ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** 337 W 7th / 366-372 Smith CUP & Variances

2. **APPLICANT:** Northland Real Estate Group LLC

3. **TYPE OF APPLICATION:** Conditional Use Permit & Variance

4. **LOCATION:** 337 7th St W, 366-372 Smith Ave N; Block bounded by Smith Ave., 7th St., Leech St., and Grand Ave.

5. **PIN & LEGAL DESCRIPTION:** 012823410021; 012823410012; 012823410011; EWING & CHUTES SUB OF L6-7B1&L EX ST LOTS 2 3 AND LOT 4 BLK 2; Lot 10 Block 2 of SAMUEL LEECHE’S ADDITION N 1/2 OF LOT 10 BLK 2; Lot 10 Block 2 of SAMUEL LEECHE’S ADDITION N 1/2 OF LOT 10 BLK 2

6. **PLANNING DISTRICT:** 9

7. **PRESENT ZONING:** T3

8. **STAFF REPORT DATE:** April 14, 2020

9. **DATE RECEIVED:** March 20, 2020

**60 DAY DEADLINE FOR ACTION:** May 29, 2020

**BY:** Anton Jerve

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A. **PURPOSE:** Conditional use permit for building height of 85’, variance to increase maximum floor area ratio (FAR) from 3.0 to 4.1, and a variance to reduce required parking from 136 to 110 spaces.

B. **PARCEL SIZE:** 26,995 sf. (all three parcels, including alley); 80’ of frontage on 7th, 78’ of frontage on Smith.

C. **EXISTING LAND USE:** Commercial

D. **SURROUNDING LAND USE:**
   - North: Commercial (T2/B3);
   - East: Multifamily (RM2);
   - West: Residential/Commercial (T1);
   - South: Commercial/Office (T2)

E. **ZONING CODE CITATION:** §61.501 lists general conditions that must be met by all conditional uses. §61.601 provides for variances from the strict enforcement of the provisions of the code if specific required findings are made. §63.207 regulates parking requirements by use. §66.331 limits the floor area ratio (FAR) in T3 zones to 3.0 and provides for the proposed 85-foot building height with a conditional use permit.

F. **PARKING:** Zoning Code § 63.207 requires a minimum of 1 space per 1—2 room unit, 1.5 spaces per 3—4 room unit, and 2 spaces per unit with 5 or more rooms. Commercial uses require one space per 400 square feet. Zoning Code § 66.342 allows for residential parking in T3 districts to be reduced by 25%. Zoning Code 63.207 allows for the required parking minimum to be reduced by up to 10% for providing additional bicycle parking. The project proposes 110 vehicular parking spaces. The application is seeking a variance of 26 spaces (19%) from the 136 required after accounting for the full T3 residential and general bicycle parking reductions.

G. **HISTORY/DISCUSSION:** The site was rezoned from T2 to T3 in 2020 (ZF# 19-103-464). A conditional use permit for a maximum building height of 75 feet, variance to increase the maximum floor area ratio (FAR) from 3.0 to 3.44, and a variance to reduce the required number of loading spaces for proposed retail use from 1 to 0 were approved in 2019 (ZF# 19-103-475). Shortly after the rezoning was approved, the applicant discovered bedrock shallower on the site than expected, which required design changes. The new design has the same number of stories (7) as the previous application but will be constructed using different methods making each floor taller and requiring a new CUP. The proposed building
will have an additional 39 units than the previous application (192 total) and an additional 16 parking spaces. The additional units and parking are primarily due to more efficient structured parking. The existing public alleyway is in the process of being vacated.

H. DISTRICT COUNCIL RECOMMENDATION: The District 9 Council recommended approval of the conditional use permit and variances.

I. FINDINGS:

1. Zoning Code §66.331(g) provides that a building height up to 90 feet may be permitted with a conditional use permit. The application is to allow an 85ft. tall (7-story), mixed-use development with 192 residential units and 1,800 square feet of retail fronting West 7th Street.

2. §61.501 lists five standards that all conditional uses must satisfy:

   a) The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council. This condition is met. The proposed development is consistent with the 2030 Comprehensive Plan for the reasons listed in the application. The proposed development is also consistent with the 2040 Comprehensive Plan. This location is identified as Mixed-Use and a Neighborhood Node. The following policies are particularly applicable:

      • Policy LU-1. Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.
      • Policy LU-30. Focus growth at Neighborhood Nodes using the following principles:

         1. Increase density toward the center of the node and transition in scale to surrounding land uses.
         2. Prioritize pedestrian-friendly urban design and infrastructure that emphasizes pedestrian safety.
         3. Cluster neighborhood amenities to create a vibrant critical mass.
         4. Improve access to jobs by prioritizing development with high job density.

      • Policy LU-31. Invest in Neighborhood Nodes to achieve development that enables people to meet their daily needs within walking distance and improves equitable access to amenities, retail and services.
      • Policy H-16. Increase housing choice across the city to support economically diverse neighborhoods by pursuing policies and practices that maximize housing and locational choices for residents of all income levels.

   The use is also supported by the following policies from the District 9 Area Plan:

      • 12. Promote those stretches of West 7th between key nodes as the appropriate location for higher-density residential use, in order to add diversity to the housing stock while preserving the traditional neighborhood fabric and supporting existing and future transit investment.
      • 16. Support “nodes” of retail businesses at the intersections of West 7th and Kellogg, Smith, St. Clair, Jefferson, Randolph, and Montreal/Lexington, rather than a continuous strip of retail throughout the length of West 7th.

   b) The use will provide adequate ingress and egress to minimize traffic congestion in the public streets. This condition is met. Traffic egress/ingress is located off Smith Avenue, which has lower traffic than West 7th Street and has signalized intersections.
at either end of the block, which regulate traffic flow.

