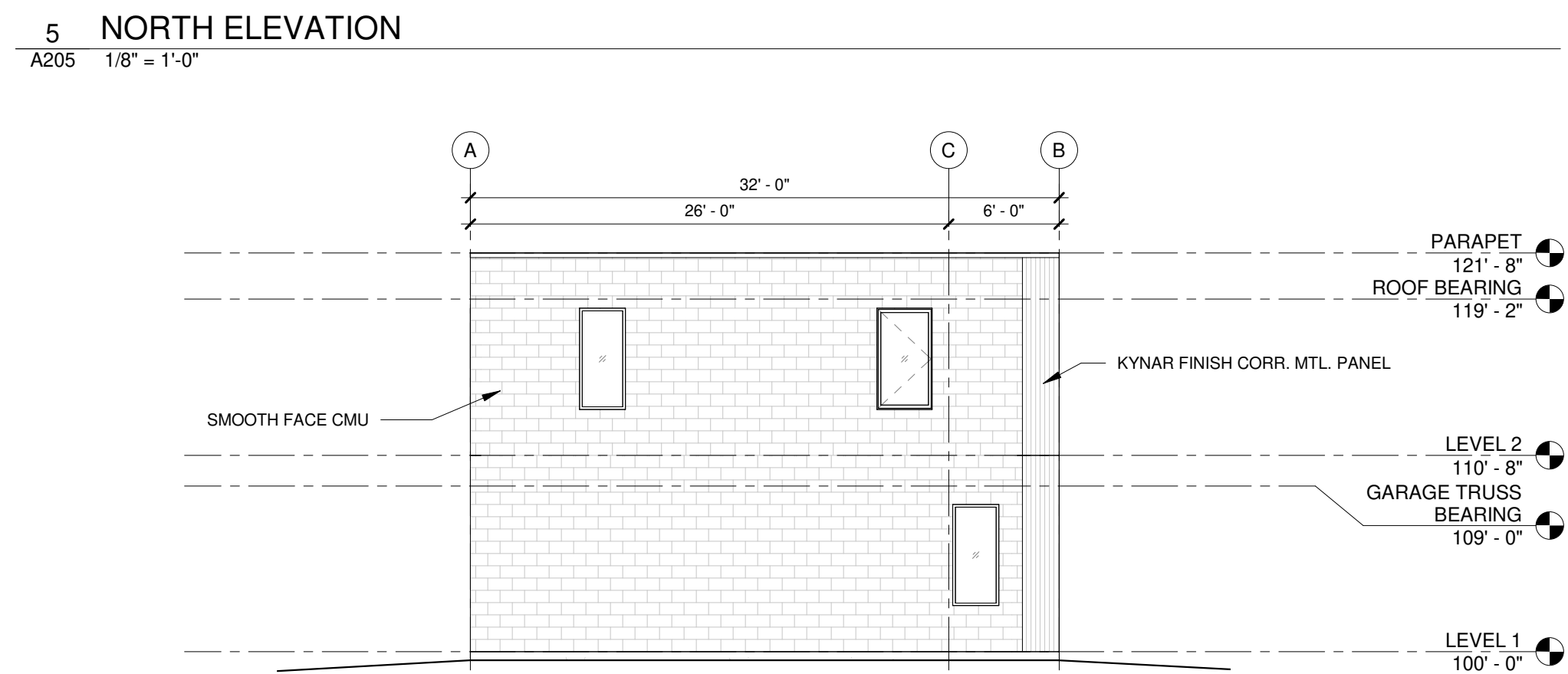
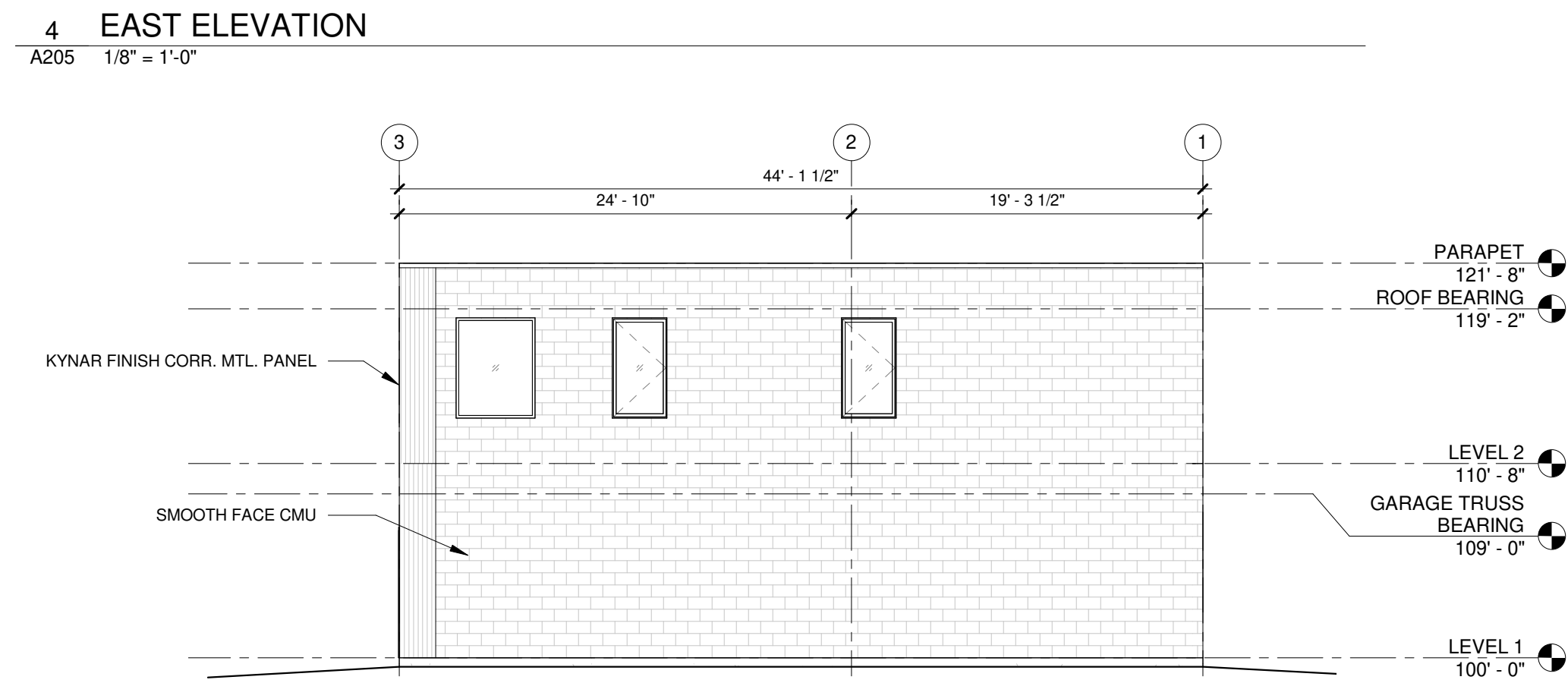
