

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** 337 W 7th / 366-372 Smith CUP & Variances **FILE #:** 20-021-233
 2. **APPLICANT:** Northland Real Estate Group LLC **HEARING DATE:** April 23, 2020
 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 **PRESENT ZONING:** T3
 7. **ZONING CODE REFERENCE:** §61.501, §61.601, §63.207, §66.331
 8. **STAFF REPORT DATE:** April 14, 2020 **BY:** Anton Jerve
 9. **DATE RECEIVED:** March 20, 2020 **60 DAY DEADLINE FOR ACTION:** May 29, 2020
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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 _____

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@djri-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) 25,348 sf or
.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 _____



333 Washington Ave N
Suite 210 | Union Plaza
Minneapolis MN 55401
612.676.2700 | www.djrarch.com

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



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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.



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Minneapolis MN 55401
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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 1.2. Meet market demand for transit-oriented housing.

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@djri-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) 25,348 sf or
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



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Minneapolis MN 55401
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March 19, 2020

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 1.2. Meet market demand for transit-oriented housing.

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

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@djri-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) 25,348 sf or
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 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 [Signature] Date _____



333 Washington Ave N
Suite 210 | Union Plaza
Minneapolis MN 55401
612.676.2700 | www.djrarch.com

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.



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

Project:
337 7th St. West
19-084.01

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Aerial View from Ramsey County Interactive Map

PROJECT DESCRIPTION

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

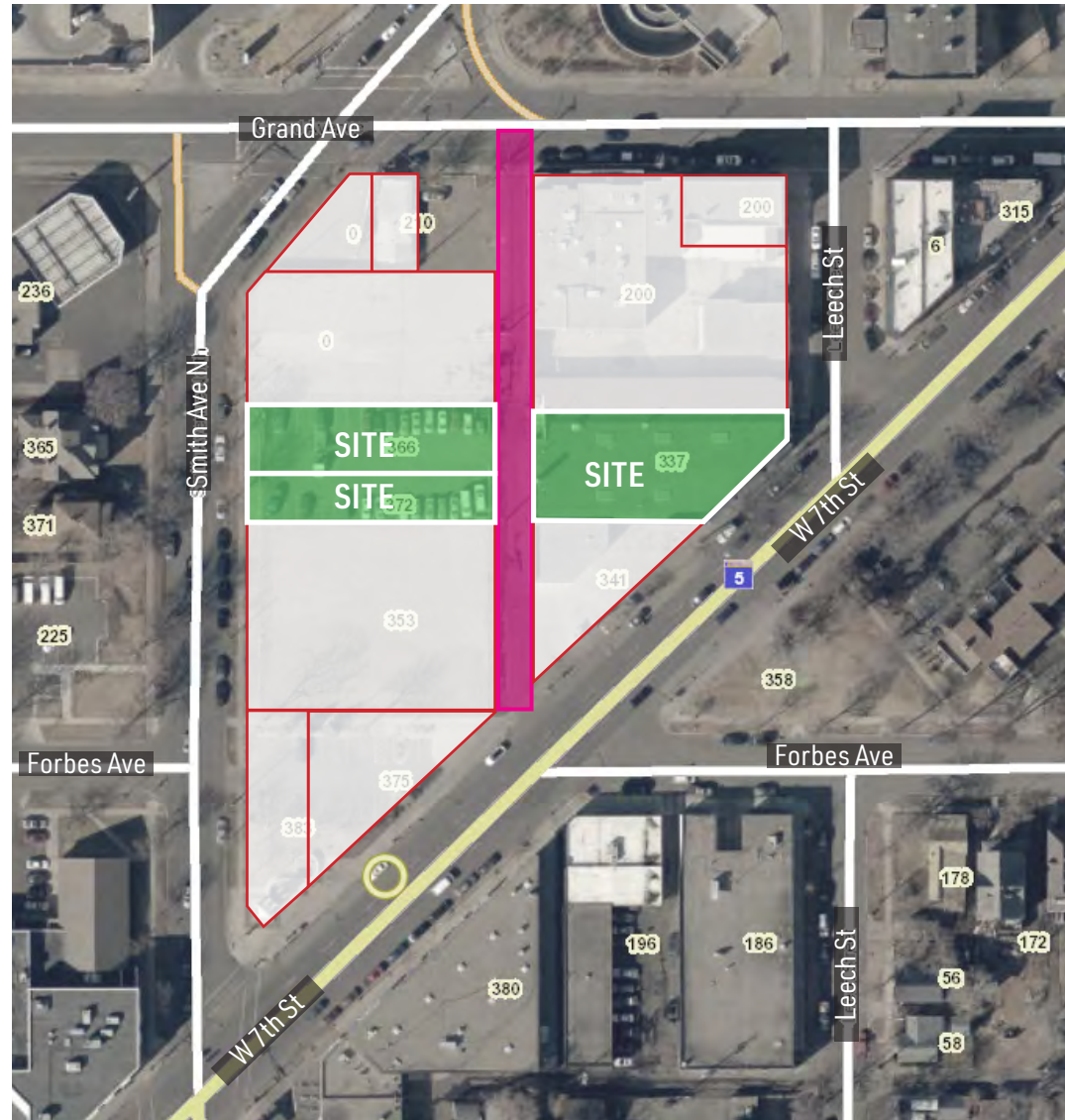
Site Information (Current)
 337 West 7th Street and
 366-372 Smith Avenue N.
 St. Paul, MN 55102

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

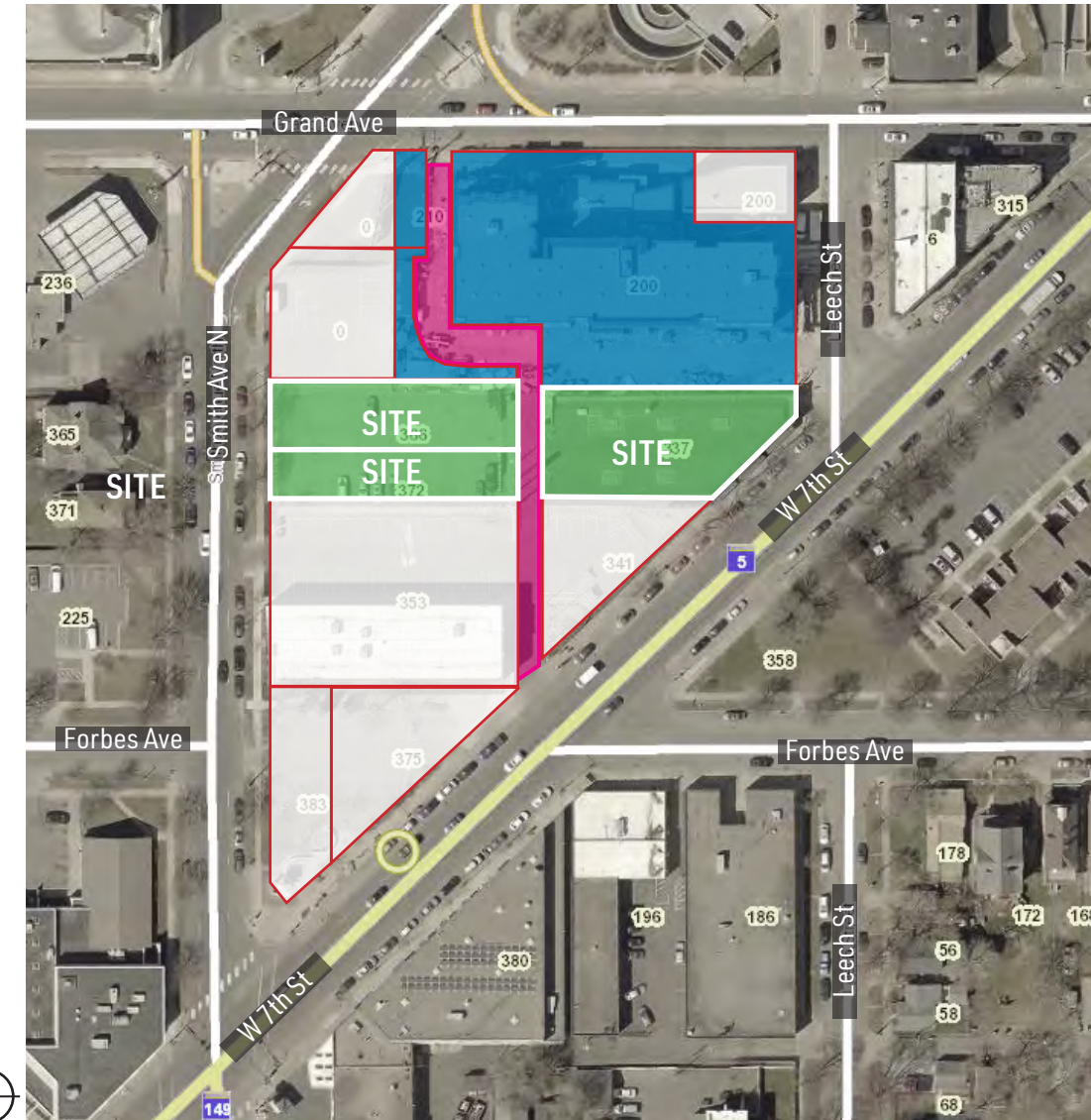
Area
 .57 acres (25,348 sq. ft.)
 .61 acres (26,588 sq. ft.) after vacation

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



Aerial from St. Paul Interactive Map - 2015



Aerial from St. Paul Interactive Map - 2018

- - SITE
- - ALLEY WAY
- PARCELS
- - 2017 HOTEL ADDITION

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.