(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. There are a variety of existing and permitted heights in close proximity to the site including:
- The use abuts a new hotel of 100 rooms and 55 ft. height;
- RM2 zoning is located directly across West 7th Street allows for 50 ft. height;
- B5 zoning, 220 ft. north of the site along Smith allows for unlimited height; and
- Irvine Park Towers, which is 600 ft. west of the site along West 7th Street is a 15-story tall primarily residential, mixed-use building.

Additionally, there are other small-scaled commercial uses on Leech Street and West 7th Street that would be compatible. The use will not endanger public health, safety or 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 use is consistent with the general scale of development of the area, which has evolved over time but has consistently remained many uses and scales close together. Higher density uses have generally been concentrated along West 7th Street and Smith Avenue (north of West 7th Street). The site’s proximity to transit, and downtown and hospital jobs make it an appropriate location for multifamily housing.

(e) The use shall, in all other respects, conform to the applicable regulations of the district in which it is located. This condition may be met subject to approval of variances for FAR and off-street parking spaces.

3. Zoning Code §66.331 limits the floor area ratio (FAR) in T3 zones to 3.0. The application requests a variance to allow a FAR of 4.1. 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 intent of the T3 zoning district is to provide for higher-density pedestrian- and transit-oriented mixed-use development. A variance from the maximum FAR to allow greater density in this area is in harmony with the purpose and intent of the zoning code.

(b) The variance is consistent with the comprehensive plan. This finding is met. As noted in finding 2.a., the proposed mixed-use building is consistent with the 2030 Comprehensive Plan, which calls for increased density along Mixed-Use Corridors, and with the 2040 Comprehensive Plan, which calls for increasing density in Mixed Use areas, Neighborhood Nodes and along transit corridors.

(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 Comprehensive Plan and the District 9 Plan support higher-density mixed-use at this location. Providing a mixed-use building at the scale envisioned in the Comprehensive Plan requires more floor area than would be needed for a single-use building. The long, narrow shape of the parcel also provides fewer options for building configuration and site design.
(d) The plight of the landowner is due to circumstances unique to the property not created by the landowner. This finding is met. Generally, a project on a property that is zoned T3, where increased height and density are encouraged by the Comprehensive Plan, can apply for a CUP to allow for additional height but there is no corresponding provision in the Zoning Code to account for the corresponding likelihood of a FAR increase.

(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. The proposed mixed-use building and future uses are allowed in the T3 zoning district.

(f) The variance will not alter the essential character of the surrounding area. This finding is met. The proposed mixed-use building is consistent with the development in the surrounding area and the type of development the 2030 Comprehensive Plan and 2040 Comprehensive Plan supports.

4. Zoning Code § 63.207 requires 136 parking spaces for the proposed building. The application requests a variance to reduce the off-street parking requirement from 136 to 110 spaces. 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. By reducing the parking requirement in an area of the city that is well-served by transit and proximate to concentrations of employment within walking distance, the variance is in harmony with the following general purposes in Zoning Code § 60.103:

- To provide for safe and efficient circulation of all modes of transportation, including transit, pedestrian and bicycle traffic;
- 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;
- To provide housing choice and housing affordability; The variance is consistent with the comprehensive plan. This finding is met. The parking variance is supported by the following policies from the Transportation Chapter of the 2030 Comprehensive Plan:

  - 2.1 Create true transportation choices for residents, workers, and visitors in every part of the city. A more balanced transportation system should improve access to a range of travel modes and facilities, as well as increase the capacity of the regional transportation system. The City should create places to live, work, play, and conduct business that do not depend principally on the automobile for access, but rather accommodate all modes of transportation.
  - 2.2 Support transit-oriented design through zoning and design guidelines. Compact, street-oriented design should be emphasized to promote walkability and transit use, especially in commercial corridors. Standards for building placement and design based primarily on the needs of the pedestrian should be enforced and expanded.

The variance is supported by following policies from the 2040 Compressive Plan:

- Policy LU-14. Reduce the amount of land devoted to off-street parking in order to use land more efficiently, accommodate increases in density on valuable urban land, and promote the use of transit and other non-car mobility modes.
• **Policy LU-15.** Ensure that stand-alone parking uses are limited, and that structured parking is mixed-use and/or convertible to other uses.

(b) 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 site is located above shallow bedrock, which makes underground parking impractical. The long, narrow shape of the parcel also limits options for configuring parking. As a result, the proposed building will organize parking in a very efficient semi-automated system enclosed within the first floor. The applicant will also submit a traffic demand management plan (TDMP) as part of site plan review to ensure the project takes advantage of the site’s excellent transit access and proximity to downtown.

(c) **The plight of the landowner is due to circumstances unique to the property not created by the landowner.** This finding is met. The shallow bedrock at this location is unique to this location and has an impact to the design flexibility of the site.

(d) **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. The proposed mixed-use building and future uses are allowed in the T3 zoning district.

(e) **The variance will not alter the essential character of the surrounding area.** This finding is met. The proposed mixed-use building is consistent with the development in the surrounding area and the type of development the 2030 Comprehensive Plan and 2040 Comprehensive Plan supports.

J. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit for a maximum building height of 85’, variance to increase the maximum floor area ratio from 3.0 to 4.1, and variance to reduce the required off-street parking from 136 to 110 spaces, 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; and

2. The alley vacation is approved by the Saint Paul City Council.
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 ______________________

Name: Brian Farrell - rep. Northland Real Estate Group LLC & the Ackerberg Group (must have ownership or leasehold interest in the property, contingent included)
Email: Brian@northlandgroup.com Phone: 612.850.8443

Name of Owner (if different): Bonfe Properties LLP Email: tom.bonfe@gmail.com
Contact Person (if different): Aron Johnson - DJR Architecture Email: ajohnson@djr-inc.com

Address/Location: 337 7th Street W., 366 & 372 Smith Avenue N.
PIN(s) & Legal Description: See Attachment (attach additional sheet if necessary) 25,348 sf or
Lot Area: .582 acres Current Zoning: T3

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of Zoning Code Section(s): Sec. 66.331 for the following use or purpose:
Increasing the allowable height from 55 feet to 85 feet.

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 Attached Description of C.U.P.

☐ 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 ______________________

Rev 7.4.2019
March 19, 2020

RE: The following are the PINs & Legal descriptions for the proposed 337 West 7th project:

Parcel 1: PID 012823410021
Lots 2, 3 and 4, located on Lots 4 and 5, Block 2 of Ewing & Chute's Subdivision of Lots 6 and 7, Block 1, and Lots 4 and 5, Block 2, Leech's Addition to Saint Paul, according to the recorded plat thereof, Ramsey County, Minnesota.

Parcel 2: PID 012823410012
Lot 11, Block 2, Leech's Addition to Saint Paul, Ramsey County, Minnesota.

Parcel 3: PID 012823410011
The North one half (N1/2) of Lot 10, Block 2, Leech's Addition to Saint Paul, Ramsey County, Minnesota.
Abstract Property
March 19, 2020

RE: The following is a description of the proposed use in regard to the Conditional Use Permit for Height for the proposed 337 West 7th project:

The previous application applied and passed a C.U.P. to increase height from 55’ to 75’. Since that time conclusive geotechnical studies have been performed which have located the depth of bedrock on the proposed site from 780.00’ to 780.50’, ranging from 3’-4’ below grade. The practical difficulties of the shallow bedrock and narrow width of the site have forced design revisions to the stormwater detention system, off-street parking and residential design. The proposed project is now requesting a C.U.P. for height increase from 55’ to 85’.

The additional 30’ will be used to accommodate stormwater detention, parking and modular residential design. Due to the shallow bedrock and narrow site, the podium of the building had to be setback from the property line to allow stormwater detention to occur in the ground along the north and south sides of the building. The previous application had the building setback 1’ off the property line which made stormwater detention infeasible with the shallow bedrock.

Setting the building podium off the north and south property lines to accommodate stormwater significantly reduces the width of the podium. This makes a second level of parking infeasible because a vehicular ramp to a second floor of parking is not possible with the narrow podium. To meet the parking demand of the project, one level of semi-automated parking providing 110 stalls is proposed. This semi-automated parking requires a taller ceiling height than previously proposed, 5’+ more in height which accounts for most of the requested C.U.P. height increase.

The project is also proposing modular construction at this time as an innovative solution to providing housing aiming at reducing impacts to the surrounding community and traffic with an intended shorter construction period from units being built off site. The typical floor to floor height of modular construction is taller than conventional framing because each module contains floor and ceiling framing, increasing the height of the floor assembly. The modular component accounts for a smaller portion of the height increase, 2’, but is intended to deliver a better residential product with less construction impact to the surrounding community.

Lastly, other than the additional height allowing the project to overcome the practical difficulties of the site and deliver stormwater, parking and units in a reasonable manner, the project also significantly decreases impervious surface from the previous application (98% to 85%). This is an outcome from setting the podium off of the north and south property line for the stormwater. The City of St. Paul does not have an impervious surface maximum for this zone but the decrease in impervious surface aligns with goals set fourth in the comprehensive plan for a greener more sustainable city.
March 19, 2020

RE: The following are the findings under Article V. 61.500 for the Conditional Use Permit for Height for the proposed 337 West 7th project:

The height limit in a T3 district is 55 feet for a mixed-use building. The proposed height of the project is 85 feet to the top of the roof deck. The proposed height meets the following criteria for a 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 subarea plans which were approved by city council.

Allowing a C.U.P. for height to 85 feet for concentrating density near thoroughfares and transit are highly consistent with the City’s land use plans. The LU-B and LU-J plans of the 2030 Comprehensive plan designate this site as Mixed-Use Corridor. The LU-F plan also designates a major institutional employment center in near proximity to the site location. The added height with the C.U.P. is intended to serve this employment center. Figure H-K (map) of the Comprehensive plan designates this site as a “opportunity area for potential new housing”, in which the proposed rezoning is consistent with. The proposed C.U.P. is also consistent with the following policies of the 2030 Comprehensive plan:

LU Policy 1.2 Permit high density residential development in Neighborhood Centers, Mixed-Use Corridors, the Central Corridor, and Downtown.

LU Policy 1.21 Balance the following objectives for Mixed-Use Corridors through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, and providing housing at densities that support transit.

LU Policy 1.24 Support a mix of uses on Mixed-Use Corridors.

LU Policy 1.25 Promote the development of more intensive housing on Mixed-Use Corridors where supported by zoning that permits mixed-use and multifamily residential development.

LU Policy 1.28 Promote conditions that support those who live and work along Mixed-Use Corridors, including frequent transit service, vibrant business districts, and a range of housing choices.

H Policy 1.1. Increase housing choices across the city to support economically diverse neighborhoods.

H Policy 1.3. Revitalize the city by developing land-efficient housing.

A small area plan for the West 7th Corridor is currently being studied but not adopted and no further information about that plan has been available to the applicant or the general public.

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

The proposed site currently has one curb cut on Leech Street at the intersection of 7th Street West. This curb cut is currently used for vehicles to access the existing auto shop. The project is proposing that this curb cut will be closed and vehicular ingress/egress to the project is proposed off of Smith Avenue. Closing the curb cut on Leech will reduce congestion and potential collisions because the existing curb cut is in very close proximity to the intersection of 7th Street West. The height requested by this C.U.P. will not affect the ingress and egress of vehicular traffic.

