ZONING COMMITTEE STAFF REPORT

1. FILE NAME: Alan Hupp
2. APPLICANT: Alan Hupp
3. TYPE OF APPLICATION: Conditional Use Permit with modifications and a variance.
4. LOCATION: 617 Laurel Avenue, NE corner at Dale Street
5. PIN & LEGAL DESCRIPTION: 01.28.23.22.0296, West 40 ft. of Lot 12, Block 6, Woodland Park Addition
6. PLANNING DISTRICT: 8
7. PRESENT ZONING: RM2
9. STAFF REPORT DATE: April 16, 2019
10. DATE RECEIVED: March 26, 2019
11. 60-DAY DEADLINE FOR ACTION: May 25, 2019

BY: Tony Johnson

A. PURPOSE: Conditional use permit for a 5 unit cluster development with a modification of the standards for a cluster development and a parking variance (7 spaces required, 4 proposed).

B. PARCEL SIZE: 40 ft. of frontage on Laurel Avenue x 175.5 feet of frontage on Dale St. N = 7,020 sq. ft. With half the width of the alley included for the purposes of calculating density the total lot area is 7,200 sq. ft.

C. EXISTING LAND USE: Vacant

D. SURROUNDING LAND USE: Vacant commercial (B2) to the north, one-family residential (RM2) to the east, multi-family residential (RM2) to the south, and parking lot (B2 and VP) to the west.

E. ZONING CODE CITATION: § 65.130 lists the standards and conditions for a cluster development. § 61.501 lists general conditions that must be met by all conditional uses. § 61.502 authorizes the planning commission to modify any or all special conditions after making specified 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 7 spaces for 5 dwelling units. The applicant is proposing to construct 4 off street parking spaces with additional bike parking and is requesting a parking variance.

G. HISTORY/DISCUSSION: Since at least 1903 the subject parcel had multiple structures and land uses on the lot, including 3 separate residential structures and 5 separate commercial structures. The 1903 Sandborn maps indicate that the site was two separate parcels at that time, with multiple uses on each lot. In 1922 when the first zoning code was enacted, the subject parcel was zoned commercial, which would have permitted both residential and commercial uses. In 1975 when the modern zoning code was enacted the subject parcel was zoned RM2 and the maps indicate that it was three separate parcels at that time. The structures were gradually demolished and the site was completely vacant by 1991. It has remained vacant since that time.

In January of 2017, the site was acquired by the current owner. Since that time he has submitted multiple proposals in order to develop a multifamily structure on the site. He submitted his first proposal in 2017 and was granted four variances at that time by the board of zoning appeals: a variance of the 9000 sq. ft. minimum lot area required to develop a multi-family structure, a parking variance, and side yard setback variances for the principal and accessory structure. He subsequently received site plan and building permit approval for that project, but withdrew the permit because the project was financially unfeasible and after further research he didn’t believe that there was a market for the larger units that he was proposing to develop.

In 2018, the applicant submitted a proposal to develop a six unit apartment building on the site. For that proposal, the applicant was granted multiple variances including a variance of the 9000 sq. ft. minimum lot area required to develop a multifamily structure, a variance of the 1,500 sq. ft. minimum lot area per unit, and side yard setback variances for the surface parking lot and the principal structure. The variances were then appealed to the City Council, and the BZA’s decision was upheld. This proposal currently has conditional site plan and building permit approval; however, during the site plan review process the applicant was made aware of several additional requirements that have made this proposal unfeasible. These requirements include capping a water line in the middle of Dale Street that was not properly capped when the original structures
were demolished, stormwater retention and having to run another line to the storm sewer, and meeting ADA requirements.

Because of the issues with the six unit apartment building proposal, the applicant has now submitted the current proposal for a cluster development with 3 one-family structures and one two-family structure, for which he has requested a modification of the cluster development standards and a variance for off-street parking. Unlike the currently approved proposal for a six unit apartment building, the individual homes are subject to the IRC building code which regulates one- and two-family structures and townhomes, and not the IBC building code which regulates multifamily structures. With the current proposal, he is not required to construct a new sewer line for stormwater because of the spacing between the buildings, he doesn't have to meet ADA requirements, and he is able to reuse the existing water line instead of having to cap it off.

H. DISTRICT COUNCIL RECOMMENDATION: There has been no recommendation from the District 8 Planning Council at the time of this staff report.

I. FINDINGS:

1. The applicant is for a cluster development with 3 single family homes and a two-family home, a modification of cluster development standards 65.130(c) and 65.130(d), and a parking variance (7 off-street parking spaces required, 4 off-street parking spaces proposed).

2. § 61.130 lists six standards and conditions that must be met for a cluster development:

   (a) Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request. This standard is met. The applicant has provided a site plan and elevations with the application.

   (b) No unit shall intrude on the vertical airspace of any other unit. This standard is met. The proposed structures will not intrude on the vertical airspace of any other unit.

   (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. The subject parcel is a corner lot with 215.5 ft. of street frontage, so the proposed cluster development conforms to this standard in this regard. The applicant is requesting a modification of the portion of the standard that requires the parcel to meet the minimum lot area per unit in the zoning district. For a multifamily structure in an RM2 zoning district, the minimum lot area per unit is 1,500 sq. ft. per unit. Because the applicant is proposing to develop 5 units in three one-family structures and one two-family structure, he must meet the minimum lot area per unit for those building typologies, per section 66.231 (a); R4 one-family district dimensional standards shall apply when one-family dwellings are erected in less restrictive residential districts. RT1 two-family district dimensional standards shall apply when two-family dwellings are erected in less restrictive residential districts. The minimum lot area per unit for a one-family home in a R4 single family residential district is 5000 sq. ft. per unit and the minimum lot area per unit in an RT1 two-family residential district is 6000 square feet. The total lot area that is required for this proposed development is 21,000 sq. feet, and the lot area is 7200 sq. feet including half the alley.

   (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. The applicant is requesting a modification of the dimensional standards for maximum lot coverage, and side, front, and rear setbacks. The maximum lot coverage for principle structures in residential zoning districts is 35%. All of the proposed structures are considered principal structures and therefore the sum of all of the building footprints must be less than or equal to 35% of the total lot area. The applicant is proposing a total of 39% lot coverage for all of the structures
on the lot. The modification of the required front setback is required for the one-family home closest to Laurel Avenue. The required front setback is 30 feet, and 20 feet is proposed.

(e) The design shall be compatible with the surrounding neighborhood. This standard is met. The subject property is in the Historic Hill Heritage Preservation District, and subject to review by the Heritage Preservation Commission, which will ensure compatibility with the surrounding neighborhood and architecture. The applicant has submitted an application for predevelopment review by the Heritage Preservation Commission.