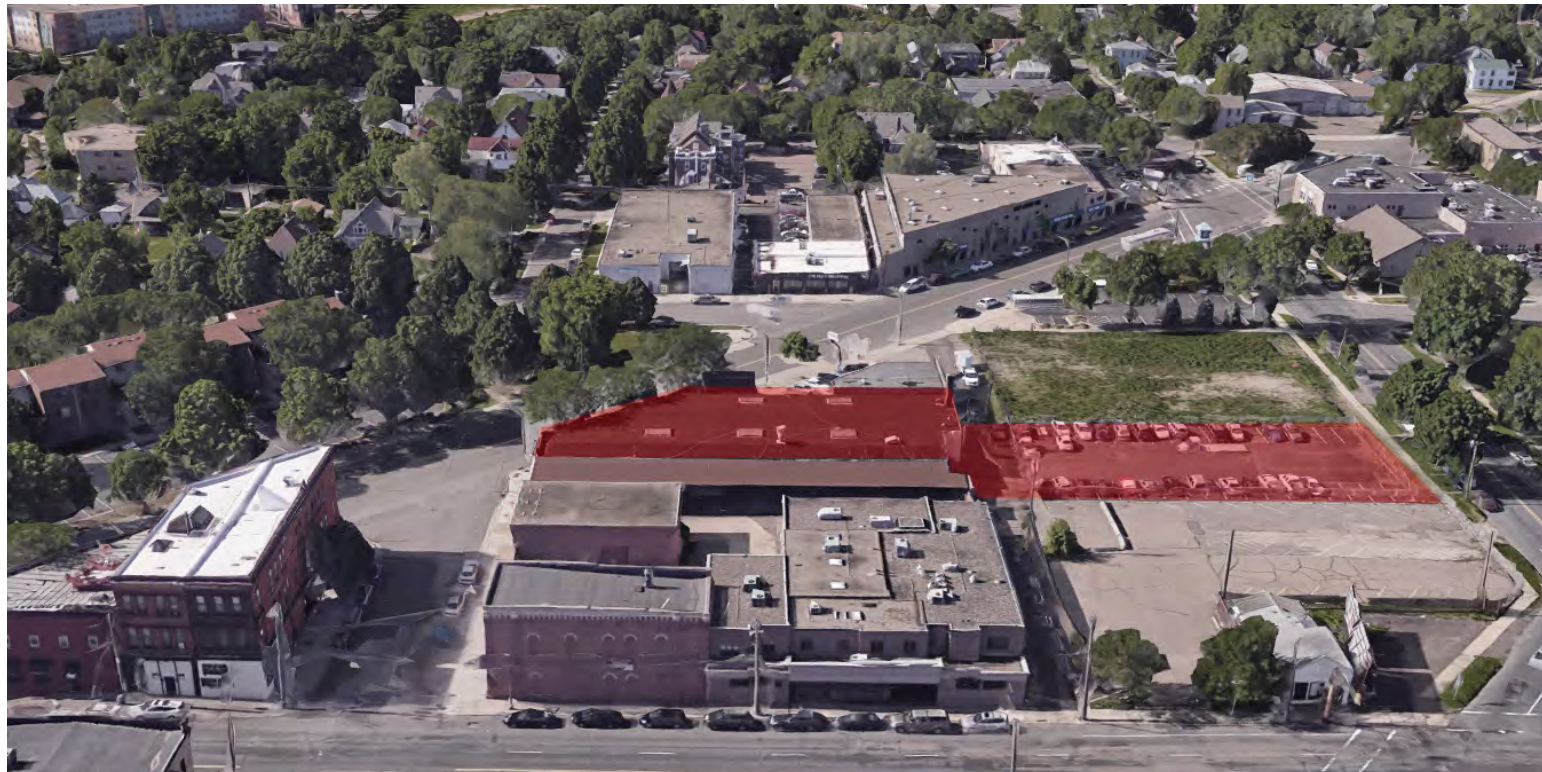
SITE AERIALS



Aerial Photo Looking North



Aerial Photo Looking West

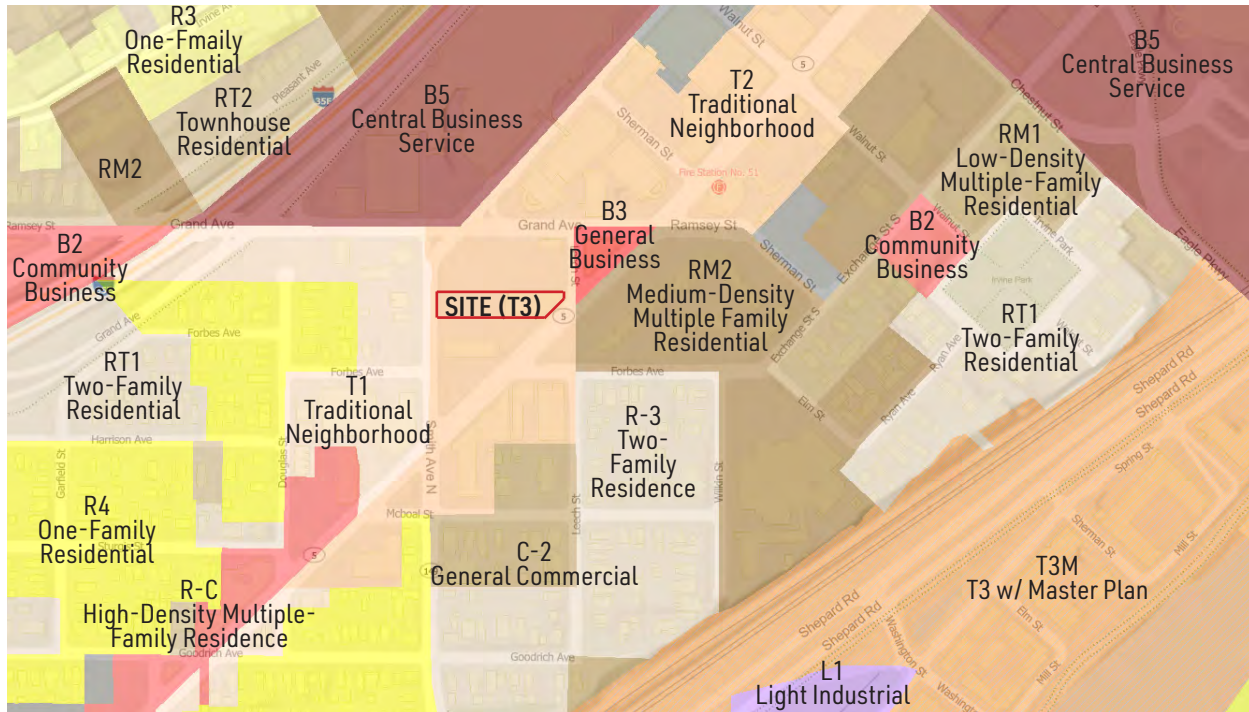


Aerial Photo Looking South

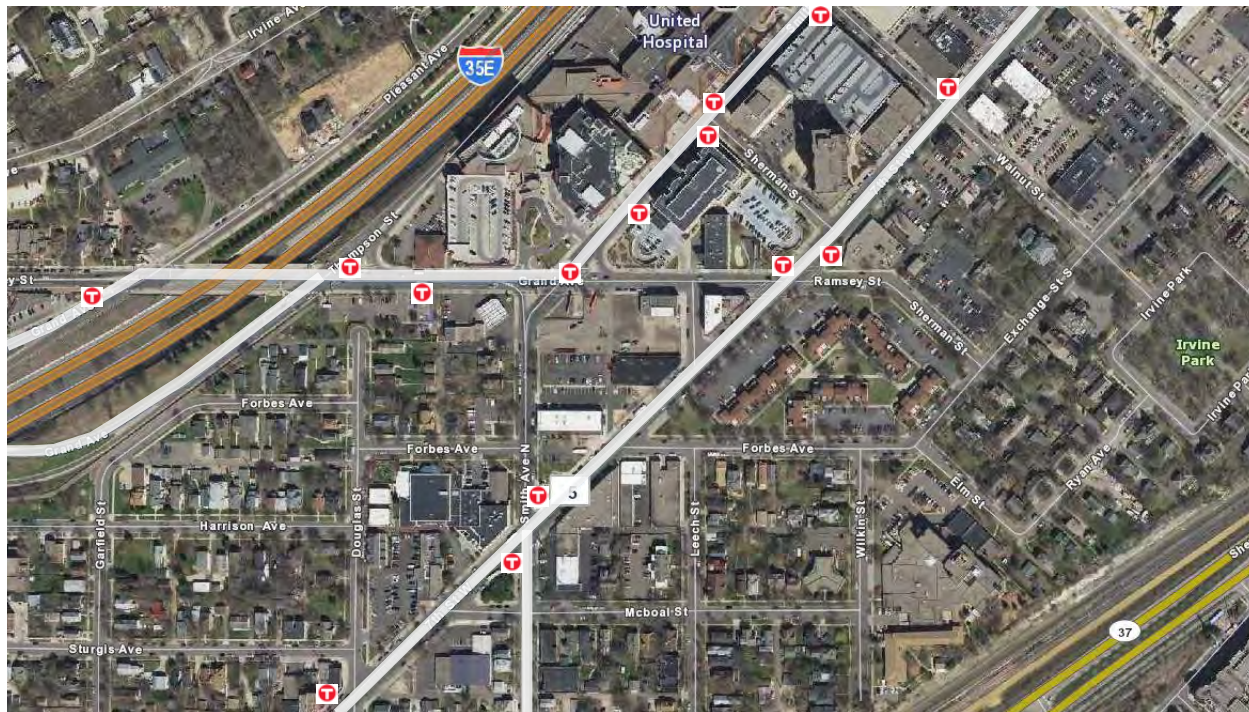


Aerial Photo Looking East

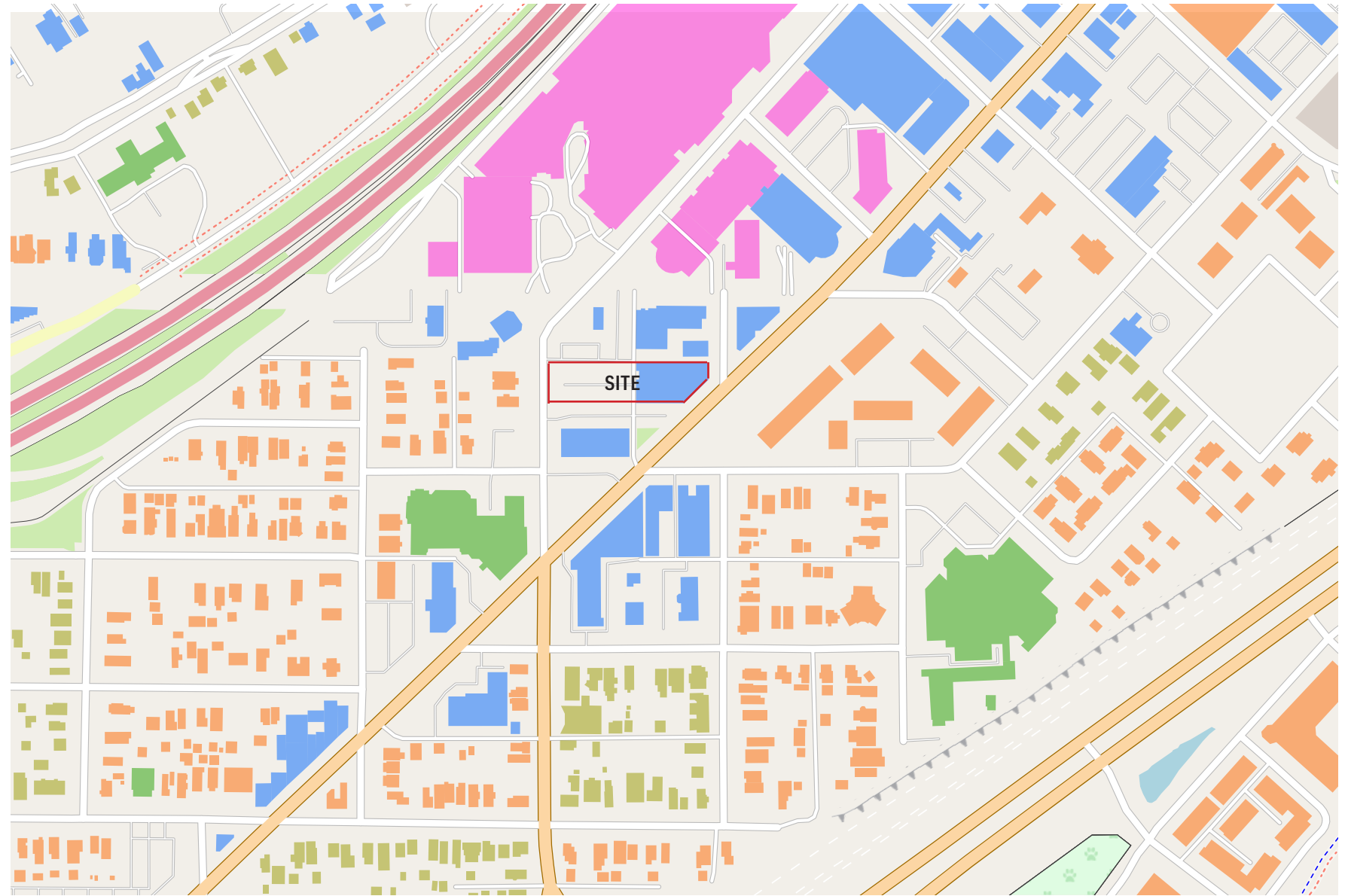
ZONING AND ADJACENT USES



Primary Zoning Map (Current Zoning)