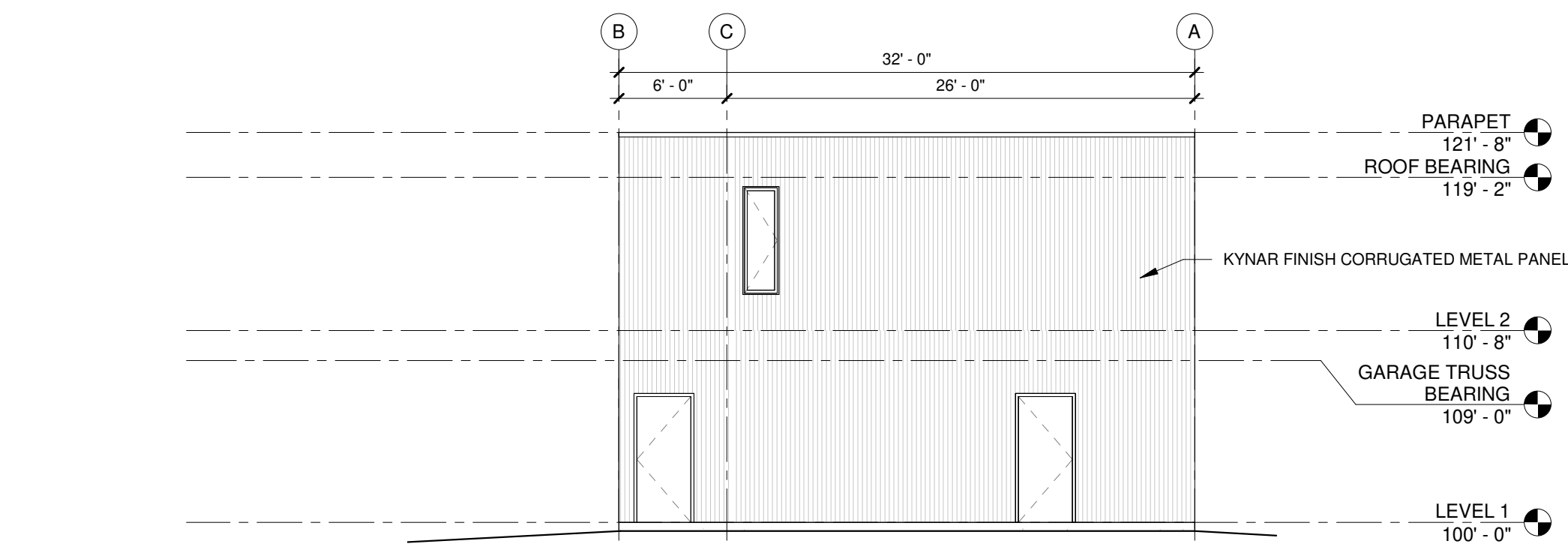