**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 site is adjacent to two recent developments (2015 & 2017). Both developments have built surface parking lots adjacent to the site. The general purposes of height limits are to maintain access to light and air for surrounding properties, to preserve important views and to mitigate shadowing – particularly of residential properties and significant public spaces. Since this site borders two new surface parking lots access to light is preserved and the project will not be detrimental to adjacent development 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 added height to 85 feet will not impede any development or improvements to surrounding properties. The building to the north (Residence Inn, 2017) is 55 feet tall and separated by a surface parking lot, where the added height will not impede the adjacent property from adding solar to the roof.

**The use shall, in all other, conform to the applicable regulations of the district in which it is located.**

The added height in all other aspects will conform to the regulations of the district. The project was introduced to the Fort Road Federation District Council on March 9th. The District Council supported the project and the request for a C.U.P. for additional height as well as proposed variances.
ZONING VARIANCE APPLICATION

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

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

Zoning Office Use Only
File #
Fee Paid $
Received By / Date 
Tentative Hearing Date 

APPLICANT
Name Brian Farrell - rep. Northland Real Estate Group LLC & the Ackerberg Group (must have ownership or leasehold interest in the property, contingent included)
Address 4324 W. Lake Harriet Pkwy. City Minneapolis State MN Zip 55410
Email Brian@northlandgroup.com Phone 612.850.8443
Name of Owner (if different) Bonfe Properties LLP Email tom.bonfe@gmail.com
Contact Person (if different) Aron Johnson - DJR Architecture Email ajohnson@djr-inc.com
Address 333 Washington Ave. N., Suite 210 City Minneapolis State MN Zip 55401

PROPERTY INFO
Address / Location 337 7th Street W., 366 & 372 Smith Avenue N.
PIN(s) & Legal Description See Attachment (attach additional sheet if necessary)
Lot Area .582 acres Current Zoning T3

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 Table 66.331. State the requirement and variance requested.
Variance to increase FAR under the T3 designation for a mixed use development from 3.0 to 4.1

SUPPORTING INFORMATION: Explain or demonstrate the following. Attach additional sheets if necessary.
1. Practical difficulties in complying with the provision of the code from which a variance is requested, and that the property would be used in a reasonable manner not permitted by the provision.
   See Attached
2. The plight of the landowner is due to circumstances unique to the property not created by the landowner.
   See Attached
3. The variance will not permit any use that is not allowed in the zoning district in which the property is located.
   See Attached
4. The variance will not alter the essential character of the surrounding area.
   See Attached
☒ 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

Rev 7.4.2019
RE: The following are the findings for a variance to increase FAR from 3.0 to 4.1 for the proposed 337 West 7th project: (79,764 sf to 109,000 sf) Per Table 66.331 of the St. Paul zoning code, FAR in the T3 zone is limited to 3.0.

(a) The variance is in harmony with the general purposes and intent of the zoning code.

The general purpose of the FAR limit is to limit buildings from obstructing light and air and limit urban density to align with a district intent. Currently the proposed parcels are bordered by two surface parking lots of relatively new developments (2015 & 2017). Due to the location and size of the adjacent surface parking lots, light and air would not be obstructed for the neighboring properties. The density proposed by the additional FAR would not deviate from the zoning codes intent of the T3 designation, as stated below:

The T3 traditional neighborhood district provides for higher-density pedestrian- and transit-oriented mixed-use development. It is designed for development or redevelopment of land on sites large enough to support:
- A mix of uses, including residential, commercial, civic and open space uses in close proximity to one another;
- A mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes;
- A system of interconnected streets and paths that offer multiple routes for motorists, pedestrians and bicyclists, and are connected to existing and future streets;
- A system of open space resources and amenities; and incorporation of environmental features into the design of the neighborhood.

The proposed project would be in harmony with this intent by providing a mix of uses, mix of unit types & sizes and a large amount of secured bicycle storage for to support multi-modal transportation of the district. Due to the location and narrow size of the subject site, opportunities for open space are limited.

(b) The variance is consistent with the comprehensive plan.

The increase in FAR will allow for concentrating density near thoroughfares and transit which is highly consistent with the City’s land use plans. The LU-B and LU-J plans of the 2030 Comprehensive plan designate this site as Mixed-Use Corridor. The LU-F plan also designates a major institutional employment center in near proximity to the site location. The added density is intended to serve this
employment center. Figure H-K (map) of the Comprehensive plan designates this site as a “opportunity area for potential new housing”, in which the proposed rezoning is consistent with. The proposed FAR increase is also consistent with the following policies of the 2030 Comprehensive plan:

LU Policy 1.2 Permit high density residential development in Neighborhood Centers, Mixed-Use Corridors, the Central Corridor, and Downtown.

LU Policy 1.21 Balance the following objectives for Mixed-Use Corridors through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, and providing housing at densities that support transit.

LU Policy 1.24 Support a mix of uses on Mixed-Use Corridors.

LU Policy 1.25 Promote the development of more intensive housing on Mixed-Use Corridors where supported by zoning that permits mixed-use and multifamily residential development.

LU Policy 1.28 Promote conditions that support those who live and work along Mixed-Use Corridors, including frequent transit service, vibrant business districts, and a range of housing choices.

H Policy 1.1. Increase housing choices across the city to support economically diverse neighborhoods.


H Policy 1.3. Revitalize the city by developing land-efficient housing.

A small area plan for the West 7th Corridor is currently being studied but not adopted and no further information about that plan has been available to the applicant or the general public.