Transit Map (Met Transit)
Lines served within 2 blocks: 54, 63, 70, 74, 117

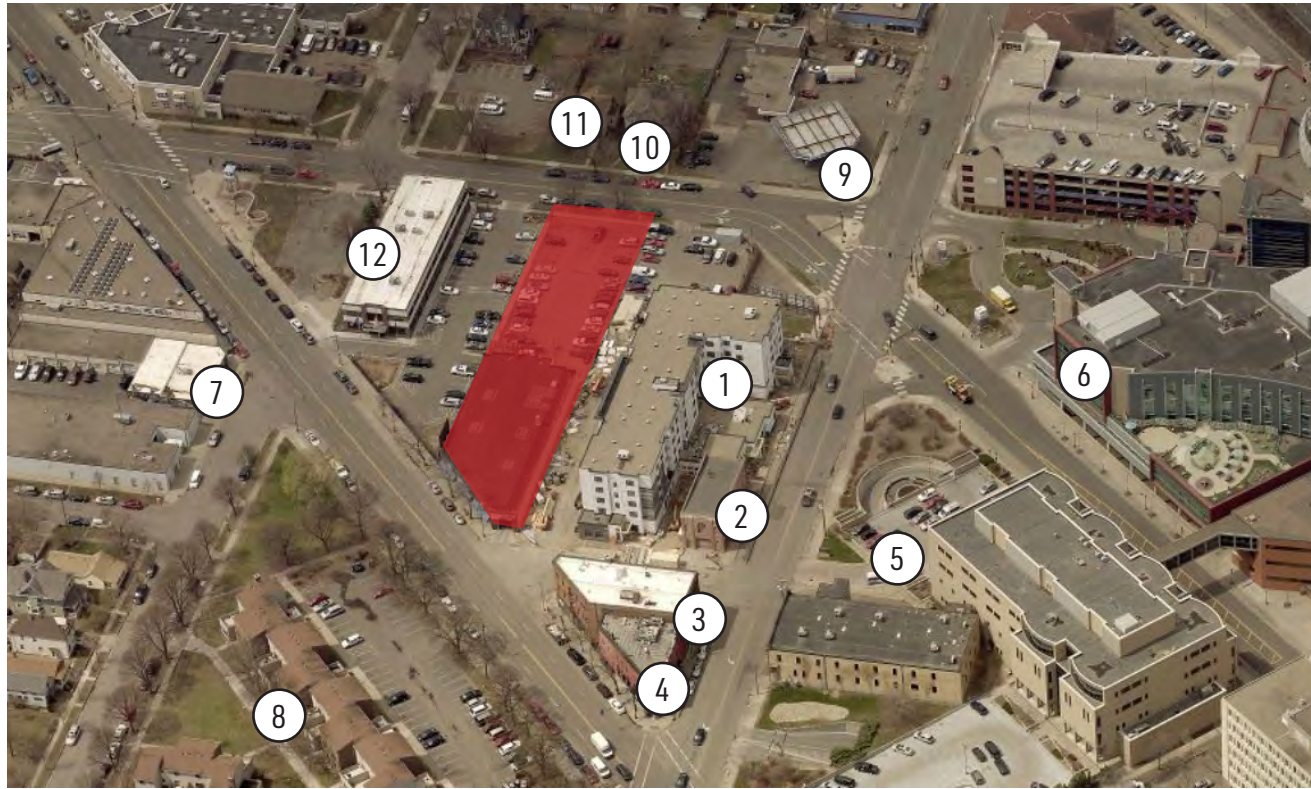


Landuse Map

KEY

- Public and Cultural
- Single Family Housing
- Multi-Family Housing
- Commercial and Industrial
- Hospital and Healthcare

SURROUNDING BUILDINGS



1. Residence Inn Marriot (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)



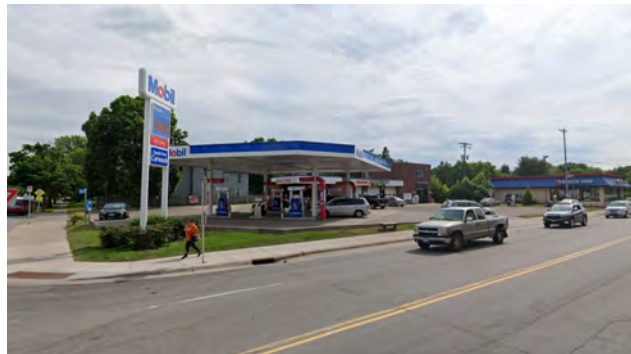
6. Children's Minn. Hospital (345 Smith Ave N)



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



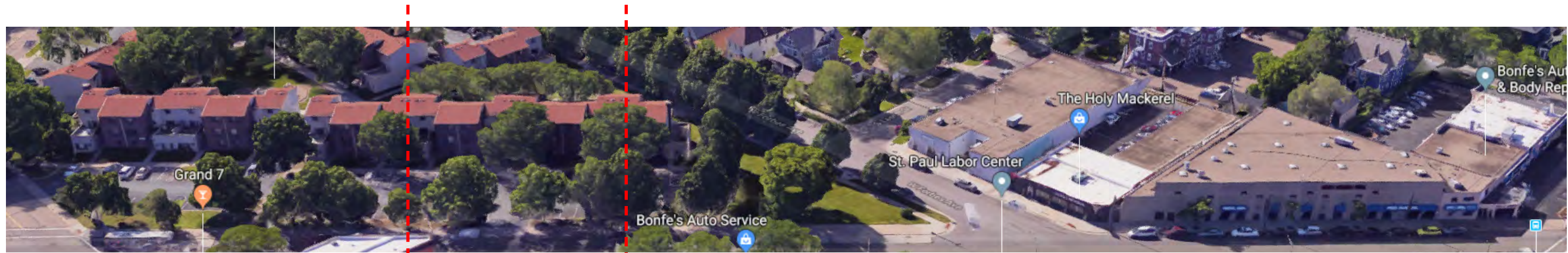
12. St. Paul Labor Center (353 7th St W)