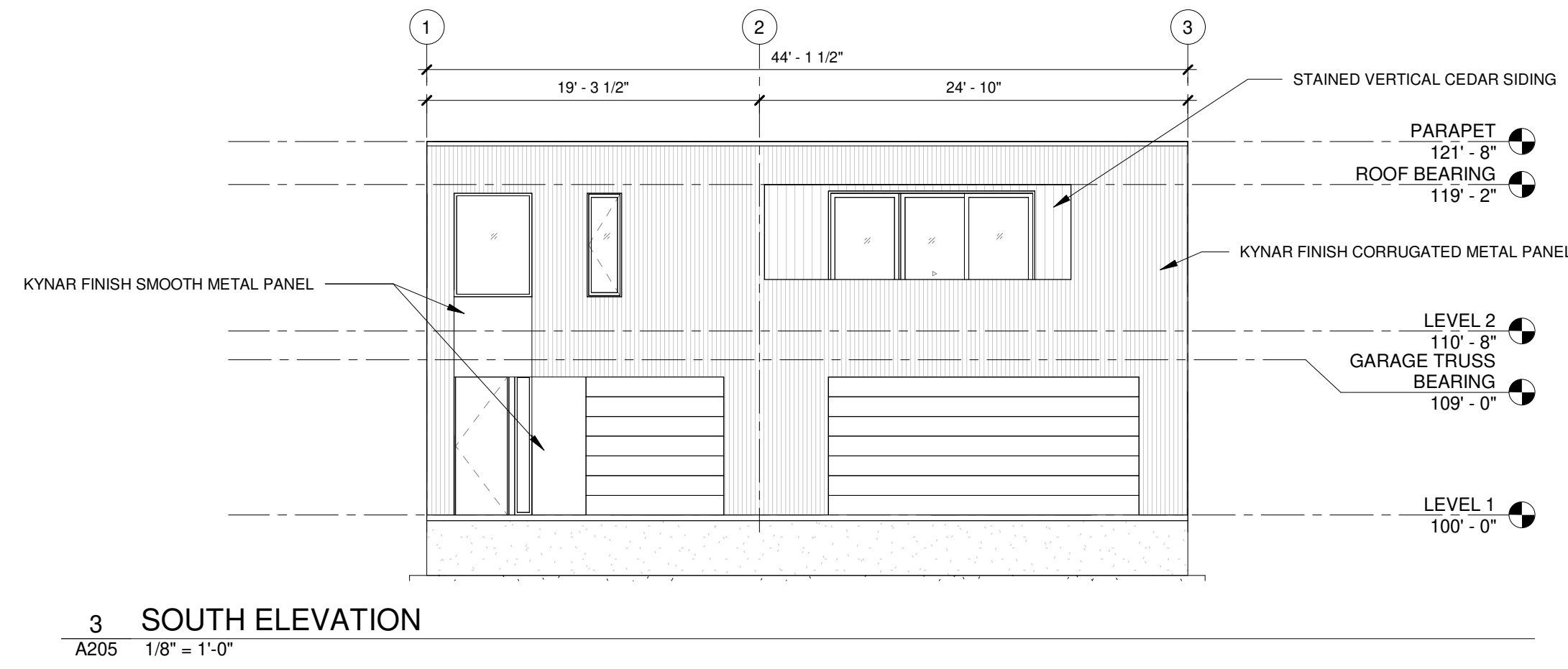
C.U.P. SUBMISSION | SEPTEMBER 3, 2020