(f) Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography. This standard is met. No significant alterations to natural features or topography are proposed.

3. 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. The applicant is requesting modifications of the following standards:

- The minimum lot area per unit. The lot is 7,200 square feet including half of the width of the alley. 21,000 square feet is required for the proposed uses. 5000 square feet of lot area is required for each single family dwelling, and 6000 square feet is required for the apartments above the garage because it is considered a two family dwelling.
- Lot coverage. Maximum of 35%; 39% lot coverage is proposed.
- Front setback. 30 feet is required, 20 feet is proposed.
- Rear setback. 25 feet is required; 5 feet is proposed.
- Side yard setbacks. 6 feet is required for the garage duplex; 2 ft. and 3 ft. are proposed.

Minimum lot area per unit (pertains to all the structures): The subject property is located in an RM2 district, which permits one-family, two-family, and multifamily residential uses. The minimum lot area per unit required for multi-family residential uses in the district is 1500 square feet, and the minimum lot area for any multi-family structure is 9000 sq. feet. Prior to this application the applicant has had two multifamily proposals approved that both required variances, a 3 unit apartment building and a 6 unit apartment building. The applicant withdrew the site plan and building permit for the 3 unit apartment building, but he still has conditional site plan and building permit approval for the six unit apartment building. Because the applicant is now proposing to develop 3 single family structures and one two-family structure, the minimum lot area per unit in the R4 single family residential district and the RT1 Two-family residential district apply per §66.231 (a): R4 one-family district dimensional standards shall apply when one-family dwellings are erected in less restrictive residential districts. RT1 two-family district dimensional standards shall apply when two-family dwellings are erected in less restrictive residential districts. The new proposed cluster development is less intensive and is less dense in terms of units and bedrooms then the conditionally approved 6-unit apartment building proposal, but it requires more lot area per unit. It appears that 3 single-family dwellings and one two-family dwelling would be a reasonable use that would fit this unusually deep 40 ft. wide lot as well or better than an apartment building. The criteria and for modification of the required lot area requirement for 3 one-family dwellings and 1 two-family dwelling are therefore met.

Required Front Set Back (pertains to the house closest to laurel avenue): The building code requires structures need to be 5 feet from a property line or the walls need to be fire rated. When there are multiple principal structures on a lot, such as what is being proposed, the building code requires an imaginary lot line to be drawn between the buildings and then the buildings need to be setback from that imaginary lot line or the walls need to be fire rated. This separation requirement significantly reduces the developable area of the lot because the buildings need to
be at least ten feet away from each other if the walls are not fire rated. In order to comply with the building code, the applicant is requesting a modification of the required 30’ front setback. The proposed 20’ set-back is in line with the house directly adjacent to the subject parcel. Multiple principal structures are permitted in the RM2 zoning district and are a lawful use for the property. The criteria for a modification of the front setback requirement to allow a 20’ setback are met.

Lot coverage (pertains to all structures): The maximum lot coverage in residential zoning districts is 35% and the applicant is proposing 39% lot coverage for all the structures on the lot. Because there are apartments above the garage, this structure has to be considered a principal structure and must be counted toward the maximum lot coverage for all principal structures. Two uses listed in the zoning would permit units above a garage without it being considered a principal structure and therefore would not be counted toward maximum lot coverage for all principal structures: detached accessory dwelling units and carriage houses. The lot coverage for dwelling units above a garage for these two uses would be subject to the maximum lot coverage for an accessory structure, which would be 35% of the rear yard or 1000 square feet, whichever is less. This proposed structure cannot meet the standards for either a carriage house or an accessory dwelling unit, but they are a substantially similar building typology to what the applicant is proposing. The applicant is proposing a 910 sq. ft. footprint for the garage and dwelling units above the garage. Accessory dwelling units, carriage houses, and two-family structures are lawful uses in an RM2 zoning district. The applicant has proposed a building typology which is not substantially different then building typologies permitted in the district. The criteria for modification of the lot coverage requirement are met.

Rear set-back (pertains to garage apartments): A 25’ rear setback is required for the garage with apartments above it because it is considered a two-family principal structure. The applicant is proposing to set this structure back 10 feet 7¼ inches from the alley. As previously stated, there are other uses in the code where this building typology would be permitted as an accessory building for which the required rear setback would be 1 foot from the alley. Two-family dwellings, carriage houses, and accessory dwelling units are permitted and lawful uses in the RM2 zoning district. The criteria for modification of the rear setback requirement are met.

Side yard set-back (pertains to garage apartments): Six foot side yard setbacks are required for the garage with apartments above them because it is considered a two-family principal structure. The applicant is proposing a 2 ft. setback from the western property line and a 3 foot setback from the eastern property line. If it were possible to regulate this structure as a carriage house or accessory dwelling, the required side yard setback would be 3 feet from the eastern property line, and the required setback from the western property line would be 4 feet, as for single family dwelling, because it’s a corner lot. One of the intentions of requiring that an accessory structure have the same required setback as a principal structure on a corner lot is to ensure that there are adequate site lines for vehicles leaving the alley. Although the applicant is proposing a side yard setback that is less than the four feet that would be required for a carriage house or accessory dwelling unit with a single family dwelling as the principal structure, the proposed structure is roughly 6 feet from the sidewalk, which is where a potential conflict between a pedestrian and vehicle could occur. This is because there is about four feet of grass between the sidewalk and the western lot line. The proposed setbacks meet the intent of this zoning code section, and therefore the criteria for modification of the side yard setback requirement for the garage duplex are met.

4. §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 proposed development in consistent with the 2030 comprehensive plan and is an example of a missing middle housing typology called for in the 2040 comprehensive plan. The subject parcel is near the intersection of Selby Avenue and Dale Street. Both streets are classified as minor arterials intended to accommodate more
intensive development. Both streets are also served by public transit; Selby Ave is served by
the Route 21, an east west route, and Dale Street is served by Route 65, a north-south route.
Because of the subject parcel’s proximity to transit, the proposed infill development is
consistent with the comprehensive plan transportation policy T2.2, which calls for promoting
creative infill housing near transit corridors to increase transit supportive density and housing
choices. It is also consistent with comprehensive plan land use policy LU-1.42 which calls for
promoting the development of housing in mixed use neighborhoods that supports walking and
public transportation.

The land use chapter of the comprehensive plan defines Dale Street as residential corridor
and Selby Avenue as a Mixed use Corridor. The comprehensive plan calls for a density of 4 –
30 units per acre on residential corridors and 30 – 150 units per acre in mixed use corridors.
The density of the proposed development is roughly 30 units per acre, consistent with both of
these land use classifications. The proposed project and density range is consistent with
housing chapter policy 1.3 which calls for revitalizing the city by developing land efficient
housing.