STREET PANORAMA



7TH ST LOOKING NORTH - WEST

SITE



7TH ST LOOKING SOUTH - EAST

ACROSS FROM SITE

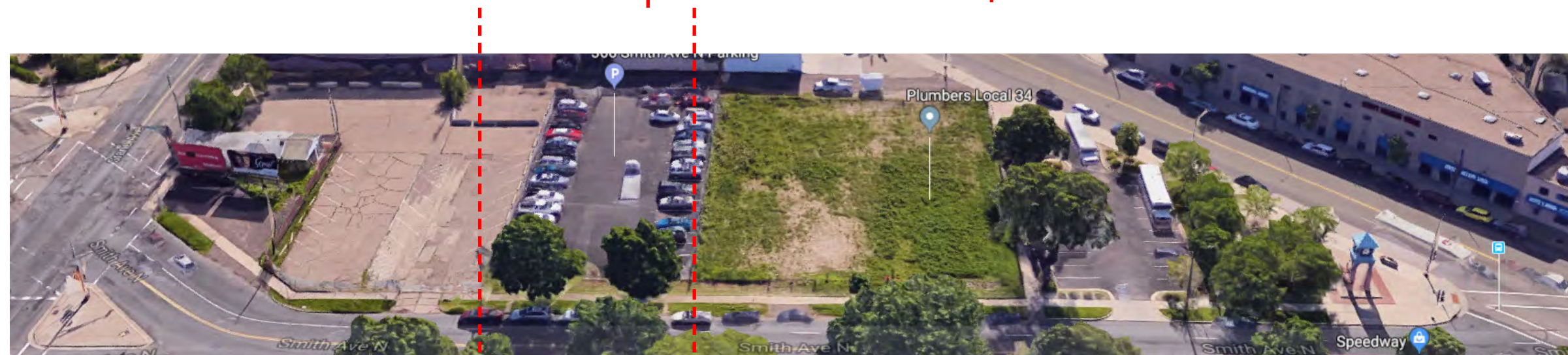


Key Map

STREET PANORAMA



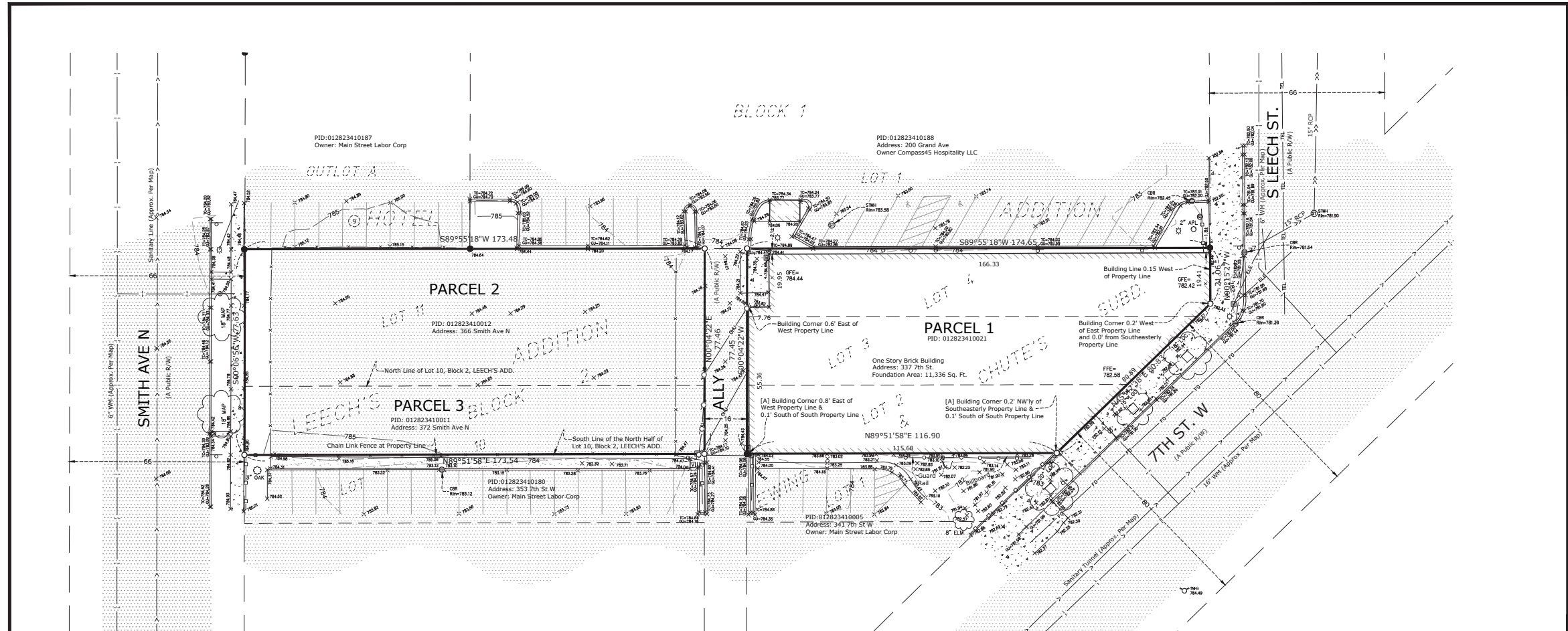
ACROSS FROM SITE
SMITH ST LOOKING EAST



SITE
SMITH ST LOOKING WEST



Key Map



DESCRIPTION OF PROPERTY SURVEYED

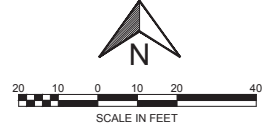
- Commitment no. 56075:**
Parcel 1:
Lots 2, 3 and 4, located on Lots 4 and 5, Block 2 of Ewing & Chute's Subdivision of Lots 6 and 7, Block 1, and Lots 4 and 5, Block 2, Leech's Addition to Saint Paul, according to the recorded plat thereof, Ramsey County, Minnesota.
- Commitment no. 56075:**
Parcel 2:
Lot 11, Block 2, Leech's Addition to Saint Paul, Ramsey County, Minnesota.
- Commitment no. 56075:**
Parcel 3:
The North one half (N1/2) of Lot 10, Block 2, Leech's Addition to Saint Paul, Ramsey County, Minnesota.
Abstract Property
- ALTA/NSPS Land Title Survey Notes**
(numbered per Table A)
- Bearings are based on the Ramsey County Coordinate System (1986 Adjustment).
 - Site Address: 337 7th St. W, 366 Smith Ave N, & 372 Smith Ave N, Saint Paul, MN 55102-2342.
 - This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27123C01036, effective date of June 4, 2010.
 - The Gross land area is 25,348 +/- square feet or 0.582 +/- acres.
 - Elevations are based on the NGVD 29 Datum. Site Benchmark is the top of nut of fire hydrant located on the southeasterly side of 7th Street West approximately 70 feet southeasterly of the southeasterly property corner of Parcel 1. Elevation = 784.49.
 - The current Zoning for the subject property was not provided.
 - There were no discernible parking stripes observed on the subject property.
 - We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property.
 - The names of the adjoining owners of the platted lands, as shown hereon, are based on information obtained from Ramsey County GIS.

SURVEY REPORT

- This map and report was prepared with the benefit of a Commitment for Title Insurance issued by Commercial Partners Title, LLC as agent for Old Republic National Title Insurance Company, File No. 56075, dated June 25, 2019. We note the following with regards to Schedule B of the herein referenced Title Commitment:
 - Item no.'s 1-10 are not survey related.
 - The following are numbered per the referenced title Commitment:
 - Subject to rights of the public in and to 7th Street West and Smith Avenue as currently laid out and traveled as shown on available maps. 7th Street West and Smith Avenue as shown hereon.
 - Easements for utility, facilities and related purposes in favor of Northern States Power Company d/b/a Xcel Energy - Electric Division, Comcast and CenturyLink lying within the alley adjoining the subject property as evidenced in that certain Resolution RES 16-435 dated December 14, 2016, filed April 19, 2017, as Document No. A04655109. INFORMATIONAL NOTE: The vacation indicated in said above mentioned resolution vacates the alley lying North of the subject property affecting other land.
 - Subject to possible consequences of historical variations of the legal descriptions used to describe the subject property. (Parcels 2 and 3) NOTE: In the 1950's both Parcels 2 and 3 were described as being part of Leech's Addition to St. Paul as evidenced in Document Nos. 1432879 and 1451704. In 1983 Parcel 2 was described as being part of Samuel Leech's Addition to the City of Saint Paul, yet in 1984 it was again described as being part of Leech's Addition to the City of Saint Paul. Then in 2001 both parcels were described as being part of Samuel Leech's Addition to Saint Paul evidenced in Document Nos. 3424054 and 3424055. When searching the records of the Ramsey County Recorder office for records regarding the above mentioned plats; the following was found: When searching Samuel Leech's, Samuel Leech's and Leech's Additions to the City of St. Paul, all have separate tract indexes, yet show the same information for all, but when searching for plat copies, whether searching variations of Samuel Leech's Addition or Leech's Addition only the following appear: A plat search of any variation of Leech's Addition to the City of St. Paul finds five (5) copies being multiple copies of Leech's Addition, and also a copy of Leech's Addition, which appears to show the same block layout and locations with the exception to the street name of Leech as shown on the recorded plat of Leech's Addition, appears as Leech on the Leech's Addition plat. No recorded plat copy was located indicating Samuel Leech's or Samuel Leech's Addition. It was determined that the grantor on the Plat of Leech's Addition to Saint Paul was a Samuel Leech. There is no tract index appearing for Leech's Addition to Saint Paul, yet the recorded plat does appear as part of the indexed plat image for Leech's Addition to Saint Paul. If found necessary, a quiet title action may be required to determine the correct legal to be used to describe the subject property. Neither Commercial Partners Title, LLC, nor Old Republic National Title Insurance Company will undertake to proceed with said quiet title action, if necessary. This commitment will use the historical recorded plat of Leech's Addition to Saint Paul.
 - Conflicts such as (but not limited to): encroachments, protrusions, access, occupation, and easements and/or servitudes:
 - We note the following possible encroachments:
 - South line of building on Parcel 1 encroaches onto adjacent property to south 0.1 feet, as shown hereon.

ALTA CERTIFICATION

To: Northland Real Estate Group, LLC, a Minnesota limited liability company; Bonif Properties LP, a Minnesota limited liability partnership; Commercial Partners Title, LLC; Old Republic National Title Insurance Company.
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 8, 9, 11, and 13 of Table A thereof. The field work was completed on August 19, 2019.
Dated this 23rd day of August, 2019.
Rory L. Synstelien
rory@civilsitegroup.com
Minnesota License No. 44565



Linetype & Symbol Legend

FD	FIBER OPTIC	⊕	SIGN	⊠	AIR CONDITIONER
—	GAS MAIN	⊕	UTILITY MANHOLE	●	BOLLARD
—	WATER MAIN	⊕	SANITARY MANHOLE	⊕	ELECTRIC MANHOLE
—	SANITARY SEWER	⊕	STORM MANHOLE	⊕	FLAG POLE
—	STORM SEWER	⊕	CATCH BASIN	⊕	FLARED END SECTION
—	OVERHEAD UTILITIES	⊕	ROOF DRAIN	⊕	GAS VALVE
—	TELEPHONE LINE	⊕	TELEPHONE BOX	⊕	HANDICAP SYMBOL
—	ELECTRIC LINE	⊕	TELEPHONE MANHOLE	⊕	HYDRANT
—	CABLE LINE	⊕	ELECTRIC TRANSFORMER	⊕	WATER MANHOLE
—	CHAINLINK FENCELINE	⊕	TRAFFIC SIGNAL	⊕	WATER VALVE
—	WOODEN FENCELINE	⊕	CABLE TV BOX	⊕	POWER POLE
—	GUARDRAIL	⊕	ELECTRICAL METER	⊕	GUY WIRE
—	CONCRETE SURFACE	⊕	GAS METER	⊕	CONFEROUS TREE
—	PAVER SURFACE	⊕	FOUND IRON MONUMENT	⊕	DECIDUOUS TREE
—	BITUMINOUS SURFACE	⊕	SET IRON MONUMENT	⊕	
—	GRAVEL/LANDSCAPE SURFACE	⊕	CAST IRON MONUMENT	⊕	



**337 7th St. W,
366, 372 Smith Ave N,**
St Paul, Minnesota 55102
Brain Farrell
Northland Real Estate Group

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
RORY L. SYNSTELIEN
DATE 8-23-2019 LICENSE NO. 44565



REVISION SUMMARY

DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY
V1.0
PROJECT NO. 19249
© COPYRIGHT 2019 CIVIL SITE GROUP INC.



EXTERIOR RENDERING

03.19.2020

337 WEST 7TH ST.

St. Paul, Minnesota

19-084.01

PROPOSED PROJECT

Prepared for:

C.U.P. & Variance Applications

Supporting Drawings

03.19.2020

Project:

337 7th St. West

19-084.01

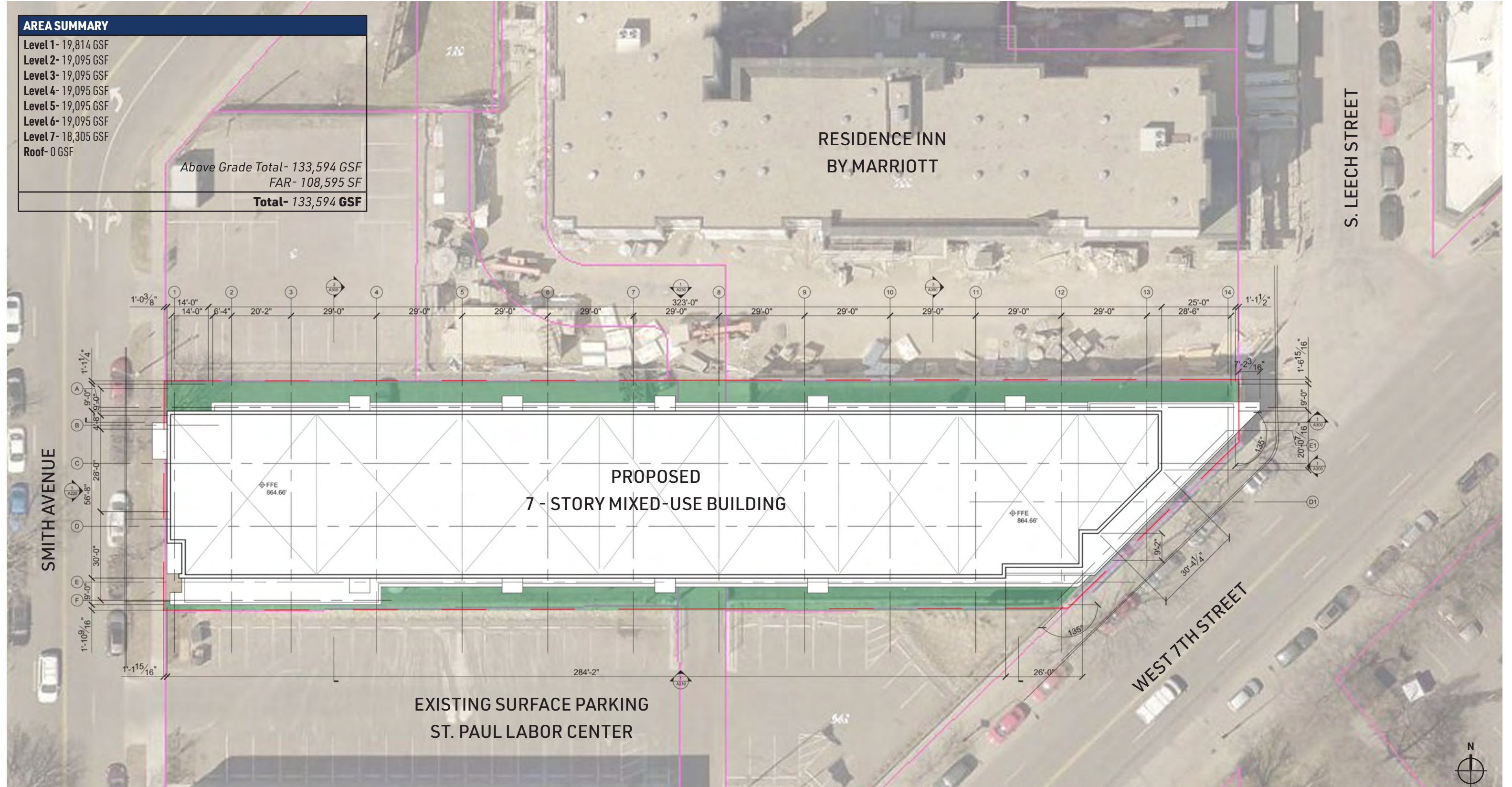


SITE PLAN

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	

Above Grade Total- 133,594 GSF
FAR- 108,595 SF

Total- 133,594 GSF



Scale: 1:40



SITE PLAN
03.19.2020
337 WEST 7TH ST.
St. Paul, Minnesota
19-084.01

ZONING AND BUILDING DATA

Site Area:

PID Number	SF	Acres
_012823410021	11,817	0.27
_012823410012	8,873	0.20
_012823410011	4,525	0.10
Total	25,215	0.57
Total w/ Alley	26,588	0.61

Area & Height Data:

Floor	Elev. (ft.)	Clear Ht. (ft.)	Flr. To Flr. (ft.)	Cum. Ht (ft.)	GSF (sf)	FAR (sf)	Common (sf)	Core (sf)	BOH (sf)	Retail (sf)	Res. (sf)	Parking (sf)	Units (count)	Stalls (count)	Bike Stalls (count)
Roof	864.66	N/A	N/A	84'-2"											
L7	854.17	9'-0"	10'-6"	82'-2"	18305	16834	2999	801	342	0	14163	0	31	0	
L6	843.17	9'-0"	11'-0"	71'-8"	19095	17588	1997	801	342	0	15955	0	33	0	
L5	832.17	9'-0"	11'-0"	60'-8"	19095	17588	1997	801	342	0	15955	0	33	0	
L4	821.17	9'-0"	11'-0"	49'-8"	19095	17588	1997	801	342	0	15955	0	33	0	
L3	810.17	9'-0"	11'-0"	38'-8"	19095	17588	1997	801	342	0	15955	0	33	0	
L2	799.00	9'-0"	11'-2"	27'-8"	19095	17588	2522	801	342	0	15430	0	29	0	
L1	784.5/782.5	13'-6"/15'-6"	14'-6"/16'-6"	16'-6"	19814	3821	1227	756	981	1800	0	15050	0	110	63
Total					133594	108595	14736	5562	3033	1800	93413	15050	192	110	63

Parking Data: Per Chapter 63

17

	Vehicular Parking				Bike Parking	
	Stalls	Standard	ADA	Compact	Lg. Term	Sh. Term
L1	110	0	2	110	63	0
Total	110	0	2	110	63	0
<i>Required</i>	136	67*	2		60	N/A

*Includes Standard & ADA (Non-compact)

Unit Count:

	3BR	2BR	1BR	Micro1BR	Alcove	Studio	Total
L7	0	1	1	9	0	20	31
L6	0	2	2	9	0	20	33
L5	0	2	2	9	0	20	33
L4	0	2	2	9	0	20	33
L3	0	2	2	9	0	20	33
L2	0	1	11	0	0	17	29
L1	0	0	0	0	0	0	0
Total	0	10	20	45	0	117	192
<i>Percentage</i>	0.0%	5.2%	10.4%	23.4%	0.0%	60.9%	

Parking Reductions:

Parking Req. Residential	197 stalls
Parking Req. Retail	4 stalls
Total Req. 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

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:

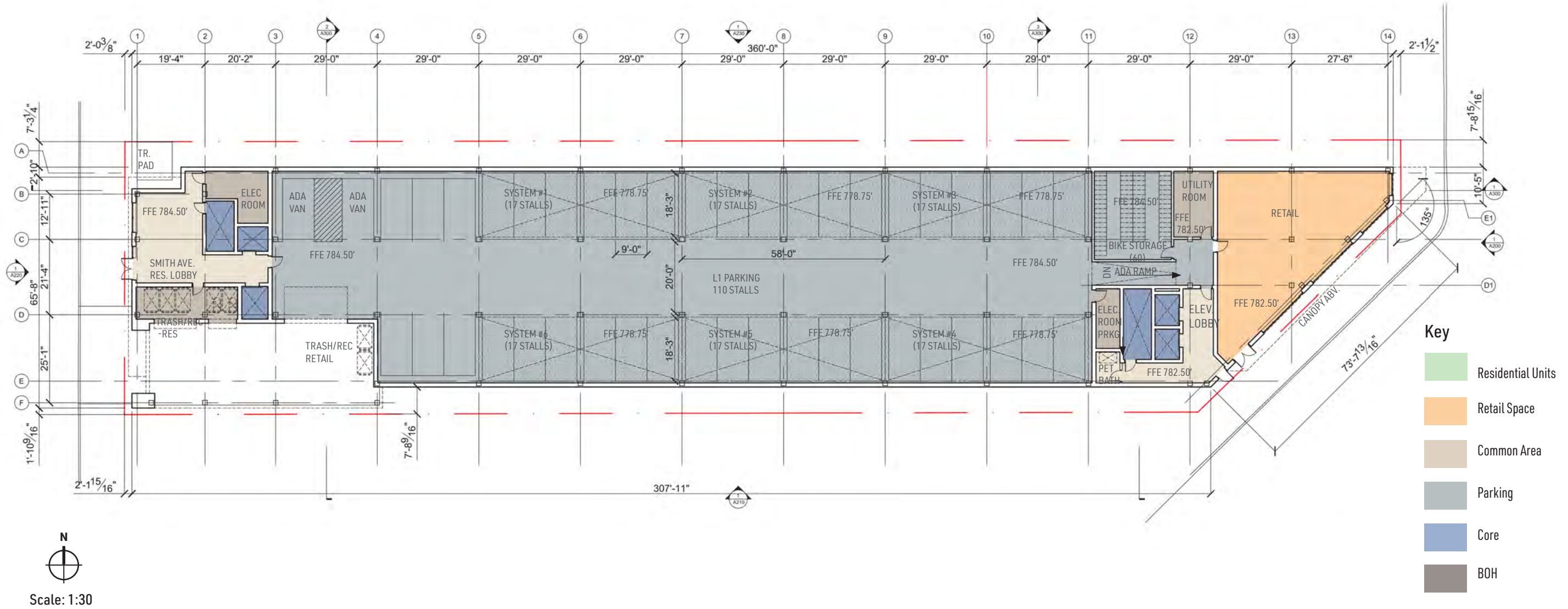
Rezoning: T2 to T3
 C.U.P. for Height: 55' to 75'
 FAR increase: 3.0 to 3.44
 Loading reduction: 1 stall to 0 stalls
 Alley Vacation: Vacate alley for whole block (Submitted)