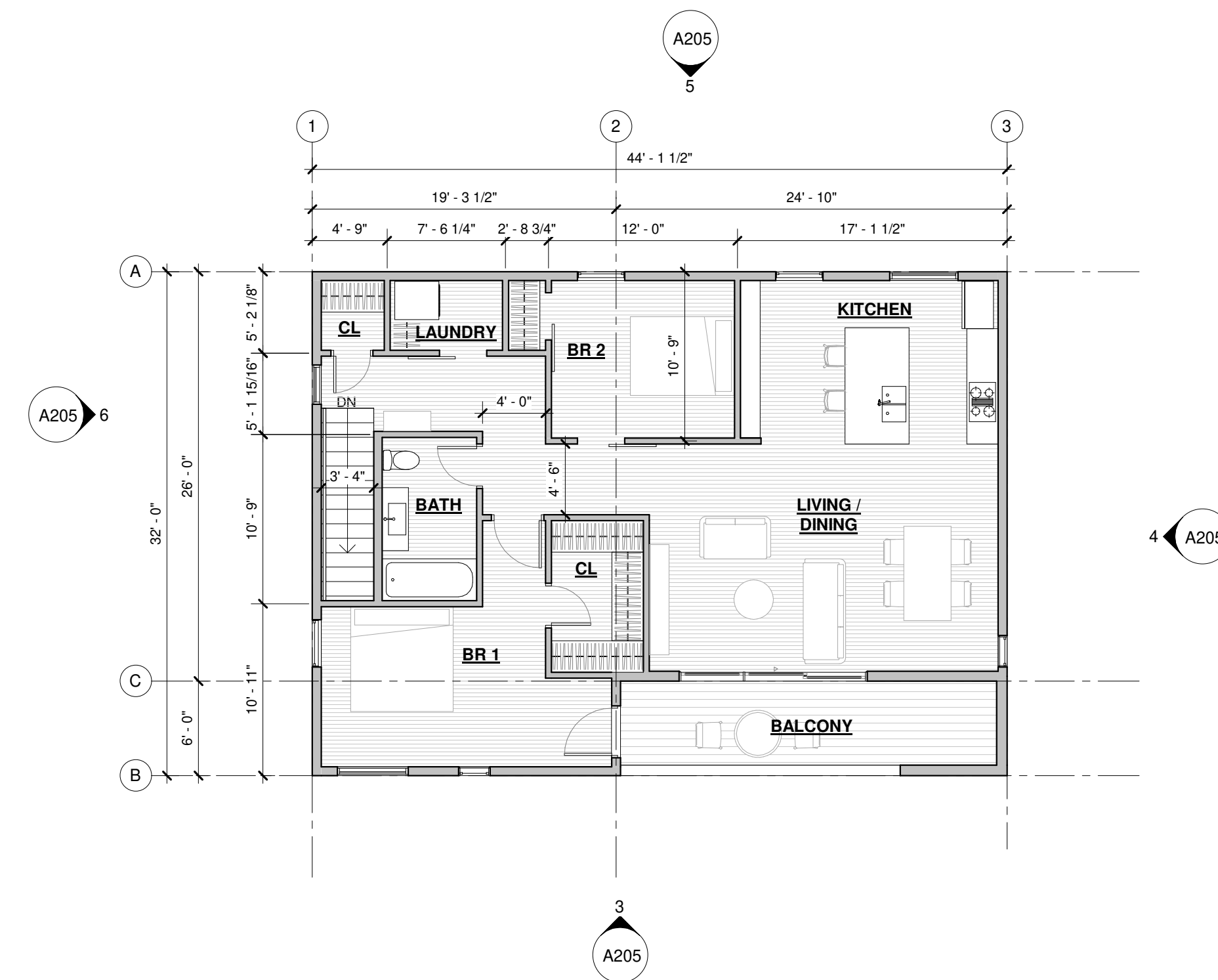
2 GARAGE PLAN
A203 1/4" = 1'-0"