(b) The use will provide adequate ingress and egress to minimize traffic congestion in the public
streets. This condition is met. Vehicular ingress and egress to a 4 car garage is from the
alley and will not significantly affect traffic congestion on adjacent public streets.

(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 subject parcel is within a heritage preservation district and therefore subject to
design standards meant to ensure compatibility with the existing character of development in
the immediate area. The proposed use will not endanger the public health, safety, and
general welfare.

(d) The use will not impede the normal and orderly development and improvement of the
surrounding property for uses permitted in the district. This condition is met. The proposed
development will not impede the development of adjacent properties.

(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, subject to requested modification of cluster
development standards § 65.130 (c) and (d) and variance of the minimum parking
requirement for the proposed uses.

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 variance is in harmony with the general purposes and intent of the zoning code. This
finding is met. The subject parcel is zoned RM2 which is intended to provide for more extensive
areas of multifamily development and a balance of population concentration near major
thoroughfares and transit. The proposed density and proximity to transit are consistent with the
intention of the RM2 zoning district. This proposed development, and the necessary parking
variance, are also consistent with the zoning code intention 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. The proposed transit supporting density cannot
be achieved without a parking a variance, and therefore the variance is consistent with this intent.
Another intention of the zoning code is to lessen congestion in the public streets by providing for
off-street parking of motor vehicles. The applicant is proposing to construct 4 off street parking
spaces, with additional bike parking, for 5 units. On street parking in the immediate area is
restricted to one side of Laurel and there is a two hour parking limit on Dale Street adjacent to the
subject parcel during the day. Although there are restrictions that limit the off-street parking
supply, this intent of the zoning code is still met because of the proximity to public transit,
additional bike parking, and the mix of uses in the immediate area, which including neighborhood
serving commercial uses adjacent to the subject parcel. Potential spill over parking in the public
right of way from the proposed 5 unit development will be minimal.
(b) The variance is consistent with the comprehensive plan. This finding is met. The parking variance is necessary in order to achieve the density that is being proposed. This is consistent with policy transportation policy T2.2, which calls for promoting creative infill housing near transit corridors to increase transit supportive density and housing choices and land use policy LU-1.42 which calls for promoting the development of housing in mixed use neighborhoods that supports walking and public transportation.

(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 lot is unusually narrow for a lot of its depth. The applicant is proposing a cluster development with four principal structures. The building code requires a fire separation between the individual buildings, which is increased if there are windows in the structures that face each other. The narrow width of the lot, along with this required separation of buildings, limits the amount of area in the rear yard that could be developed for accessory parking.

(d) The plight of the landowner is due to circumstances unique to the property not created by the landowner. This finding is met. The subject parcel is only 40 feet wide, uniquely narrow for a lot this deep, and the dimensional standards for a parking space are 9 x 18. Without accounting for required setbacks the maximum number of off-street parking spaces that can be developed in a garage that is oriented toward the alley is 4 spaces, which is what the applicant is proposing.

(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. This does not constitute a use variance.

(f) The variance will not alter the essential character of the surrounding area. This finding is met. The variance will help preserve the essential character of the surrounding area. Because of the limited lot width, the maximum number of off-street parking spaces that can be oriented towards the alley is 4. All of the off-street parking facilities for the adjacent residential properties are oriented towards the alley, and therefore the proposed parking layout and orientation is consistent with the essential character of the surrounding area.

J. STAFF RECOMMENDATION: Based on the above findings, staff recommends approval of the conditional use permit for 5 unit cluster development with modifications and a parking variance (7 spaces required, 4 proposed) subject to the following additional conditions:

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

2. Final plans approved by the Heritage Preservation Commission 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) 266-6589

**APPLICANT**

- **Name**: Alan Hupp/Hupp Holdings LLC
- **Email**: awhupp@huppholdings.com
- **Address**: 10431 Homeward Hills Rd
- **City**: Eden Prairie  
- **State**: MN  
- **Zip**: 55347
- **Daytime Phone**: 952-334-2250

**PROPERTY LOCATION**

- **Address/Location**: 617 Laurel Ave
- **Legal Description**: Lot 12 Block 8 of WOODLAND PARK ADDITION, TO ST. THE W 40 FT OF LOT 12 BLK 6

**Current Zoning**: RM2

(attach additional sheet if necessary)

### TYPE OF PERMIT:

Application is hereby made for a Conditional Use Permit under provisions of

Chapter 65, Section 130, Paragraph ________, of the Zoning Code.

### SUPPORTING INFORMATION:

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

See attached

- **Required Site Plan is attached**

**Applicant's Signature**

- **Date**: 3/21/19

**City Agent**

- **Date**: 3/21/19

- **Box 9/4/14**

- **PD#: 8**

- **File #: 14-025163**

- **Fee: 4-11-19**

- **Tentative Hearing Date: 6-12-19**
CITY OF SAINT PAUL
DEPARTMENT OF SAFETY AND INSPECTIONS
375 JACKSON STREET, SUITE 220
ST. PAUL, MINNESOTA 55101-1806
Phone: 651-266-8989 Fax: 651-266-9124
Visit our Web Site at www.saintpaul.gov/dai

ZONING VARIANCE APPLICATION

File Number (office use only)

ZONING VARIANCE APPLICATION

Applicant Contact Information

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<thead>
<tr>
<th>Name:</th>
<th>Alan Huppa</th>
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<tbody>
<tr>
<td>Email:</td>
<td><a href="mailto:awd.huppa@gmail.com">awd.huppa@gmail.com</a></td>
</tr>
<tr>
<td>Phone:</td>
<td>952-334-2250</td>
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</table>

Address:

10431 Homerwood Hills Rd

City, State, Zip:

Eden Prairie, Mn 55347

Property interest of applicant (owner, contractor, purchaser, etc.):

Owner, Developer

Property owner (if different):

Subject Property Information

Address:

617 Laurel

Legal Description:

Lot size: Existing use: Proposed use: Zoning District: Planning District:

Please select the type(s) of variance or review being requested and a brief description of the project:

- Lot Area
- Separation from Specific Uses
- Setbacks (please specify: front / side / rear)
- Design Standards
- Density
- Off-street Parking
- Floor Area Ratio (FAR)
- Signage (requires additional application)
- Height
- Lot Coverage
- Sidewall Articulation (Districts 14 & 15)
- Administrative Review

Applicant Signature

Signature: [Signature]

Date: 4/25/19

Received by: [Date] 3-27-19
Request for Continuance

Date: March 26, 2019

Luis Pereira
Planning Director
City of Saint Paul PED
1400 City Hall Annex
Saint Paul, Minnesota 55102

Re: Zoning File #19-025163

Dear Mr. Pereira:

I am the applicant or the applicant’s duly appointed representative for this zoning file.