Aerial View from South

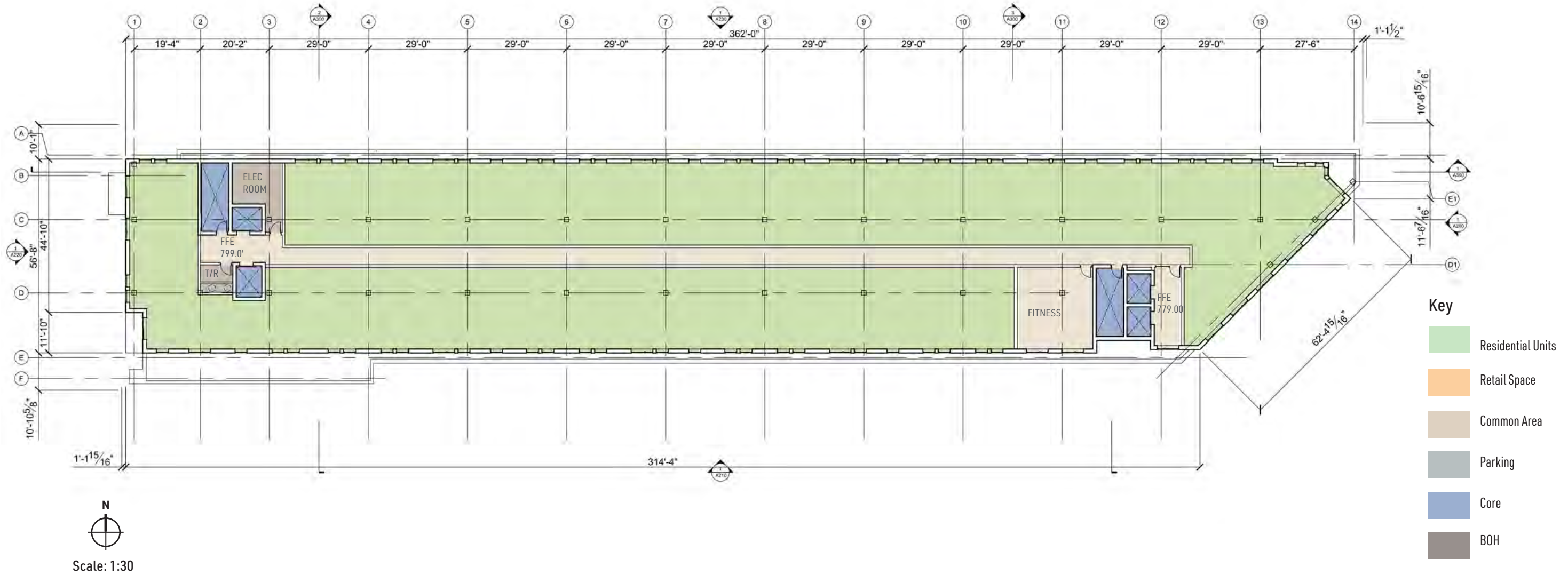
FLOOR PLANS - LEVEL 1

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	

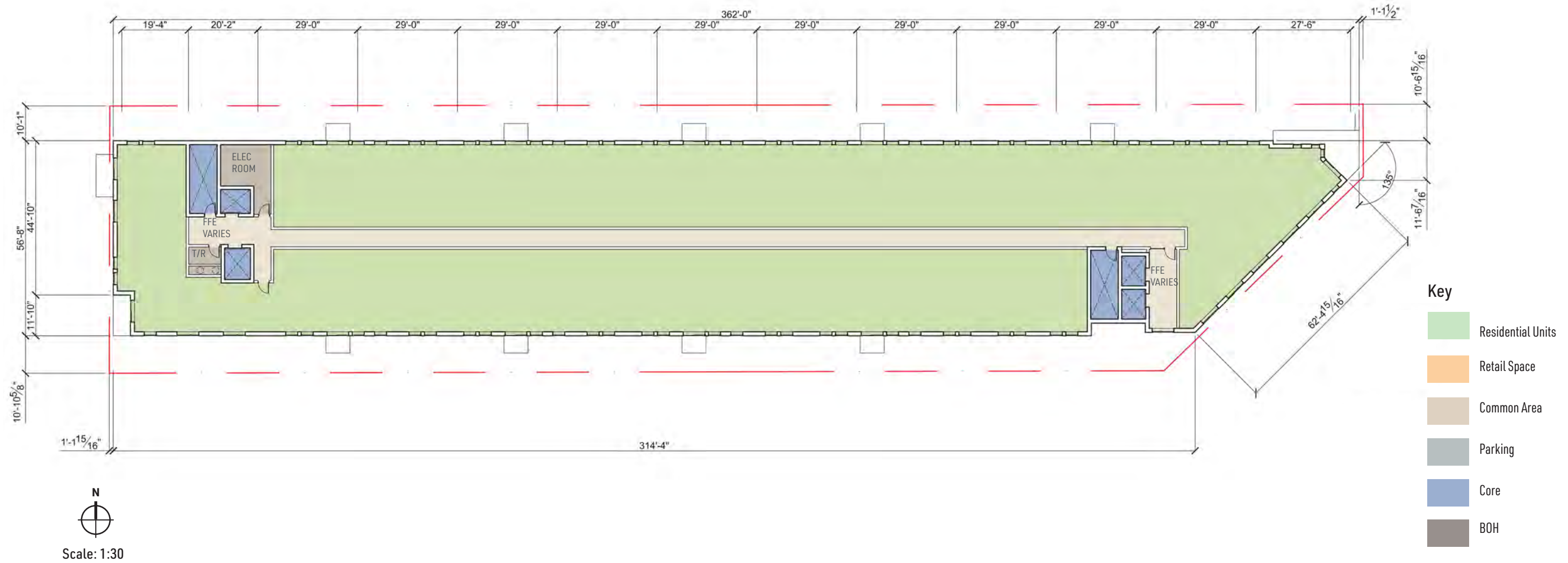


FLOOR PLANS - LEVEL 2

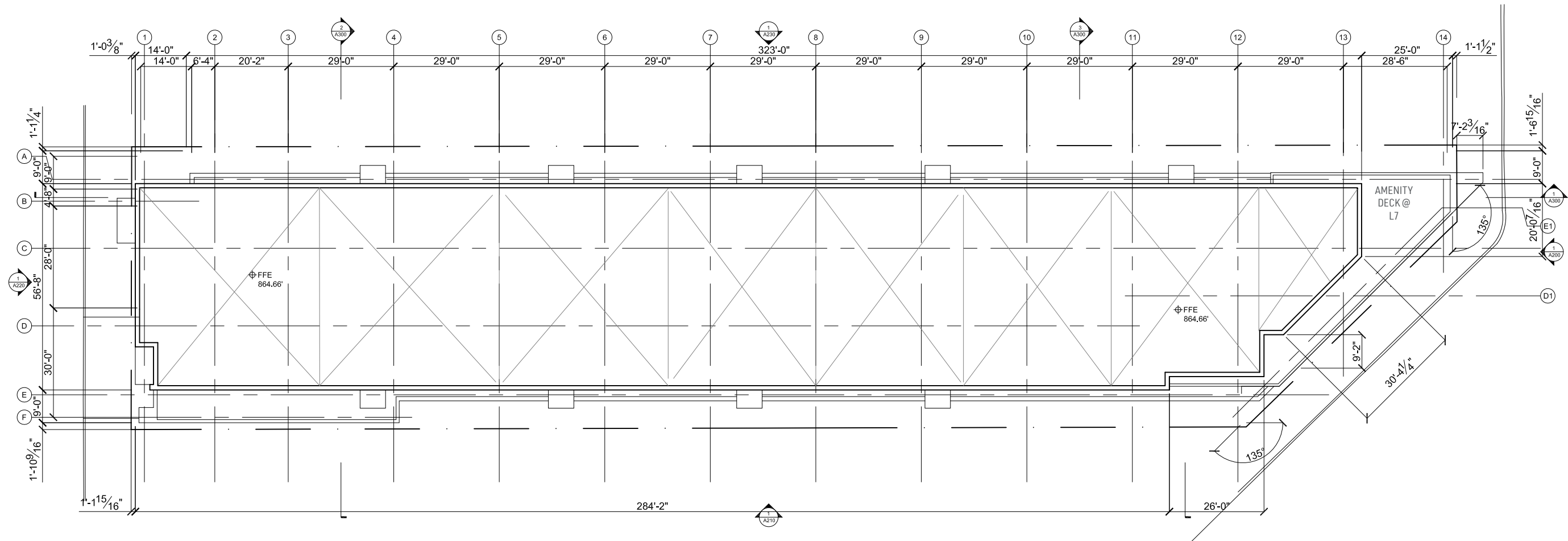
LEVEL 2 SUMMARY	
Residential	- 15,430 sf
Core	- 801 sf
Common	- 2,522 sf
BOH	- 342 sf
Total- 19,095 GSF	



LEVEL 3-6 SUMMARY	
Residential	- 15,955 sf
Core	- 801 sf
Common	- 1,997 sf
BOH	- 342 sf
Total- 19,095 GSF	

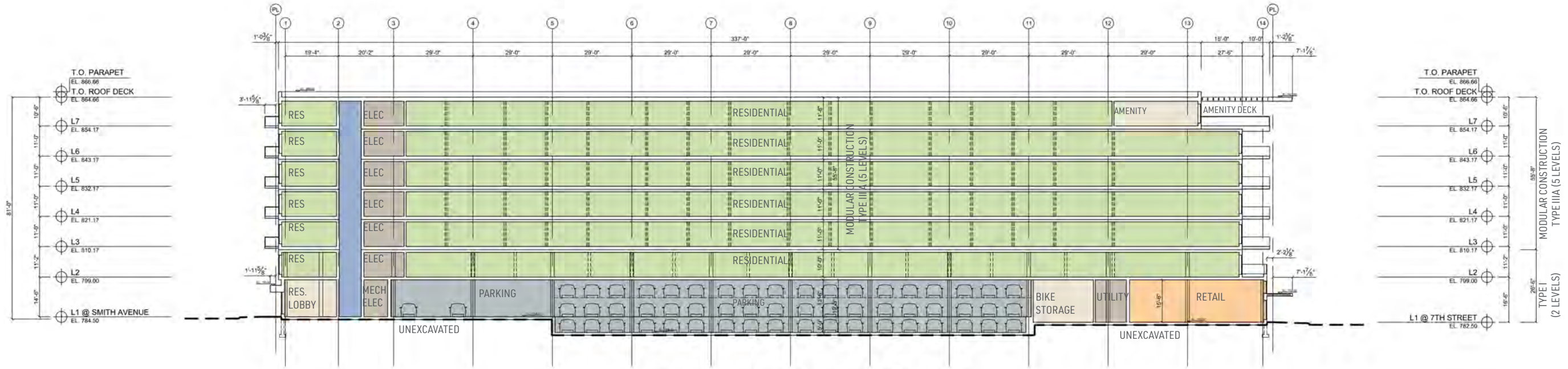


FLOOR PLANS - ROOF



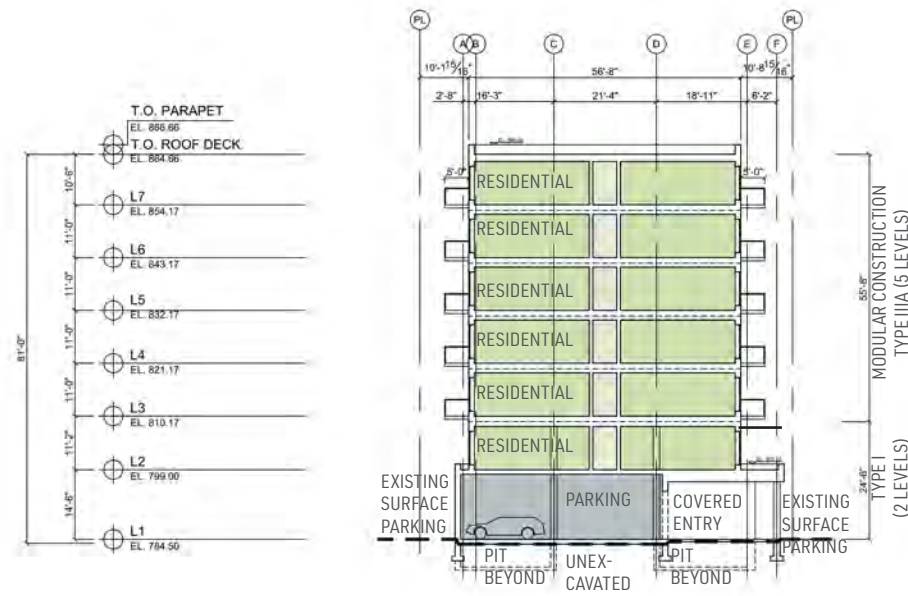
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BUILDING SECTIONS