1 BASEMENT FLOOR PLAN
A203 1/4" = 1'-0"

9/3/2020 11:59:46 AM S:\Dropbox\CD Architecture\CDA-2020.04-1725 CARROLL AVE\02 REVIT\202004_GARAGE_R19.rvt



1 LEVEL 1 FLOOR PLAN
A205 1/8" = 1'-0"



2 LEVEL 2 FLOOR PLAN
A205 1/8" = 1'-0"

**CARROLL AVENUE
RENOVATION**

1725 CARROLL AVE
ST PAUL, MN 55104
Project Number: 2020.04

**CHRISTIAN DEAN
ARCHITECTURE**

2909 Bryant Ave #304
Minneapolis, MN 55408
612.886.2814
www.deanarch.com

Contact
Christian Dean
cdean@deanarch.com
612.886.2814

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Print Name Christian Dean, AIA

Signature 
License Number 44768

Issue / Revision Schedule	Date
NO Description	

2019 Copyright CHRISTIAN DEAN ARCHITECTURE, LLC.

**GARAGE PLANS &
ELEVATIONS**

A205

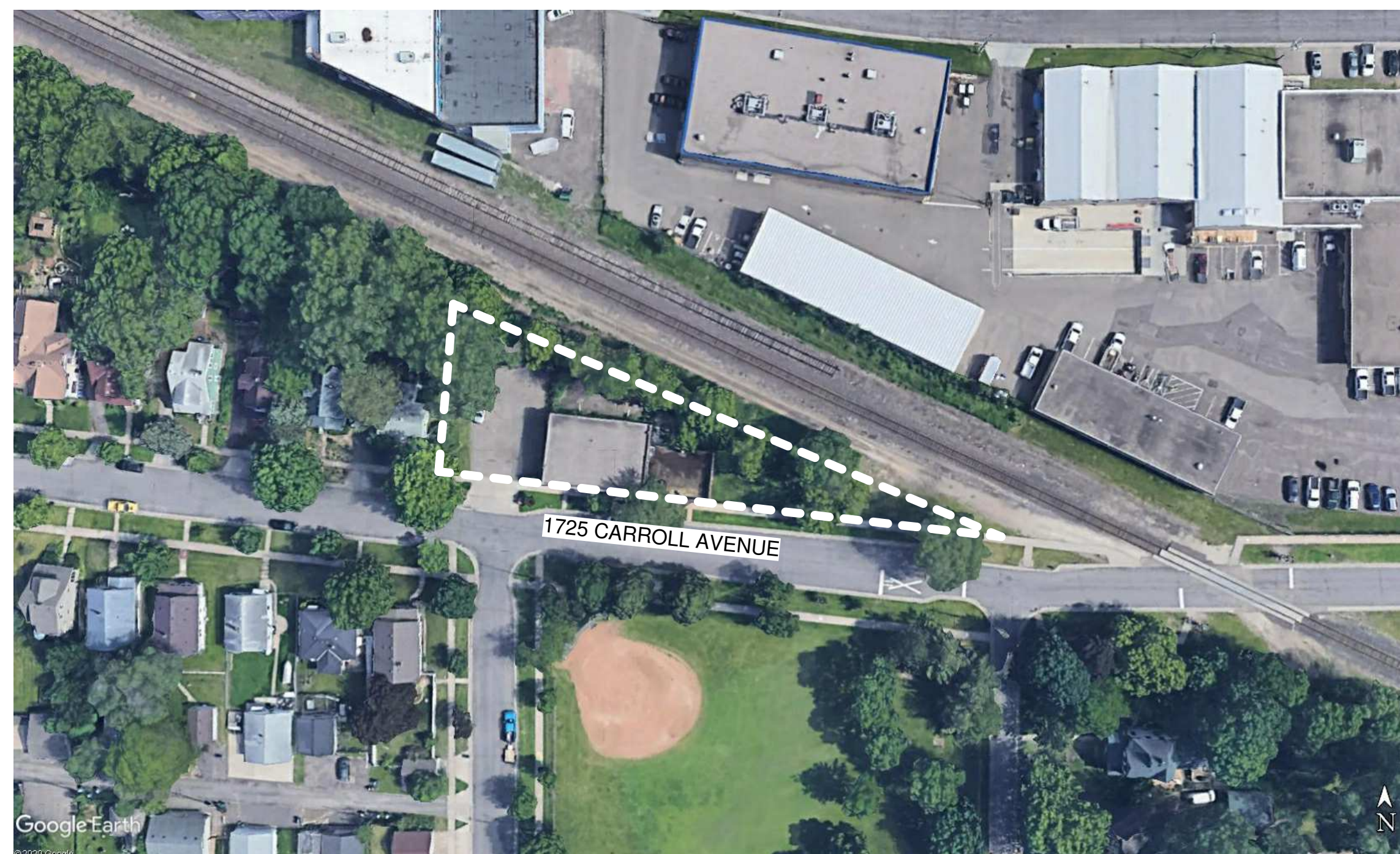
C.U.P. SUBMISSION | SEPT 3, 2020

CHRISTIAN DEAN ARCHITECTURE

CARROLL AVE RENOVATION
1725 Carroll Ave
St Paul, MN 55104

DRAWING INDEX	
NO.	NAME
GENERAL	
G103	SITE PLAN
G106	EXISTING CONDITIONS
ARCHITECTURAL	
A000	ARCHITECTURAL PROJECT NOTES
A021	DOOR & WINDOW SCHEDULE AND DETAILS
A201	LEVEL 1 FLOOR PLAN
A202	MEZZANINE FLOOR PLAN
A203	BASEMENT PLAN
A204	ROOF PLAN
A205	GARAGE PLANS & ELEVATIONS
A301	BUILDING ELEVATIONS
A302	BUILDING ELEVATIONS