I request a postponement of the public hearing on the application in this zoning file, which is presently scheduled before the Zoning Committee on April 11, 2019, to the following meeting on April 25, 2019.

I understand that a postponement of the public hearing before the Zoning Committee means that the decision of the Planning Commission on this application will also be postponed until the next scheduled meeting.

I am aware of and understand the statutory requirements found in Minn. Statute § 15.99 (1995) requiring the City of Saint Paul to approve or deny this application within sixty days of its submission. I desire to waive the sixty day period for a City decision under Minn. Stat. §15.99 to accommodate the postponement I am requesting.

I look forward to proceeding with the Planning Commission review of this application on May 3, 2019.

Sincerely,

[Signature]

Signature of Applicant or Applicant’s duly appointed representative.

[Printed Name]

Printed name of Applicant or Applicant’s duly appointed representative.
C3: Community + Cottage + Cluster

A small-scale, clustered housing project in the heart of St. Paul that is compatible in scale with single-family neighborhoods serving the “missing middle”.

A project that directly supports Goal 6 of St. Paul’s new 2040 Comprehensive Plan.

Submitted by Alan Hupp
Hupp Holdings, LLC
To St. Paul Planning Commission
March 20, 2019
St. Paul Planning Commission
Re: Conditional Use Permit Application
For 617 Laurel Avenue, St. Paul, MN
Submitted March 19, 2019
By Hupp Holdings LLC

Development Description

Hupp Holdings LLC is a Twin Cities developer focused on boutique, infill projects. We propose a “cluster development” at 617 Laurel Avenue, a site that sits on the northeast corner of Dale Street and Laurel Avenue, Saint Paul, Minnesota (Ramsey County PID # 012823220296). According to St. Paul zoning code, a cluster is “the arrangement of two (2) or more dwelling units, either attached or detached, as part of a single development that may include more than one (1) principal residential building on a zoning lot”.

Our C3 development (community + cottage + cluster) will consist of three small, single-family residences ("cottages") plus a carriage house with a four-bay garage and two studio apartments above. These will be built on a 7,200 sq. ft. vacant lot and rented to a target audience consisting of singles looking for workforce housing, young professionals wanting an urban living experience and/or “baby boomers” wishing to downsize. In addition to leveraging the potential of a site that has been vacant for over 60 years, the project’s goals are to:

- Honor the site’s history
- Provide affordable living options
- Create a replicable development model for other infill sites
- Encourage rezoning for similar sites in St. Paul

Project Site

This RM2 zoned site has been vacant since 1968. It is located in the Cathedral Hill neighborhood under the purview of the Summit-University District Council, which “supports quality housing that provides lifelong options for residents at all stages of their lives.” The property sits squarely between commercial and residential properties within the Historic Hill Heritage Preservation overlay-zoning district.

Our project is oriented towards, and takes its energy from, the commercial and multifamily neighbors to the north, west, and south. At the same time it provides an important visual and noise barrier separating the busy Dale corridor from residences to the east.
The Mississippi Market, a large co-op grocery store with its two parking lots, is located to the northwest and next to a HourCar Hub. Retail stores, restaurants, and a bar are in close proximity to the site on the north. An apartment building, four-plexes, duplexes and single-family homes lie to the south and east. These have a mix of tenancy situations (owner-occupancy and rental). On-street parking is allowed on Dale and on the south side of Laurel Avenue. Sidewalks line both sides of Dale Street and Laurel Avenue. Metro Transit bus service is provided on both Dale Street (Route 65) and Selby Avenue (Route 21).

Site History

A very large part of the development of this area took place in the late 19th and early 20th centuries. The Sanborn insurance map from 1925, on the right, shows several buildings on the property including three dwellings, a store on the front of the main house, a tin shop, and a hardware store - a true multiuse “cluster”. These were all demolished in 1968 and the lot has sat vacant since. **We want to bring the cluster back.**

Over the past couple decades, Cathedral Hill has seen significant private reinvestment in historic restoration and rehabilitation of the residential structures, some new infill residential development, and economic rejuvenation of the commercial corridors with new retail and restaurant businesses. Many parks are within a mile (McQuillan Park, Holly Tot Lot, Martin Luther King Park, Carty Park, as well as the playground at Webster School). Major institutional amenities nearby include the Martin Luther King Rec Center/Penumbra Theatre to the north, and Saint Paul Curling Club and the YWCA facility, both located on Selby Avenue to the east of the site.

As mentioned, the site has been the home to several buildings with both commercial and residential uses. However the site presents many challenges for redevelopment as exhibited by the fact it has remained vacant for almost 60 years.

Relevant Project Background

Hupp Holdings LLC has advanced two previous designs for this site. In 2017 variances were approved to build three, large row houses. This project was put on hold given further market analysis and the realization that the large units were not well suited for the neighborhood and market demand. In 2018, a new 6-plex project was brought forth with three, smaller row houses and three studio apartments. After getting BZA and City Council approval for several variances, the project was again stopped given unforeseen costs, many imposed by the city, and schedule delays.

Back to the drawing board in late 2018, the idea of a cluster development (or “pocket neighborhood”) built around small cottages surfaced. Larger then “tiny” houses but yet smaller than typical residences, cottages are ideal for individuals and couples who don’t want a big house, but would still enjoy some outdoor space, a small garden or a patio. They can make ideal “starter homes”, or good living options for busy professionals and also those seeking workforce housing who are able to live with less space and are short of time for maintaining a large home. The “cluster” nature of our C3 development can add connectedness to our lives. Older single people often enjoy the social contacts and security of living
close to neighbors. The chart below summarizes the key characteristics of each of our designs showing that the overall size of the project (measured in livable sf.) has been reduced over time while the habitable area has become less concentrated and more evenly distributed over the site.

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<td>11</td>
<td>8</td>
</tr>
</tbody>
</table>

**Project Overview**

The C3 project will have one 1,340 sf. two-story cottage facing Laurel St blending nicely into existing residences. Two additional cottages with similar (but different) designs will face Dale with more of a commercial orientation. The 4-gable carriage house will provide both garage space as well as two compact studios available at affordable rents.