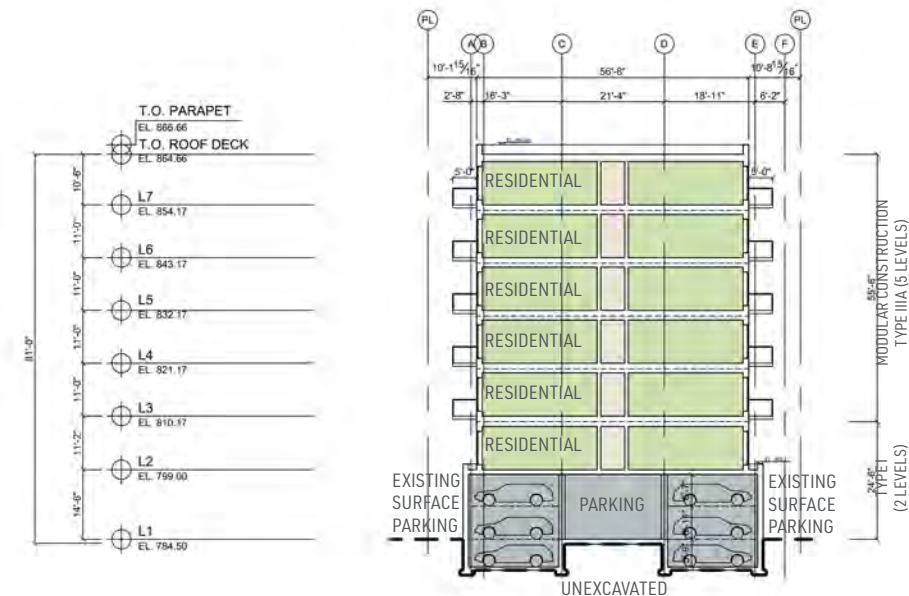
1 EAST - WEST SECTION

Scale: 1:40



2 NORTH - SOUTH SECTION

Scale: 1:30



3 NORTH - SOUTH SECTION

Scale: 1:30

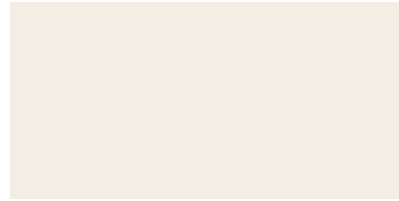
Key

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

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

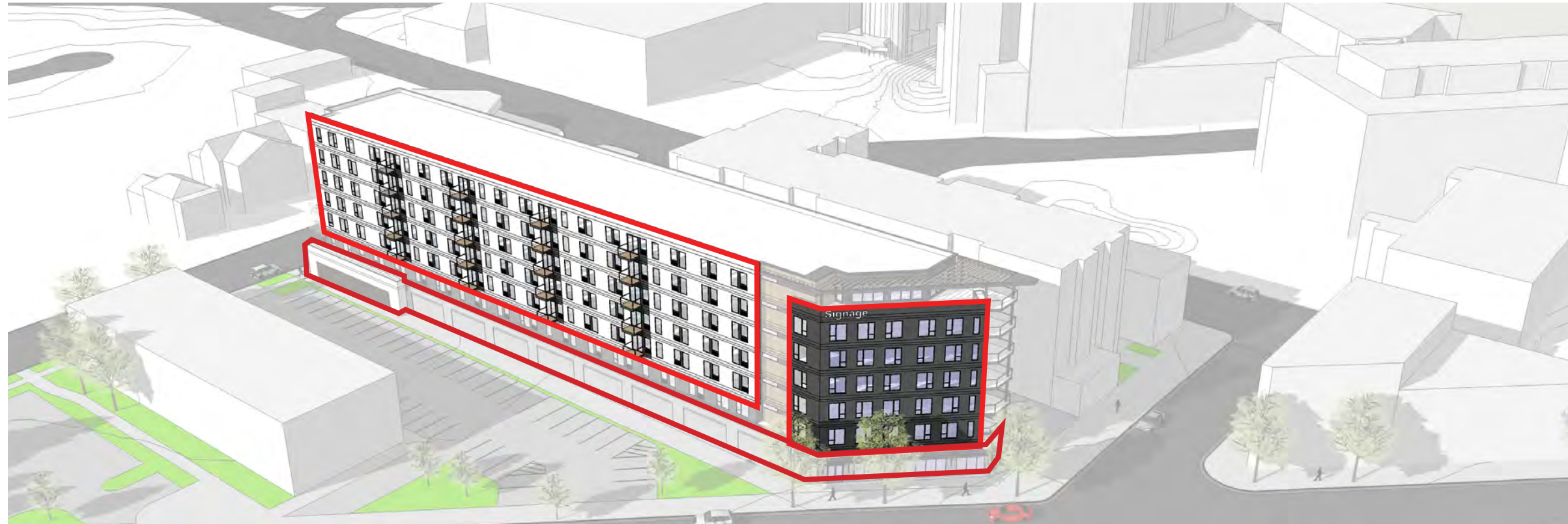


LT1 - WALL LIGHT 1
 Vendor/Supplier: TBD
 Model: TBD
 Color: 4000K
 Use: Podium Sconce

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



View from West 7th Street looking Northwest



PAGE 24 REFERENCE



PAGE 27 REFERENCE

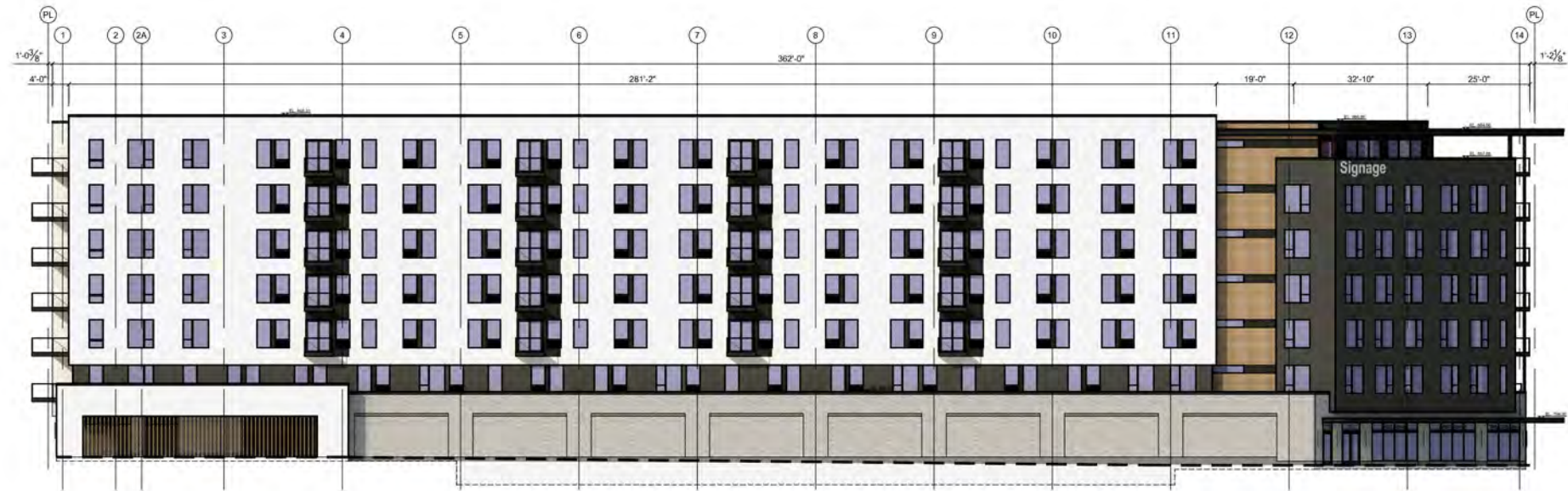
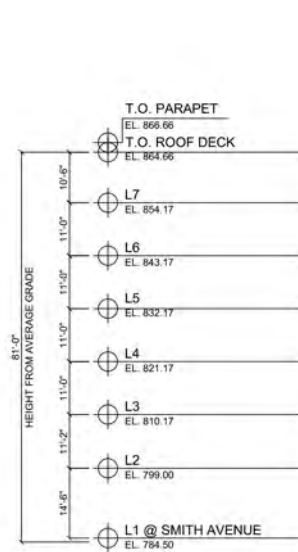
NORTH & SOUTH ELEVATIONS

Exterior Material Areas:

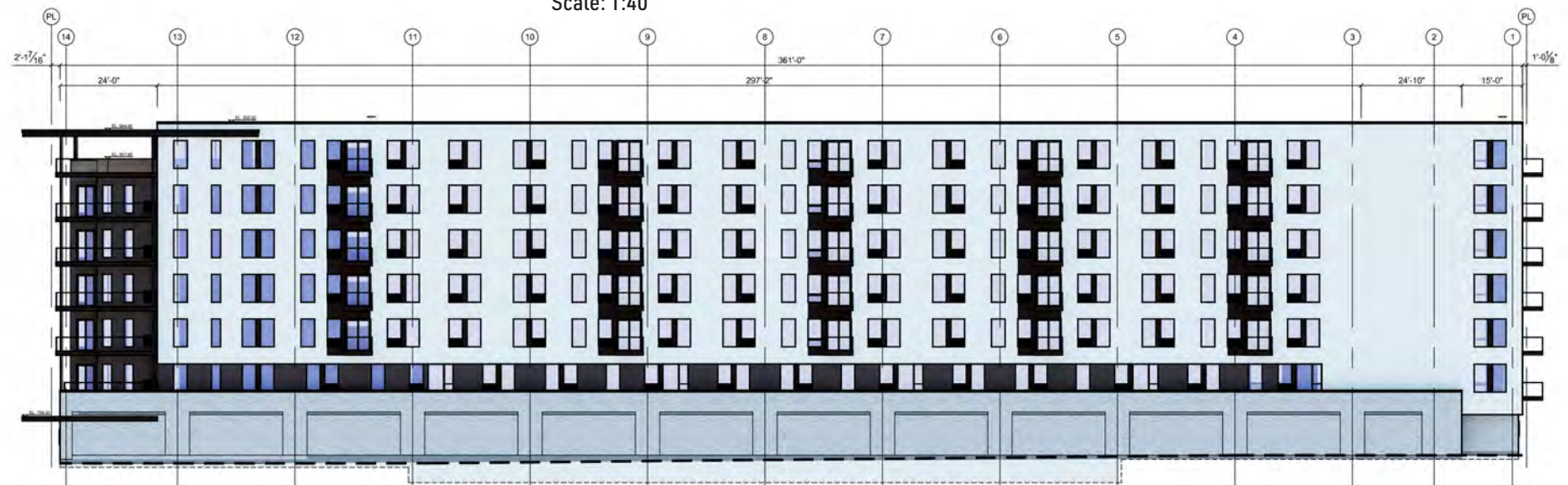
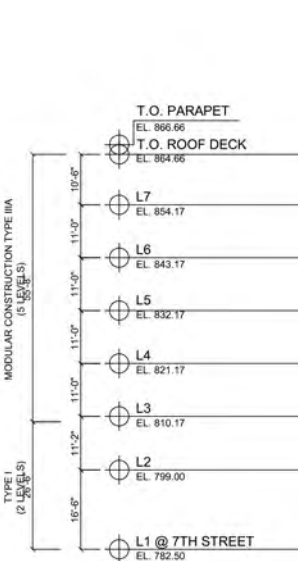
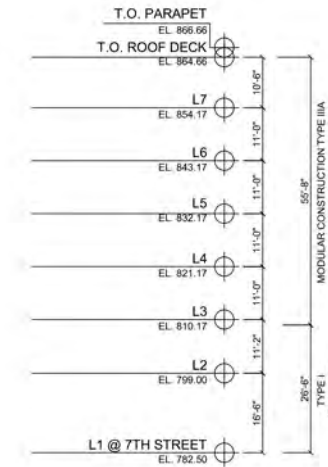
NORTH ELEVATION	SF	PERCENTAGE
Glass	6,677 sf	22.6%
Solid	22,859 sf	77.4%
TOTAL SF	29,536 sf	

WEST ELEVATION	SF	PERCENTAGE
Glass	6,015 sf	28.4%
Solid	18,780 sf	71.6%
TOTAL SF	24,795 sf	

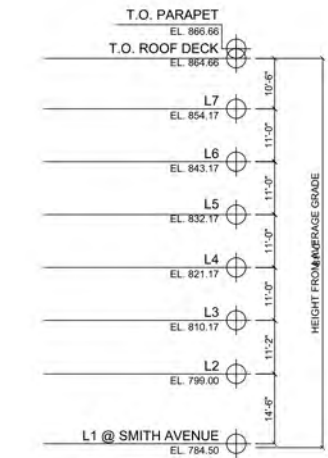
OVERALL TOTALS	SF	PERCENTAGE
Glass	12,692 sf	23.3%
Solid	41,639 sf	76.7%
TOTAL SF	54,331 sf	



SOUTH ELEVATION
Scale: 1:40



NORTH ELEVATION
Scale: 1:40



EAST & WEST ELEVATIONS

Exterior Material Areas:

WEST ELEVATION	SF	PERCENTAGE
Glass	1,378 sf	28.4%
Solid	3,478 sf	71.6%
TOTAL SF	4,856 sf	