(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.

Practical difficulties exist with delivering the type of development that is desired by the existing comprehensive plan and of the interests and character of the neighborhood. The inclusion of retail along West 7th Street for a mixed-use development is the desired land use for the site, which is encouraged by the mixed-use corridor designation in the comprehensive plan. Including a retail space with the components that accompany a retail use, such as, added parking, higher ceilings and back of house spaces contribute to a higher density. Furthermore, the placement of a retail space in a project is placed by default of the most desirable location for retail which affects the efficiency of other components. Lastly, practical difficulties exist in providing enough density to support the retail space desired by the comprehensive plan and better ensure the success of the retail component.

The applicant proposes to use the property in a reasonable manner by the revised design changes from the previous application. The FAR count is higher in this application; however, the proposed design is close to 6,000 sf less in terms of gross square footage for a smaller more efficient building proposed. The footprint has also been drastically reduced for more open space, less impervious surface and accommodation of stormwater detention. These stated design outcomes of a higher FAR positively reduce impacts to our environment and water quality for a more sustainable future.
(d) The plight of the landowner is due to circumstances unique to the property not created by the landowner.

The designation of a mixed-use corridor or inclusion of retail as written in the comprehensive plan is not created by the landowner. The properties location and unique urban context are circumstances that determine the chosen land use and need for additional FAR.

(e) The variance will not permit any use that is not allowed in the zoning district where the affected land is located.

Both the multi-family and retail uses are permitted uses in this designation per St. Paul zoning code.

(f) The variance will not alter the essential character of the surrounding area.

The variance for additional FAR will not alter the essential character of the Fort Road Federation neighborhood. The intention of the increase in FAR is to build upon and expand the existing character of the neighborhood, which is known for its vibrancy and accessibility to public transit.

(g) The application for a historic use variance under title IX, city planning, at section 73.03.1 of this Code, as authorized by Minn. Stats. § 471.193, subd. 3(6), shall be granted only to a property that is a locally designated heritage preservation site and the use variance is the minimum needed to enable the property to be used in a manner that will have the least impact upon its historic character and the character of the surrounding area.

N/A – This site is not designated as historic.
ZONING VARIANCE APPLICATION

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

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

Name Brian Farrell - rep. Northland Real Estate Group LLC & the Ackerberg Group
(must have ownership or leasehold interest in the property, contingent included)

Address 4324 W. Lake Harriet Pkwy., City Minneapolis State MN Zip 55410
Email Brian@northlandgroup.com Phone 612.850.8443

Name of Owner (if different) Bonfe Properties LLP Email tom.bonfe@gmail.com
Contact Person (if different) Aron Johnson - DJR Architecture Email ajohnson@djr-inc.com
Address 333 Washington Ave. N., Suite 210 City Minneapolis State MN Zip 55401

PROPERTY INFO
Address / Location 337 7th Street W., 366 & 372 Smith Avenue N.
PIN(s) & Legal Description See Attachment
(attach additional sheet if necessary) Lot Area 25,348 sf or .582 acres Current Zoning T3

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 Sec. 63.200
State the requirement and variance requested.

Variance to to reduce required parking from 136 stalls to 110.

SUPPORTING INFORMATION: Explain or demonstrate the following. Attach additional sheets if necessary.
1. Practical difficulties in complying with the provision of the code from which a variance is requested, and that the property would be used in a reasonable manner not permitted by the provision.
   See Attached

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

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

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

☐ 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 ______________________

Rev 7.4.2019
March 19, 2020

RE: The following are the findings for a variance to reduce required parking from 136 stalls to 110 stalls for the proposed 337 West 7th project:

Per Sec. 63.200 of the St. Paul zoning code, 136 stalls are required for the residential and retail components after reductions have been made for the T3 parking reduction and bicycle parking reduction per.

(a) The variance is in harmony with the general purposes and intent of the zoning code.
   The project proposes providing 110 vehicular stalls, 102 of which are semi-automated parking and 8 are conventional. 4 of the conventional stalls would be used for retail meeting the zoning code based on the retail space having a 1,621 sf of floor area as defined by St. Paul code. The variance for reduction of 26 stalls is directed toward the residential component of the building. The project will be submitting a Traffic study & TDMP (Traffic Demand Management Plan) as required in the future Site Plan submission to support the proposed count and properly mitigate the reduction.

(b) The variance is consistent with the comprehensive plan.
   The variance is consistent with the comprehensive plan because multiple policies are encouraging a high-density mixed-use project in this location designated as a “Mixed-use Corridor.” The LU-B and LU-J plans of the 2030 Comprehensive plan designate this site as Mixed-Use Corridor. The proposed reduction of parking will allow a high-density mixed-use development to be possible on this site and is consistent with the following policies of the 2030 Comprehensive plan:

   LU Policy 1.2 Permit high density residential development in Neighborhood Centers, Mixed-Use Corridors, the Central Corridor, and Downtown.

   LU Policy 1.21 Balance the following objectives for Mixed-Use Corridors through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, and providing housing at densities that support transit.

   LU Policy 1.24 Support a mix of uses on Mixed-Use Corridors.

   LU Policy 1.25 Promote the development of more intensive housing on Mixed-Use Corridors where supported by zoning that permits mixed-use and multifamily residential development.
LU Policy 1.28 Promote conditions that support those who live and work along Mixed-Use Corridors, including frequent transit service, vibrant business districts, and a range of housing choices.

A small area plan for the West 7th Corridor is currently being studied but not adopted and no further information about that plan has been available to the applicant or the general public.

(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.

Multiple practical difficulties exist for this property. Shallow bedrock has been confirmed by geotechnical reports made in the past month and the narrow lot size are the practical difficulties that are of no fault of the development team. Both of these practical difficulties make parking to the required 136 stalls unfeasible.