C3 development is consistent with St. Paul’s Comprehensive Plan and Historical Preservation Commission guidelines while at the same time providing a valuable transition between the adjacent commercial and residential districts in the neighborhood. It has been designed to (1) reinforce the growing vitality of the area Selby/Dale neighborhood node, (2) provide new housing options for those desiring to live in an urban environment, and (3) put a valuable asset back on the tax roll after 60 years of dormancy.
Collectively the project will provide 8 bedrooms and over 4,500 sf of living space for new tenants. A summary of the key dimensions for the buildings are listed in the table below as well as a lot coverage calculation.

<table>
<thead>
<tr>
<th></th>
<th>BRs</th>
<th>Width</th>
<th>Depth</th>
<th>Footprint</th>
<th>Living sf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cottage A</td>
<td>2</td>
<td>28</td>
<td>26</td>
<td>728</td>
<td>1,338</td>
</tr>
<tr>
<td>Cottage B</td>
<td>2</td>
<td>22</td>
<td>22</td>
<td>445</td>
<td>950</td>
</tr>
<tr>
<td>Cottage C</td>
<td>2</td>
<td>28</td>
<td>26</td>
<td>728</td>
<td>1,338</td>
</tr>
<tr>
<td>Carriage House - Garage</td>
<td>0</td>
<td>35</td>
<td>26</td>
<td>910</td>
<td>0</td>
</tr>
<tr>
<td>Carriage House - Studio A</td>
<td>1</td>
<td>17</td>
<td>26</td>
<td>na</td>
<td>455</td>
</tr>
<tr>
<td>Carriage House - Studio B</td>
<td>1</td>
<td>17</td>
<td>26</td>
<td>na</td>
<td>455</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>8</td>
<td></td>
<td></td>
<td>2,811</td>
<td>4,536</td>
</tr>
<tr>
<td><strong>Lot size</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,200</td>
</tr>
<tr>
<td><strong>Lot coverage</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>39%</td>
</tr>
</tbody>
</table>

**Supported By Comprehensive Plan**

Our proposed development – with the requested variances - is in harmony with the general purpose and intent of the St. Paul Zoning Code and is supportive of the current, and future, Comprehensive Plans.

- Given anticipated growth, the demand for smaller units, a built-up city, and the need to increase the City's tax base, the City has publicly stated that **greater housing density** is needed over the next 20-30 years. Further, policies state that this density should be **primarily focused on sites along corridors, in high-amenity areas**, with the housing designed to be sensitive to the existing neighborhood context in built form and open spaces. Lastly, the case is made that adding land-efficient housing along the City’s corridors and within neighborhood centers not only helps to stabilize the City’s fiscal situation, it would mean a larger customer base for existing nearly businesses and would potentially spur demand for new businesses. This is consistent with our **project vision**, which **directly supports these policies**.

- As stated in the City's Comprehensive plan, the overall strategy is to target growth into unique neighborhoods where housing, jobs, shopping, community amenities, and transit opportunities exist. This strategy focuses on sustaining the character of Saint Paul’s existing neighborhoods, encouraging the **development of medium-density multi-family housing along Residential Corridors**. Dale is designated a Residential Corridor, while Selby is designated a Mixed-Use Corridor. This encourages the development of townhouses and smaller multi-family developments compatible with the character of Established Neighborhoods, indicating that these developments should occur at the intersections of two streets, either arterials or collectors, located on a transit route to support walking and the use of public transportation, which this does. **Our project directly supports this strategy**.
Conditional User Permit Application

The site for our proposed project is zoned RM2 which supports medium density, multifamily development. We believe our project is precisely the type of medium-density development the City is seeking to provide and the type of quality housing needed for its target growth. The City has developed certain housing policies based on the demographic projections that point to population growth fueled by the groups we are targeting.

Our project, consisting of three small cottages of two small studios, will meet most of the applicable standards and conditions for a cluster development although given the narrow lot and stringent lot size requirements from current zoning code some modifications (variances) will be required consistent with the requirements specified in Sec. 61.502 of the zoning code.

Sec. 61.502. - Modify special conditions.

The planning commission, after public hearing, may modify any or all special conditions, when 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.

Cluster development standards and conditions summary (details follow)

In compliance:

1. Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request.
   • In compliance - See Addendum drawings

2. No unit shall intrude on the vertical airspace of any other unit.
   • In compliance - See Addendum drawings

3. Parcel shall have a minimum frontage of eighty (80) feet on an improved street
   • In compliance - See Addendum drawings

4. Structures shall conform to the dimensional standards for height
   • In compliance - See Addendum drawings

5. Design shall be compatible with the surrounding neighborhood
   • In compliance - See Addendum drawings

6. Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography
   • In compliance - See Addendum drawings
Requested variances:

7. *Parcel shall meet the lot area required per unit in the zoning district*
   - Project seeks variance from required 21,000 sf of lot area to 7,200 sf.

8. *Structures shall conform to the dimensional standards for lot coverage*
   - Project seeks variance from 35% lot coverage to 39%

9. *Project meets setback requirements for the zoning district*
   - Project seeks variance for front yard (30’ > 20’) and Carriage House side yard (6’ > 3’/2’)
     and back yard (25’ > 5’) setbacks

10. *Project meets parking requirements for zoning district*
    - Project seeks variances from required 7 to 4 off-street parking spaces.

<table>
<thead>
<tr>
<th>Density</th>
<th>Variance</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot area per unit</td>
<td>Lot area per unit 5,000 sf per cottage + 6,000 sf for studios</td>
<td>21,000 sf</td>
<td>7,200 sf</td>
</tr>
<tr>
<td>Lot coverage</td>
<td>Lot coverage Note: 40% in R1-R4 districts</td>
<td>35%</td>
<td>39%</td>
</tr>
<tr>
<td>Setbacks</td>
<td>Rear setback (alley) Per RT1 standards</td>
<td>25’</td>
<td>5’</td>
</tr>
<tr>
<td></td>
<td>Side yard setback (Carriage house) Per RT1 standards</td>
<td>6’</td>
<td>3’ / 2’</td>
</tr>
<tr>
<td></td>
<td>Front yard setback (Off Laurel)</td>
<td>30’</td>
<td>20’</td>
</tr>
<tr>
<td>Parking</td>
<td>Parking spaces</td>
<td>7</td>
<td>4</td>
</tr>
</tbody>
</table>

In addition to the above items, the project meets all the following requirements for Conditional Use Permits:

A. The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable sub-area plans which were approved by the city council.
   - In compliance

B. The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.
   - In compliance

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.
   - In compliance

D. The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.
   - In compliance

E. The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.
   - In compliance
Cluster Development detailed discussion

As discussed earlier, this is the third iteration of a possible project at 617 Laurel. They city and its commissions have been supportive of earlier attempts to optimize the site for the benefit of the city, neighborhood and the developer. They felt that increased density at this location was appropriate, that the design was complimentary the both the residential and commercial neighborhoods and consistent with the Comprehensive Plan. As illustrated in the table to the right, several similar variances were needed – and approved - for Density, Setbacks and Parking.