EAST ELEVATION	SF	PERCENTAGE
Glass	2,340sf	34.4%
Solid	4,455 sf	65.6%
TOTAL SF	6795 sf	

OVERALL TOTALS	SF	PERCENTAGE
Glass	3,718 sf	46.9%
Solid	7,933 sf	53.1%
TOTAL SF	11,651 sf	



WEST ELEVATION
Scale: 1:30



EAST ELEVATION
Scale: 1:30



View from West 7th Street looking Northwest



Aerial View looking Northwest



View from Smith Avenue looking Northeast



View from West 7th Street looking Northwest



View from West 7th Street looking Southwest

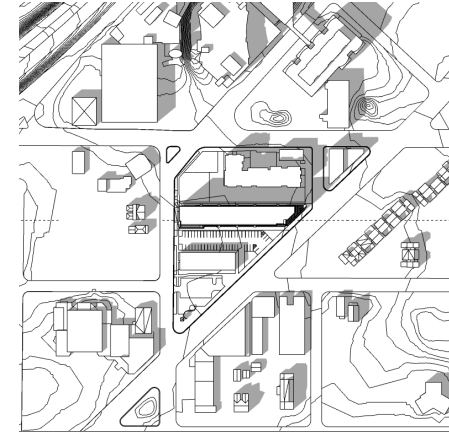
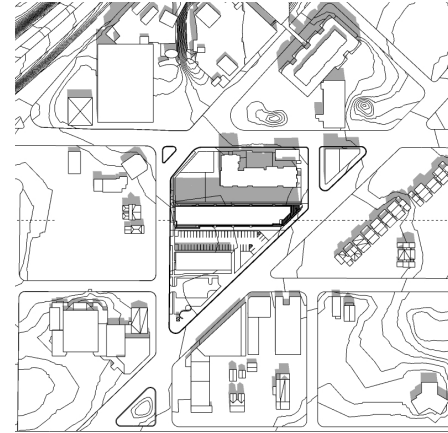
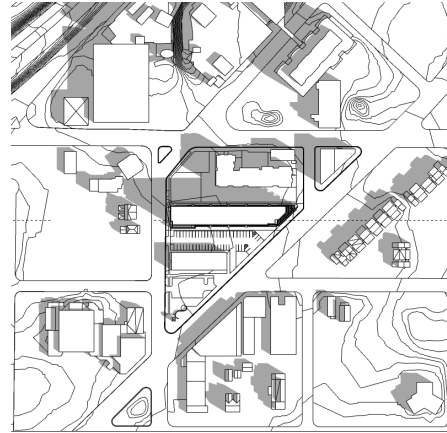
SHADOW STUDY

9:00 AM

12:00 PM

3:00 PM

SPRING/FALL EQUINOX
MARCH 21

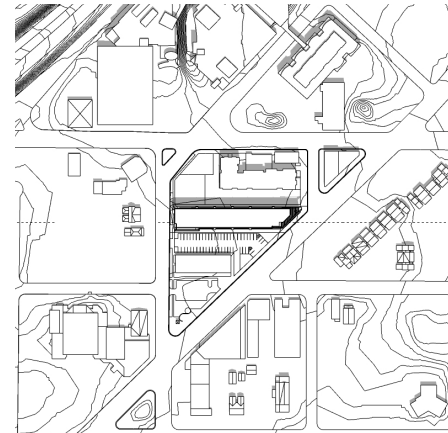
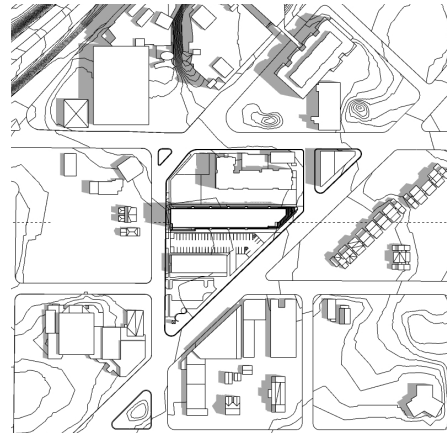


MARCH 21 AT 9:00 AM

MARCH 21 AT 12:00 PM

MARCH 21 AT 3:00 PM

SUMMER SOLSTICE
JUNE 21

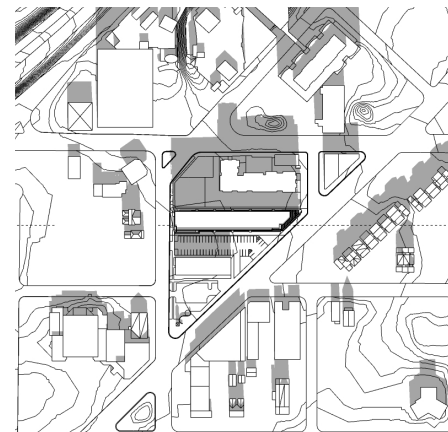
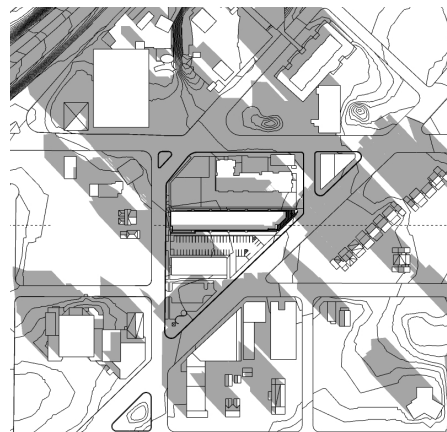


JUNE 21 AT 9:00 AM

JUNE 21 AT 12:00 PM

JUNE 21 AT 3:00 PM

WINTER SOLSTICE
DECEMBER 22



DECEMBER 22 AT 9:00 AM

DECEMBER 22 AT 12:00 PM

DECEMBER 22 AT 3:00 PM

THANK YOU



From: Stephanie Moss <smoss@thinksmall.org>
Date: Tuesday, April 14, 2020 at 7:08 PM
To: Anton Jerve <anton.jerve@ci.stpaul.mn.us>
Cc: "Thao, Kayla (CI-StPaul)" <kayla.thao@ci.stpaul.mn.us>, #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>, *CI-StPaul_Mayor <Mayor@ci.stpaul.mn.us>
Subject: Shadow Study

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



10 Yorkton Court
Saint Paul, MN 55117
651.641.6641 | www.thinksmall.org

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



10 Yorkton Court
Saint Paul, MN 55117
651.641.6641 | www.thinksmall.org

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



Geoffrey Curley
Geoffrey M. Curley + Associates, LLC
Principal

Eaton-Myler House
53 Irvine Park
Saint Paul, Minnesota 55102
geoffrey@gmcurley.com
312.560.6165
gmcurley.com

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

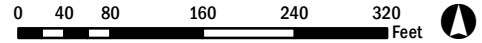


FILE #20-021233 | AERIAL MAP

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



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

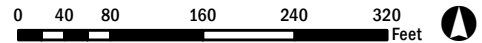


FILE #20-021233 | EXISTING LAND USE MAP

Application of Northland Real Estate Group LLC & The Acherberg

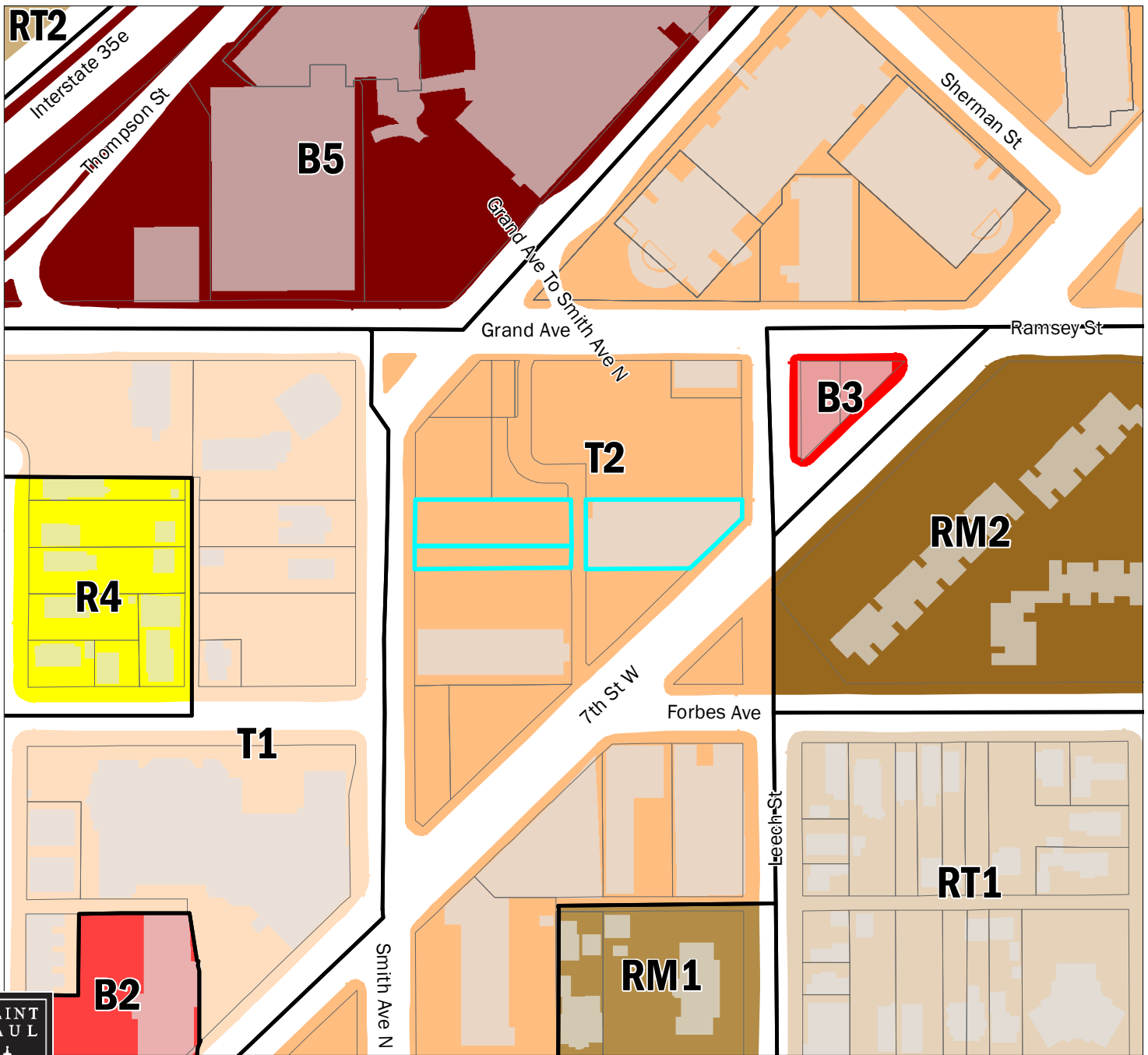
Application Type: CUP with Variance
 Application Date: March 19, 2020
 Planning District: 9

Subject Parcel(s) Outlined in Blue



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

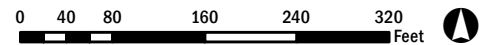
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FILE #20-021233 | ZONING MAP

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

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

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