The shallow bedrock makes it unfeasible to construct underground parking and the narrow width of the site make it unfeasible to build multiple floors of parking above the first floor. The building podium has been significantly reduced and set back from the north and south property lines to accommodate stormwater detention as required by the City of St. Paul. Creating open space for the stormwater detention system makes it infeasible to build a ramp to a second floor of parking and meet the requirement due to the narrow width of the site.

The applicant proposes to use the property in a reasonable manner by integrating semi-automated parking to ensure that the residential component is parked .5 stalls to 1 unit. Utilizing this system in this development has many benefits to the city and environment. First, not building more levels of parking for the stormwater system helps to protect the water quality of surrounding wetlands. Along with that the building footprint has been reduced significantly which will decrease impervious surface and the heat island effect. Lastly, reducing the parking requirement and limiting parking to the ground floor makes this development more versatile and sustainable for the future. In the future. When parking demand lowers, the ground floor in the proposed development can be repurposed and reused easier than if a vehicular ramp were added for more stall. Many of the buildings in this district are historic, and many of them have been repurposed to benefit the City of St. Paul. This proposed development looks to the future of this structure fitting in to St. Paul’s urban fabric in the future.

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

The narrow dimensions of this parcel and shallow bedrock limits opportunities for vehicular parking which are unique to this site and are not created by the landowner.

(e) The variance will not permit any use that is not allowed in the zoning district where the affected land is located.

Both the multi-family and retail uses are permitted uses in this designation per St. Paul zoning code.

(f) The variance will not alter the essential character of the surrounding area.

The variance to reduce the parking requirement will not alter the essential character of the Fort Road Federation neighborhood. Reducing the parking requirement will allow retail and a high density mixed-use development to happen as desired in the comprehensive plan and the surrounding neighborhood.
(g) The application for a historic use variance under title IX, city planning, at section 73.03.1 of this Code, as authorized by Minn. Stats. § 471.193, subd. 3(6), shall be granted only to a property that is a locally designated heritage preservation site and the use variance is the minimum needed to enable the property to be used in a manner that will have the least impact upon its historic character and the character of the surrounding area.

N/A – This site is not designated as historic.
Committee of the Whole (COW) Submittal

Prepared for:
C.U.P. & Variance Applications
Supporting Drawings
03.19.2020

Project:
337 7th St. West
19-084.01
**Project Team**

**Development**
Ackerberg
3033 Excelsior Blvd., Suite 10
Minneapolis, MN 55416

Northland Real Estate Group LLC
4324 W Lake Harriet Pkwy
Minneapolis, MN 55410

**Architect**
DJR Architecture, Inc.
333 N Washington Avenue #210
Minneapolis, MN 55401

**Civil Engineer & Landscape Architect**
Civil Site Group
4931 West 35th Street
Suite 200
St. Louis Park, MN 55416

**Site Information (Current)**
337 West 7th Street and
366-372 Smith Avenue N.
St. Paul, MN 55102

**Address (Proposed)**
337 West 7th Street
St. Paul, MN 55102

**Area**
.57 acres (25,348 sq. ft.)
.61 acres (26,588 sq. ft.) after vacation

**Legal Description:**
Parcel 1: 012823410021 Lots 2, 3 and 4, located on Lots 4 and 5, Block 2 of Ewing & Chute’s Subdivision of Lots 6 and 7, Block 1, and Lots 4 and 5, Block 2, Leech’s Addition to Saint Paul, according to the recorded plat thereof, Ramsey County, Minnesota.

Parcel 2: 012823410012 Lot 11, Block 2, Leech’s Addition to Saint Paul, Ramsey County, Minnesota.

Parcel 3: 012823410011 The North one half (N1/2) of Lot 10, Block 2, Leech’s Addition to Saint Paul, Ramsey County, Minnesota. Abstract Property

**Project Narrative:**
The project proposes a mixed-use development with off-street semi-automated parking. The project site is located mid-block between West 7th Street and Smith Avenue in the West 7th/Fort Road neighborhood. The site is currently occupied by a single story auto repair building and surface parking. It is in close proximity to the Children’s Hospital and the vibrant street activity of West 7th Street. The site is supported by good transit with the 54, 70, 74 and 417 lines closely accessible.

The existing block has had recent developments to the north and south of the site. To the north a 5 story hotel with surface parking has been built in 2017. To the south a 2 story office building with surface parking has been built in 2015. Both adjacent developments have an existing alley run through the surface parking lots. This project proposes to vacate the alley for the whole block and help mitigate congestion on 7th St. West.
ZONING AND ADJACENT USES

SITE ANALYSIS - ZONING AND ADJACENT USES

Primary Zoning Map (Current Zoning)

- **R3 One-Family Residential**
- **RT2 Townhouse Residential**
- **B3 General Business**
- **RT1 Two-Family Residential**
- **R-C High-Density Multiple-Family Residence**
- **C-2 General Commercial**
- **B2 Community Business**
- **T3 Traditional Neighborhood**
- **R-3 Two-Family Residence**
- **T3M T3 w/ Master Plan**
- **L1 Light Industrial**

Transit Map (Met Transit)

- Lines served within 2 blocks: 54, 63, 70, 74, 117

Landuse Map

KEY

- Green: Public and Cultural
- Yellow: Single Family Housing
- Orange: Multi-Family Housing
- Blue: Commercial and Industrial
- Pink: Hospital and Healthcare
SURROUNDING BUILDINGS