<table>
<thead>
<tr>
<th>Projects</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot size</td>
<td>x</td>
<td>x</td>
<td>o</td>
</tr>
<tr>
<td>Lot coverage</td>
<td></td>
<td></td>
<td>o</td>
</tr>
<tr>
<td>Setbacks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side yard</td>
<td>x</td>
<td>x</td>
<td>o</td>
</tr>
<tr>
<td>Garage lot</td>
<td></td>
<td></td>
<td>o</td>
</tr>
<tr>
<td>Front yard</td>
<td></td>
<td></td>
<td>o</td>
</tr>
<tr>
<td>Parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>x</td>
<td></td>
<td>o</td>
</tr>
</tbody>
</table>

Density

Variance request: Our project is governed by two somewhat similar density-related requirements: a Minimum Lot Area (MLA) of 21,000 sf (5,000 sf. per cottage and 6,000 sf. for studio apartments) and a minimum lot coverage requirement of no more than 35%. We request a variance that reduces our MLA requirement to 7,200 sf and lot coverage percentage to 39% of the lot. In support of our variance request, we ask you to consider:

- The project is consistent with the intent of its RM2 zoning.

  *The RM2 medium-density multiple-family residential district is intended to provide for more extensive areas of multiple-family residential development and a variety of congregate living arrangements, as well as uses that serve the needs of the multiple-family residential districts. It is intended to provide for comprehensive development of multiple-family uses and a balance of population concentration near major thoroughfares, transit, and related facilities.*

- The current Comprehensive Plan supports the level of proposed density and the proposed 2040 Comprehensive Plan supports it even more so (see below).

- Previous projects proposed for the site, and which received BZA and City Council approvals, were taller, larger (more square footage) with more units and more bedrooms.

- The proposed level of density allows for affordable units to be offered meeting a pressing need for the city and the country as a whole.

- The proposed building is a permitted use on this lot.

- This development is located near the Selby/Dale neighborhood node with close proximity to mass transit.

- The challenges associated with developing this lot were aggravated when the lot was split off of a larger lot so it could be sold to build a new single-family residence. This new lot had only 40' of frontage. However back at that time, and still today, the site is zoned RM2 supporting multifamily development, which requires a larger (bigger and/or wider) lot. So
approval of the variance back in 2002 put the lot size at odds with its designated zoning making it virtually impossible to do a viable RM2 development without variances.

- Expanding on this point, although the lot is zoned RM2 supporting medium density, multifamily development; a two-unit development (duplex) can't be built without a variance for frontage width and projects such as the one we propose can't be built without a variance for minimum lot area. So the City has inadvertently created a conundrum for itself and developers. As a result our plight is due to circumstances unique to this property and we, the landowner, did not create these circumstances.

- The proposed project is designed within HPC guidelines and will reinforce if not enhance the character or value of the surrounding properties.

- There are several other multifamily properties within close proximity that have less than the required lot area per unit.

- If this was a typical interior, infill site the number of units could be an issue. However given that this is a corner lot with streets on three sides and with units facing Dale, there is not a practical concern with regard to unit or garage access/egress.

**Setbacks**

Current zoning requirements and our variance requests are listed in the table below.

<table>
<thead>
<tr>
<th>Setbacks</th>
<th>Required</th>
<th>Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear setback (alley)</td>
<td>25'</td>
<td>5'</td>
</tr>
<tr>
<td>Side yard setback (Carriage house)</td>
<td>6'</td>
<td>3' east / 2' west</td>
</tr>
<tr>
<td>Front yard setback (Off Laurel)</td>
<td>30'</td>
<td>20'</td>
</tr>
</tbody>
</table>

In support of our variance request, we ask you to consider:

- The requested 20' setback actually provides more frontage for the Laurel-facing cottage than the neighboring house to the east, as illustrated in the drawing to the right.

- With the exception of the Carriage House, our proposed setbacks on the east and west side of the lot exceed those required.

- With regard to the Carriage House setbacks, traditionally the property line is at the back of the sidewalk but in this rare instance the property line is 3' back so even with only a 2' setback on the west side of the Carriage House it will setback 5' which provides adequate space for landscaping (which is allowed on public right of ways).

- Since there are only parking lots to the west of our project, other properties or neighbors will not be adversely impacted by the reduced setback.

- Previous projects received approvals for similar requests.
Parking

Current zoning requirements and our variance requests are listed in the table below.

<table>
<thead>
<tr>
<th>Parking</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-bedroom cottage</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>2-bedroom cottage</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>2-bedroom cottage</td>
<td>1.5</td>
<td>1.0</td>
</tr>
<tr>
<td>1-bedroom studio</td>
<td>1.5</td>
<td>-</td>
</tr>
<tr>
<td>1-bedroom studio</td>
<td>1.5</td>
<td>-</td>
</tr>
<tr>
<td>Bicycle storage credit</td>
<td>-0.5</td>
<td>-</td>
</tr>
<tr>
<td>Total parking spaces</td>
<td>7</td>
<td>4</td>
</tr>
</tbody>
</table>

Our project with three cottages and two studio apartments is required to have seven parking spaces, adjusted for bicycle storage as indicated in the table above. We plan on having four garage spaces accessible off the alley. This meets the parking requirements for two out of three cottages plus provides each cottage with additional secure storage. We assume (given past experience) that the tenants choosing compact studios will likely bike, ride buses (which are accessible 20 yards away), rent Hour Cars or ride-share. Given this, we request a variance for three parking spaces. In support of our variance request, we ask you to consider:

- The design of the cottages, with parking to serve each unit, not only meets the City’s desire to keep parking to a minimum but also supports its promotion of the use of public transit where available. Dale Street and Selby Avenue to the north are both Metro Transit routes. The Dale Street route connects directly to the University Avenue Light Rail Station on the Green Line.

- The garage is located off the alley with screening between the building and Dale. This meets the Guidelines for Design Review state that “if an alley is adjacent to the dwelling, any new parking should be located off the alley. Where alleys do not exist, garages facing the street or driveway curb cuts may be acceptable. Garage doors should not face the street.”
• There is designated street parking in front of the units on Dale. The Mississippi Market has two parking lots and abundant parking for its customers.

• Previous project received a parking variance.

Summary

The proposed development is consistent with St. Paul’s Comprehensive Plan and Historical Preservation Commission guidelines while at the same time providing a valuable transition between the adjacent commercial and residential districts. In addition, our project will (1) reinforce the growing vitality of the area Selby/Dale neighborhood node, (2) provide new, affordable housing options for young professionals and retiring seniors desiring to live in an urban environment, and (3) put a valuable asset back on the tax roll after 60 years of dormancy.