SYMBOLS LEGEND	
DRAWING REFERENCE SYMBOLS	PLAN / ELEVATION SYMBOLS
Ref MULTI - ELEVATION REFERENCE	REVISION
Ref ELEVATION REFERENCE	GRID LINE
Ref SECTION REFERENCE	ELEVATION MARKER
Ref DETAIL REFERENCE	NORTH SYMBOL
View Name DRAWING NUMBER DRAWING TITLE SCALE SHEET	ROOM NAME ROOM NAME ROOM FINISH
ROOM NAME ROOM NAME ROOM NUMBER	
TYPE TAGS	
DOOR NUMBER	MATERIAL / PRODUCT ID
WINDOW NUMBER	FLOOR FINISH ID
CURTAIN WALL/STOREFRONT TYPE	WALL FINISH ID
FLOOR TYPE	PARTITION TYPE
ROOF TYPE	FIRE RATING
CEILING TYPE	ACOUSTICAL RATED
CEILING HEIGHT	EXTERIOR WALL TYPE
	FIRE RATING
	ACOUSTICAL RATED



Architect
CHRISTIAN DEAN ARCHITECTURE, LLC
2909 Bryant Avenue South, Suite 304
Minneapolis, MN 55408

Contact
Christian Dean
cdean@deanarch.com
612 886 2814

C.U.P. SUBMISSION | SEPTEMBER 3, 2020

LEGAL DESCRIPTION:

The Western Half of the vacated Herschel Street which lies North of Carroll Avenue and South of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right-of-way between Lot 8, Block 6 on the East, and Lot 11, Block 5 on the West, of Quinby Park, subject however, to an easement or right-of-way over the Western 15 feet thereof for a driveway or passageway, Ramsey County, Minnesota.

And

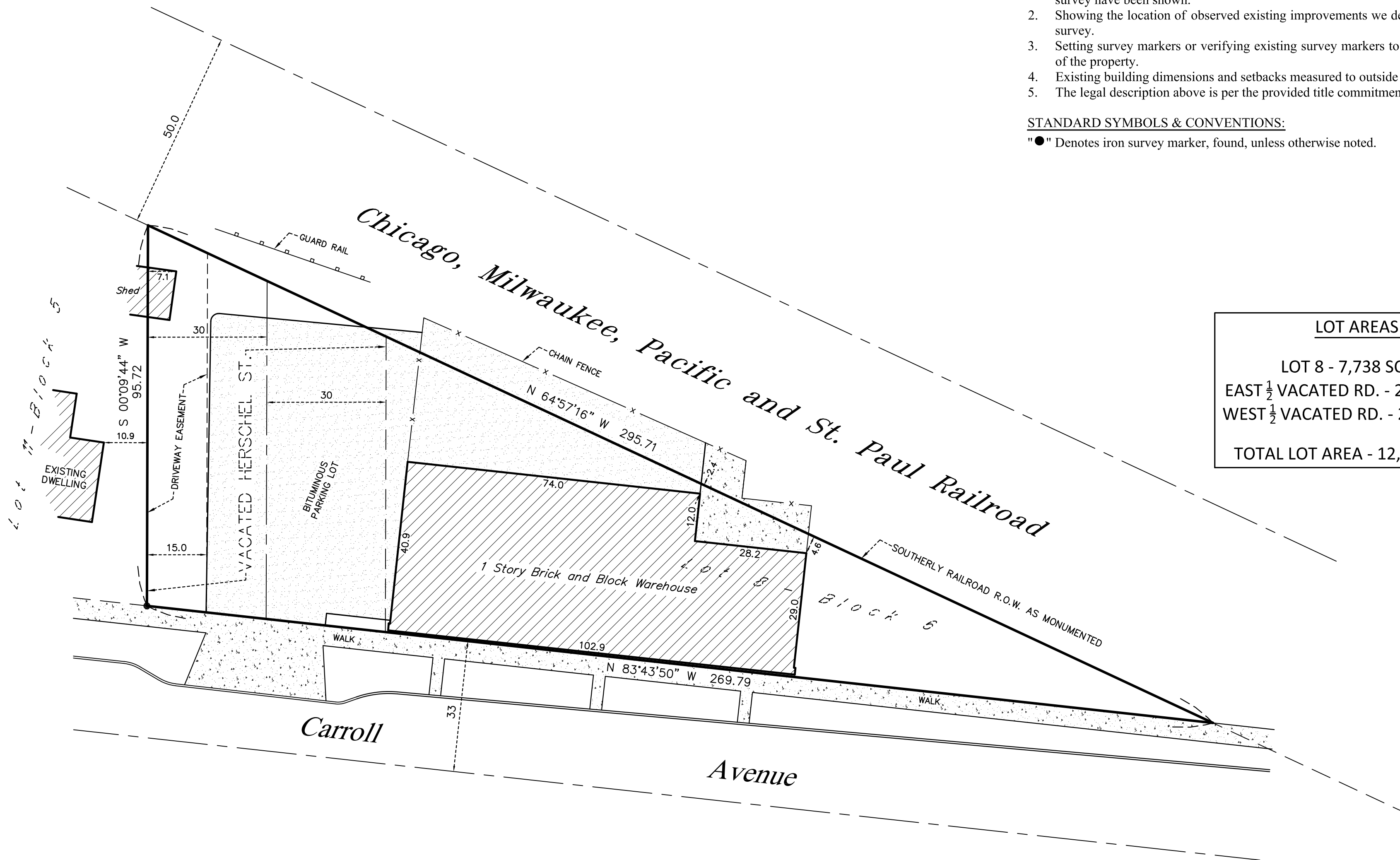
Lot 8, Block 6, Quinby Park, and together with all of vacated Herschel Street adjacent, subject to easement over the West 15 feet thereof, Ramsey County, Minnesota.