1. Residence Inn Marriott (200 Grand Ave)
2. Hope Breakfast Bar (1 S Leech St)
3. Cafe Astoria (180 Grand Ave)
4. Grand 7 (315 7th St W)
5. Allina Health Emergency (167 Grand Ave)
6. Children's Minn. Hospital (345 Smith Ave N)
7. The Holy Mackerel Tattoo Shop (196 W Forbes Ave)
8. Sherman-Forbes Housing (310 7th St W #2)
9. Mobile Gas Station (236 Grande Ave)
10. 367 Smith Ave
11. 371 Smith Ave
12. St. Paul Labor Center (353 7th St W)
SITE PLAN

AREA SUMMARY
Level 1: 19,814 GSF
Level 2: 19,095 GSF
Level 3: 19,095 GSF
Level 4: 19,095 GSF
Level 5: 19,095 GSF
Level 6: 19,095 GSF
Level 7: 18,305 GSF
Roof: 0 GSF
Above Grade Total: 133,594 GSF
FAR: 108,595 SF
Total: 133,594 GSF

PROPOSED
7-STORY MIXED-USE BUILDING

EXISTING SURFACE PARKING
ST. PAUL LABOR CENTER

RESIDENCE INN
BY MARRIOTT

Scale: 1:40
### SF Acres Parking

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### Parking Data: Per Chapter 63

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<td>60</td>
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Parking Requirements:

- Residential Parking: 197 stalls
- Retail Parking: 4 stalls
- Total Parking: 201 stalls
- Sec. 66.342 T3 Reduction: 25% or 50 stalls
- New Base Req.: 151 stalls
- Sec. 63.207 Bicycle Parking: 10% or -15 stalls
- Req. Parking after reductions: 136 stalls

### Unit Count:

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Percentage: 0.0% 5.2% 10.4% 23.4% 0.0% 60.9%

### Site Applications:

- C.U.P. for Height: 55' to 85'
- FAR Increase: 3.0 to 4.08
- Parking Reduction: from 136 req. stalls to 110 stalls

### Previously Passed Site Applications:

- Rezoning: T2 to T3
- C.U.P. for Height: 55' to 75'
- FAR Increase: 3.0 to 3.44
- Loading Reduction: 1 stall to 0 stalls
- Alley Vacation: Vacate alley for whole block (Submitted)
LEVEL 1 SUMMARY

Parking - 15,050 sf
Core - 756 sf
Common - 1,227 sf
BOH - 981 sf
Retail - 1,800 sf

Total - 19,814 GSF

FLOOR PLANS - LEVEL 1
LEVEL 2 SUMMARY

<table>
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<tr>
<th>Category</th>
<th>Area</th>
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<tr>
<td>Residential</td>
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<td>Core</td>
<td>801 sf</td>
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<tr>
<td>Common</td>
<td>2,522 sf</td>
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<tr>
<td>BOH</td>
<td>342 sf</td>
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<td><strong>Total</strong></td>
<td>19,095 GSF</td>
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Key:
- Residential Units
- Retail Space
- Common Area
- Parking
- Core
- BOH

Scale: 1:30
LEVEL 3-6 SUMMARY

Residential - 15,955 sf
Core - 801 sf
Common - 1,997 sf
BOH - 342 sf

Total - 19,095 GSF

Key
- Residential Units
- Retail Space
- Common Area
- Parking
- Core
- BOH

Scale: 1:30
LEVEL 7 SUMMARY

- Residential: 14,163 sf
- Core: 801 sf
- Common: 2,999 sf
- BOH: 342 sf

Total: 18,305 GSF

Key:
- Residential Units
- Retail Space
- Common Area
- Parking
- Core
- BOH

Scale: 1:30

Residential Units
Retail Space
Common Area
Parking
Core
BOH
BUILDING SECTIONS

1 EAST - WEST SECTION
Scale: 1:40

2 NORTH - SOUTH SECTION
Scale: 1:30

3 NORTH - SOUTH SECTION
Scale: 1:30

Key
- Residential Units
- Retail Space
- Common Area
- Parking
- Core
- BOH

Residential Units
Retail Space
Common Area
Parking
Core
BOH

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**MATERIALS - EXTERIOR MATERIALS AND FIXTURES**

**BR1 - BRICK**
Vendor/Supplier: Glen Gery or similar
Model: Cool Grey, Molded, Modular
Color: Cool Grey
Use: Podium Material

**CP1 - COMPOSITE PANEL (WHITE)**
Vendor/Supplier: FUNDERMAX or similar
Model: M - LOOK or MAX COMPACT EXTERIOR or Similar
Color: White / TBD FOR ART APPLICATION
Use: Field Material

**CP2 - COMPOSITE METAL PANEL (LIGHT GRAY)**
Vendor/Supplier: FUNDERMAX or similar
Model: M - LOOK or MAX COMPACT EXTERIOR or Similar
Color: Gray / TBD FOR ART APPLICATION
Use: Field Material

**CP3 - COMPOSITE PANEL (WOOD)**
Vendor/Supplier: FUNDERMAX or Similar
Model: M - LOOK or MAX COMPACT EXTERIOR or Similar
Color: Spruce
Use: Accents

**MTL1 - METAL PANEL (CHARCOAL)**
Vendor/Supplier: Pac-Clad or Similar
Model: Flush Panel
Color: To match SW 7069 Iron Ore
Use: Field Material, Trim

**GL1 - LOW-E GLASS**
Vendor/Supplier: Vitro or similar
Model: SN 68, Insulated, Low-E coating
Color: Starphire
Use: All glass

**CN1 - PRECAST CONCRETE (SLATE)**
Vendor/Supplier: Stoneworks or similar
Model: #1000
Color: Natural Gray
Use: Podium base