The size and dimensions of the lot along with the requirements of the Zoning Ordinance impose significant constraints on the optimum use of the property so variances are requested. Without these variances, unreasonable limitations would be placed the use of this valuable property. At the same time, the project is consistent with health, morals and general welfare of the community, and is consistent with reasonable enjoyment of adjacent property.

In addition to the above items, the project meets all the following requirements for Conditional Use Permit:

• The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable sub-area plans which were approved by the city council.

• The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.

• 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.

• The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

• The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.
CRAWL SPACE PLAN

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

NOTES:
1. ENSURING AREA TO EXTEND PACE OF EAVE INSULATION.
2. DESIGN TO EFFECTS FOR FULL WALL & FLOORS ASSESSMENT.
3. ELECTRIC/Mechanical equipment location subject to change at Contractor's discretion.
4. Whirlpool, hot water pipe & certain FMI/CMV sealed cap for future depressurization system. See plan for vent locations. Sun space rain under slab to center of building footprint.
5. Final foundation type and design is subject to local soil conditions, building code, and slope. Must be approved by a licensed professional in the local province or state as required.
Table 63.207 Minimum Required Off-Street Parking By Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Uses</td>
<td></td>
</tr>
<tr>
<td>One- and two-family dwelling unit</td>
<td>1.5 spaces per unit</td>
</tr>
<tr>
<td>Dwelling unit on Irvine Avenue</td>
<td>2 spaces per unit plus 1 guest parking area per unit (see section 63.312)</td>
</tr>
<tr>
<td>Multiple-family dwelling unit</td>
<td>1 space per 1—2 room unit,</td>
</tr>
<tr>
<td></td>
<td>1.5 spaces per 3—4 room unit, and</td>
</tr>
<tr>
<td></td>
<td>2 spaces per unit with 5 or more rooms.</td>
</tr>
<tr>
<td>For the purpose of this requirement: efficiency unit = 1 room,</td>
<td></td>
</tr>
<tr>
<td>one bedroom unit = 2 rooms,</td>
<td></td>
</tr>
<tr>
<td>two bedroom unit = 3 rooms,</td>
<td></td>
</tr>
<tr>
<td>three bedroom unit = 4 rooms,</td>
<td></td>
</tr>
<tr>
<td>four bedroom unit = 5 rooms, and so on.</td>
<td></td>
</tr>
<tr>
<td>A den, library, or other extra room shall count as a room; kitchen,</td>
<td></td>
</tr>
<tr>
<td>dining and sanitary facilities shall not</td>
<td></td>
</tr>
<tr>
<td>Housing for the elderly</td>
<td>0.33 space per unit</td>
</tr>
<tr>
<td>Live-work dwelling unit</td>
<td>2 spaces per unit</td>
</tr>
<tr>
<td>Emergency housing facility, licensed correctional community</td>
<td>1.5 spaces per every 4 adult</td>
</tr>
<tr>
<td>residential facility, overnight shelter,</td>
<td>facility residents</td>
</tr>
<tr>
<td>shelter for battered persons, sober house, supportive housing facility</td>
<td></td>
</tr>
<tr>
<td>Roominghouse</td>
<td>1 space per 3 occupancy units</td>
</tr>
<tr>
<td>Adult care home</td>
<td>1 space per every 3 residents</td>
</tr>
<tr>
<td>Dormitory, fraternity, sorority</td>
<td>1 space per every 3 residents</td>
</tr>
<tr>
<td>Civic and Institutional Uses</td>
<td></td>
</tr>
<tr>
<td>Educational Facilities</td>
<td></td>
</tr>
<tr>
<td>Day care</td>
<td>1 space per employee</td>
</tr>
<tr>
<td>Elementary/middle/junior high school</td>
<td>1 space per employee</td>
</tr>
<tr>
<td>Senior high school</td>
<td>1 space per employee, and 1 space per 10 students</td>
</tr>
<tr>
<td>College, university, seminary, technical college, trade school,</td>
<td>1 space per every 2 employees and 1 per every 3 full-time students not on campus or 1 for every 3 part-time students, whichever is greater, plus required parking for other uses</td>
</tr>
<tr>
<td>business school, arts school, dance school</td>
<td></td>
</tr>
<tr>
<td>Social, cultural and recreational facilities</td>
<td></td>
</tr>
<tr>
<td>Golf course</td>
<td>4 spaces per hole</td>
</tr>
<tr>
<td>Museum</td>
<td>1 space per 500 sq. ft. GFA</td>
</tr>
<tr>
<td>Non-commercial recreation, multi-use community center</td>
<td>1 space per 1,000 sq. ft. GFA</td>
</tr>
<tr>
<td>Public library</td>
<td>1 space per 500 sq. ft. GFA</td>
</tr>
<tr>
<td>Religious Institutions</td>
<td></td>
</tr>
<tr>
<td>Church, chapel, synagogue, place of worship</td>
<td>1 space per 250 sq. ft. GFA in the main unit of worship</td>
</tr>
<tr>
<td>Convent, monastery, religious retreat</td>
<td>1 space per every 3 residents</td>
</tr>
<tr>
<td>Public Services and Utilities</td>
<td></td>
</tr>
</tbody>
</table>
on the percentage of the gross floor area used by each use in the multi-tenant building including shared areas.
(C.F. No. 10-403, § 1, 6-16-10)

Sec. 63.204. Change in use within a structure.

When any existing use within a structure changes to a new use which requires more off-street parking spaces than the existing use as determined by section 63.207, then the additional required off-street parking spaces must be provided. If fewer off-street parking spaces are required by the new use, excess parking spaces may remain. When a structure, or part of a structure, is vacant, the zoning administrator shall determine the previous existing use for purposes of calculating parking requirements using city records, land use surveys or directories.
(C.F. No. 10-403, § 1, 6-16-10)

Sec. 63.205. Change in use of parking areas.

Existing off-street parking facilities, accessory to one (1) or more principal uses, structures or facilities, may be changed to another use when the remaining off-street parking meets the requirements that this section would impose on new buildings for all facilities, structures or uses, including the new use. When the remaining off-street parking does not meet such requirements, additional off-street parking shall be provided for the existing and new uses in accordance with the requirements of section 63.207.
(C.F. No. 10-403, § 1, 6-16-10)

Sec. 63.206. Rules for computing required parking.

(a) For the purpose of computing the number of parking spaces required, the definition of "gross floor area" in section 60.207 shall apply.