SCOPE OF WORK & LIMITATIONS:

1. Showing the length and direction of boundary lines of the legal description listed above. The scope of our services does not include determining what you own, which is a legal matter. Please check the legal description with your records or consult with competent legal counsel, if necessary, to make sure that it is correct and that any matters of record, such as easements, that you wish to be included on the survey have been shown.
2. Showing the location of observed existing improvements we deem necessary for the survey.
3. Setting survey markers or verifying existing survey markers to establish the corners of the property.
4. Existing building dimensions and setbacks measured to outside of siding or stucco.
5. The legal description above is per the provided title commitment.

STANDARD SYMBOLS & CONVENTIONS:

"●" Denotes iron survey marker, found, unless otherwise noted.



LOT AREAS:	
LOT 8 -	7,738 SQ. FT.
EAST 1/2 VACATED RD. -	2,390 SQ. FT.
WEST 1/2 VACATED RD. -	2,711 SQ. FT.
TOTAL LOT AREA -	12,839 SQ. FT.

DATE	REVISION DESCRIPTION
8/31/20	SHOW LOT AREA

DWG ORIENTATION

SCALE

CLIENT/JOB ADDRESS

MICHAEL ALLEN

1725 CARROLL AVE.
ST. PAUL, MN

Advance
Surveying & Engineering, Co.

17917 Highway No. 7
Minnetonka, Minnesota 55345
Phone (952) 474-7964
Web: www.advsur.com

I HEREBY CERTIFY THAT THIS PLAN, SURVEY OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