*MATERIALS IN THIS DEPICTION ARE REPRESENTATIVE AND ARE SUBJECT TO CHANGE TO ACCOMMODATE FOR ART APPLICATION SELECTION*
SEE NEXT PAGE FOR ART APPLICATION INTENTION

**LT1 - WALL LIGHT 1**
Vendor/Supplier: TBD
Model: TBD
Color: 4000K
Use: Podium Sconce

View from West 7th Street looking Northwest
NORTH & SOUTH ELEVATIONS

Exterior Material Areas:

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<th>NORTH ELEVATION</th>
<th>SF</th>
<th>PERCENTAGE</th>
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OVERALL TOTALS

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NORTH & SOUTH ELEVATIONS

Scale: 1:40

SOUTH ELEVATION

Scale: 1:40

NORTH ELEVATION

Scale: 1:40
EAST & WEST ELEVATIONS

Exterior Material Areas:

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<tr>
<td>TOTAL SF</td>
<td>11,651 sf</td>
<td></td>
</tr>
</tbody>
</table>

WEST ELEVATION

Scale: 1:30

EAST ELEVATION

Scale: 1:30

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337 WEST 7TH ST.
St. Paul, Minnesota

03.19.2020
19-084.01
View from Smith Avenue looking Northeast
View from West 7th Street looking Southwest
SHADOW STUDY

9:00 AM
- SPRING/FALL EQUINOX
  - MARCH 21

12:00 PM
- SUMMER SOLSTICE
  - JUNE 21
- WINTER SOLSTICE
  - DECEMBER 22

3:00 PM
- SPRING/FALL EQUINOX
  - MARCH 21
- SUMMER SOLSTICE
  - JUNE 21
- WINTER SOLSTICE
  - DECEMBER 22
THANK YOU
Hello Anton,

I would like to request that a shadow study be done for this building. I find it disturbing that a variance was granted to go past the 45 feet limit to 75 feet and is now being considered to be even taller (85 feet?!)

This is upsetting to us to allow a building to be so tall at the edge of a very residential area. It will look so out of place and make our neighborhood feel like downtown – which it is not. We were fine with the Residence Inn being 55 feet (10 over the limit) – but nearly doubling? Please reconsider.

Thanks and be well,
Stephanie

Stephanie Moss
(she/her/hers)
Professional Development Coordinator

In response to the Covid-19 pandemic, Think Small’s physical office will remain closed until at least April 30th. Our priority will be to avoid disruption of services to the child care providers and families we serve. Think Small staff will be available by phone and email during this time.
Hello,

I’m a resident that lives at 56 Leech. Will this new structure be taller than the current new hotel on Leech and Grand Avenue? I am concerned that this structure will be too tall for the area – we are right across the street from this site. Please limit the height of this structure to be below the height of the new hotel.

We are not “downtown” – and I feel anything too tall will take away from the feel of the neighborhood – and also block our views of the neighborhood.

Thank you – Stephanie Moss

Thanks and be well,
Stephanie

Stephanie Moss
(she/her/hers)
Professional Development Coordinator

In response to the Covid-19 pandemic, Think Small’s physical office will remain closed until at least April 30th. Our priority will be to avoid disruption of services to the child care providers and families we serve. Think Small staff will be available by phone and email during this time.
Dear Secretary,

I was made aware of the plans for the 7 story apartment complex set to be constructed at 337 7th Street West.

In regards to the Conditional Use Permit for an 85’ structure, the approval of this permit is logical based upon the precedent of existing structures such as the United Hospital, the Irvine Park Towers at 7th and Sherman, both less than a block away, and other recent construction on 7th between Chestnut and 5th, as well as the Irvine Exchange on Exchange, which can be considered, arguably, significantly above the 55’ at some portions of the buildings if not all. Therefore the approval of this additional height seems appropriate.

In regards to the Conditional Use Permit to reduce required parking from 136 to 110, this is not appropriate and should not be approved. With an already congested, destination area of St. Paul drawing significant street traffic, street parking is not a realistic alternative to the additional residents, and without any real public transportation solutions to be adopted in the foreseeable future, residents need cars. Therefore residents within the new building and equally as much, if not more, the residents living around the new building deserve to not be inconvenienced by lack of parking or the added expense of renting parking spaces due to new construction that has already been given a special Permit to build taller than current zoning permits.

Since it can be assumed that the additional height is far more valuable of the two above requests, approval of the additional height, and rejection of the fewer parking spaces is an equitable if not a generous determination.

Please include these comments in the public meeting on April 26th.

Thank you so much,
Geoffrey Curley
Dear zoning committee,

My name is Mike Salovich. I live in 50 Irvine Park. The proposal for the new building has been discussed in our Facebook page. Here are my thoughts... In summary I think the development is good for West seventh and will encourage more development.

**My two cents...**

- The Bonfe Building is ugly
- I’m happy it’s been replaced by people, not an office building
- More people means more development on West seventh, including new or remodeled restaurants and maybe a mini target or grocery store, which will inspire more apartments
- A few less parking spaces seems to be OK because less people own cars
- I wish the design was more historic with brick
- The look and height of the apartment building is similar to new apartment buildings in Uptown and near Southdale. It’s exciting to think that West 7th development could be similar!
- The new development will increase property values nearby, just like uptown

Sincerely,

Mike
Sent from my iPhone
FILE #20-021233 | AERIAL MAP

Application of Northland Real Estate Group LLC & The Acherberg

Application Type: CUP with Variance
Application Date: March 19, 2020
Planning District: 9

Subject Parcel(s) Outlined in Blue

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Application of Northland Real Estate Group LLC & The Acherberg

Application Type: CUP with Variance
Application Date: March 19, 2020
Planning District: 9

Subject Parcel(s) Outlined in Blue

InsideRoadEdgesOverlay

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

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