(b) When units or measurements determining the number of required parking spaces result in the requirement of a fractional space, any fraction up to and including one-half (1/2) shall be disregarded, and any fraction over one-half (1/2) shall require one (1) parking space.

(c) In addition to the requirement of section 63.204, there shall be provided off-street parking spaces for all bars or premises licensed for entertainment class C as provided herein:

(1) Issuance of a license to an existing structure not previously licensed for a bar or entertainment class C during the twenty-four (24) months preceding the application, off-street parking pursuant to section 63.207.

(2) Expansion of a bar or premises licensed for entertainment class C, off-street parking pursuant to section 63.207, plus twenty-five (25) percent of any parking shortfall for the existing licensed area. "Parking shortfall" shall mean the difference between required parking pursuant to section 63.207 for the existing area as currently licensed minus the number of parking spaces actually provided for that area. The percentage of the parking shortfall to be provided shall be increased to forty (40) percent if there is a bar or premises licensed for entertainment class C within six hundred fifty (650) feet of the existing establishment.

(d) Shared parking. The zoning administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the location requirements of section 63.304 and the following conditions:

(1) Computation. The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:

a. Multiply the minimum parking required for each individual use, as set forth in section 63.207, Parking requirements by use, by the appropriate percentage indicated in table 63.206(d), shared parking, for each of the six (6) designated time periods.

b. Add the resulting sums for each of the six (6) columns.
(c) The applicant shall not reduce the number of existing off-street parking spaces on the property and shall also provide additional off-street parking as required for the carriage house dwelling.

(d) A site plan and a building plan shall be submitted to the planning commission at the time of application. Carriage house dwellings are exceptions to one (1) main building per zoning lot requirements.

Secs. 65.122—65.129. Reserved.

Sec. 65.130. Cluster development.

The arrangement of two (2) or more dwelling units, either attached or detached, as part of a single development that may include more than one (1) principal residential building on a zoning lot.

Standards and conditions:

(a) Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request.

(b) No unit shall intrude on the vertical airspace of any other unit.

(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.

(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.

(e) The design shall be compatible with the surrounding neighborhood.

(f) Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography.

Sec. 65.131. Housing for the elderly.

A multiple-family structure in which eighty (80) percent of the occupants shall be sixty-two (62) years of age or over, or a multiple-family structure owned and operated by the city public housing agency (PHA) within which over ninety-five (95) percent of the units have no more than one bedroom and are occupied by persons who are eligible for admission to public housing in accordance with current federal regulations.

Sec. 65.132. Reuse of large structures.

Conversion or reuse of residential structures of over nine thousand (9,000) square feet gross floor area and permitted nonresidential structures such as churches and schools.

Standards and conditions in residential districts:

(a) The planning commission shall find that the structure cannot reasonably be used for a conforming use.

(b) The planning commission shall find that the proposed use and plans are consistent with the comprehensive plan.

(c) The planning commission shall find that the proposed use and structural alterations or additions are compatible with the surrounding neighborhood and land uses.

(d) Parking for the new use shall be provided in accordance with the requirements of section 65.200 for new structures.

(e) Applications for conversion or reuse shall include a notarized petition of two-thirds (2/3) of the property owners within one hundred (100) feet of the property proposed for the reuse, site plans, building elevations, and landscaping plans, and other information which the plan-
CITY OF ST PAUL - ASSESSME
Owners Report

PID: 01-28-23-22-0296
Property Address: 617 LAUREL AVE  55102-2042

Hupp Holdings III LLC
10431 Homeward Hills Rd
Eden Prairie MN 55347-4900

Owner
Taxpayer

WOODLAND PARK ADDITION TO ST. PAUL THE W 40 FT OF LOT 12 BLK 6
Sec. 65.113. Dwelling, multiple-family.

A building, or portion thereof, designed exclusively for occupancy by three (3) or more families living independently of each other in individual dwelling units.

Development standards in the RT2 townhouse residential district:

No more than six (6) dwelling units shall be attached to form a townhouse structure, and other types of multiple-family dwellings shall contain no more than four (4) dwelling units.

(Ord 18-1, § 1, 1-24-18)

Editor's note—Ord 18-1, § 1, adopted January 24, 2018, renumbered §§ 65.116 as 65.113.

Secs. 65.114—65.116. Reserved.

Editor's note—Ord 18-1, § 1, adopted January 24, 2018, repealed §§ 65.114 and 65.115 and renumbered § 65.116 as § 65.113. Former §§ 65.114 and 65.115 pertained to dwelling, four-family and dwelling, townhouse.

Secs. 65.117—65.120. Reserved.

Sec. 65.121. Dwelling, carriage house.

An accessory dwelling in a combined residential and garage building, separate from the main building on the lot, located above and/or adjacent to the garage.

Standards and conditions in residential districts:

(a) The building planned for use as a carriage house dwelling had space originally built to house domestic employees.

(b) The applicant shall obtain a petition signed by two-thirds (2/3) of the property owners within one hundred (100) feet of the applicant's property line consenting to the carriage house dwelling.

(c) The applicant shall not reduce the number of existing off-street parking spaces on the property and shall also provide additional off-street parking as required for the carriage house dwelling.

(d) A site plan and a building plan shall be submitted to the planning commission at the time of application. Carriage house dwellings are exceptions to one (1) main building per zoning lot requirements.

(Ord 18-1, § 1, 1-24-18)

Secs. 65.122—65.129. Reserved.

Sec. 65.130. Cluster development.

The arrangement of two (2) or more dwelling units, either attached or detached, as part of a single development that may include more than one (1) principal residential building on a zoning lot.

Standards and conditions:

(a) Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request.

(b) No unit shall intrude on the vertical airspace of any other unit.

(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.

(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.

(e) The design shall be compatible with the surrounding neighborhood.

(f) Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography.
CITY OF ST PAUL - ASSESSME
Owners Report

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WOODLAND PARK ADDITION TO ST. PAUL THE W 40 FT OF LOT 12 BLK 6
FILE #19-025163 | AERIAL MAP

Application of Hupp Holdings LLC

Application Type: Conditional Use Permit with Variance
Application Date: March 21, 2019 - CUP; March 26, 2019 - Variance
Planning District: 8

Subject Parcel Outlined in Blue
FILE #19-025163 | LAND USE MAP
Application of Hupp Holdings LLC

Application Type: Conditional Use Permit with Variance
Application Date: March 21, 2019 - CUP; March 26, 2019 - Variance
Planning District: 8

Subject Parcel Outlined in Blue

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

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Application Type: Conditional Use Permit with Variance
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Subject ParcelOutlined in Blue

FILE #19-025163 | ZONING MAP
Application of Hupp Holdings LLC