Wayne W. Preugs

Wayne W. Preugs
#43503
LICENSE NO.
JUNE 9, 2020
DATE

DATE SURVEYED:
MAY 19, 2020

DATE DRAFTED:
MAY 23, 2020

SHEET TITLE
EXISTING SURVEY

SHEET SIZE: 17 X 22

DRAWING NUMBER
200584 WP

SHEET NO.
S1

SHEET 1 OF 1



1725 Carroll Avenue



Curb cut and driveway to 1725 Carroll



Eastern end of building at 1725 Carroll



Eastern end of lot at 1725 Carroll



Rear of building at 1725 Carroll Avenue



Residential properties to the west



Residential properties to the southwest



Aldine park to the south

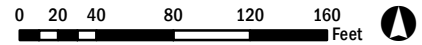


FILE #20-071-884 | AERIAL MAP
Application of Michael Allen

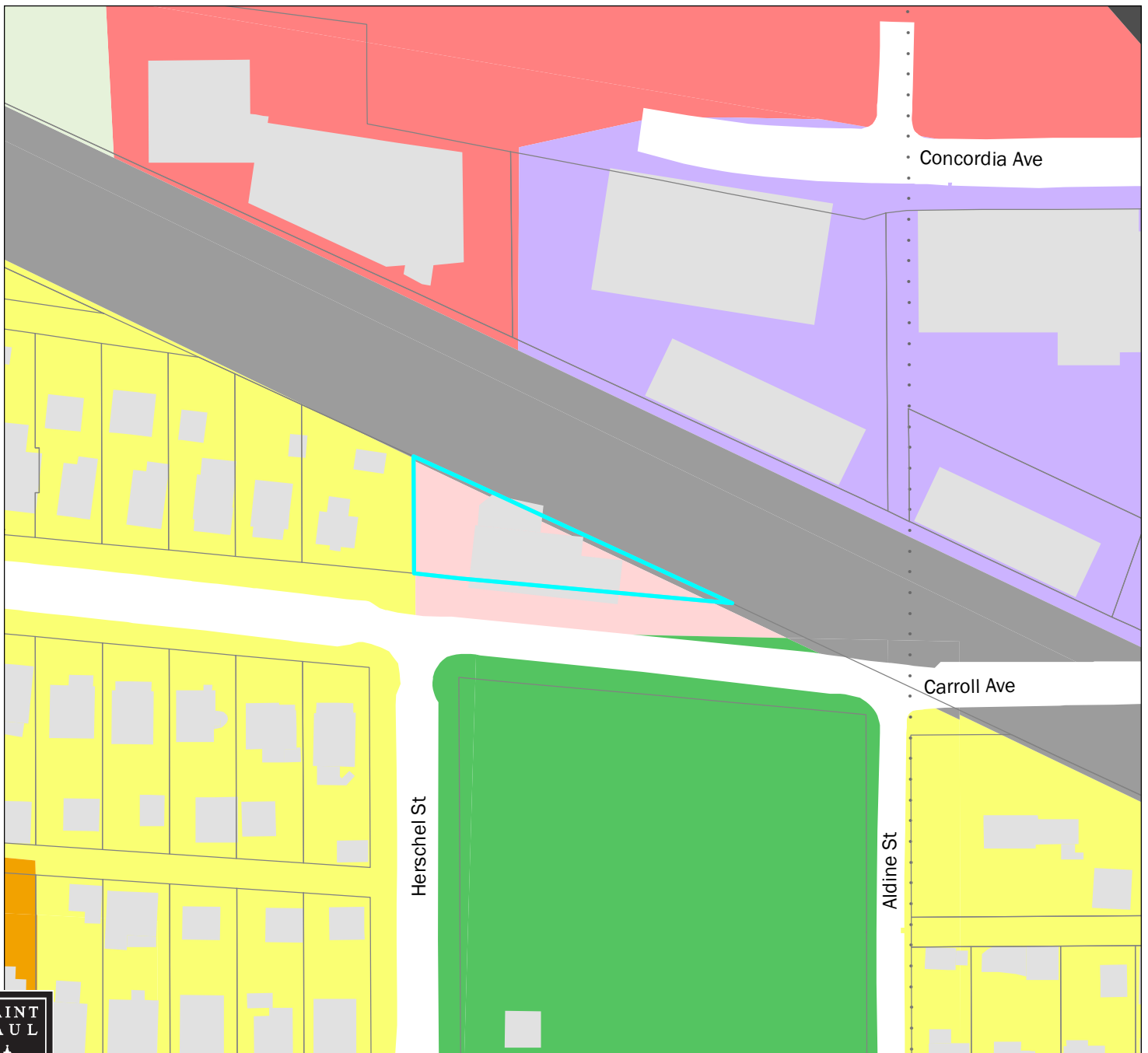
Application Type: CUP/variance
Application Date: September 3, 2020
Planning District: 13

Subject Parcel(s) Outlined in Blue

ParcelPoly on

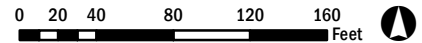


This document was prepared by the Saint Paul Planning and Economic Development Department and is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, official tax map or engineering schematic and is not intended to be used as such. Data sources: City of Saint Paul, Ramsey County, Metropolitan Council, State of Minnesota.



FILE #20-071-884 | Existing Land Use
Application of Michael Allen

Application Type: CUP/variance
 Application Date: September 3, 2020
 Planning District: 13



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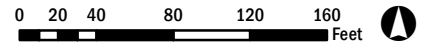
Subject Parcel(s) Outlined in Blue

- | | | | |
|---------------------------|--------------------------------|--------------------------------|--------------|
| 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 #20-071-884 | ZONING MAP
Application of Michael Allen

Application Type: CUP/variance
 Application Date: September 3, 2020
 Planning District: 13



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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	