

Staff Report

Saint Paul Planning Commission
Zoning Committee

Zoning Application: Nova Classical Academy Master Plan Amendment and Variances (25-054-206)

Location	North side of Mercer Avenue between Kay Avenue and Madson Street (triangular lot north of 1455 Victoria Way)
Application Type	Master plan amendment and six variance requests
Applicant	Nova Classical Academy
Request	Amendment to Victoria Park Master Plan (§ 66.344c) with variances (§ 61.601) 1) in floor area ratio, 2) reducing the minimum opening percentage for doors and windows, 3) dimensional and yard standards for a. front yard setback, b. parking lot frontage, c. bus parking area, and d. parking area interior landscaping.
Staff Recommendation Summary	Approval
District Council Recommendation	West 7th/Fort Road Federation (District 9) has not submitted a recommendation at the time of this writing.
Public Hearing Date	07/31/2025
Deadline for Action	09/09/2025
Staff	Stefan Hankerson, 651-266-6646, stefan.hankerson@ci.stpaul.mn.us

Parcel Information

PIN	142823210064
Legal Description	Lots 1 and 2, Block 2 Victoria Park
Parcel Size	1.14 acres
Existing Land Use	Vacant lot
Zoning	T3M Traditional Neighborhood with Master Plan
Surrounding Land Use	North: Adult care home (T3M) East: 92-unit multifamily dwelling (T3M) South: Charter School (T3M) West: Adult care home and grocery store (T3M)
2040 Future Land Use Designation	Mixed-Use

History (continues on next page)	The Victoria Park Master Plan was first adopted by the Saint Paul City Council in April 2005, which included nearly 840 units of housing of various types, commercial uses along W 7th Street, and a central park adjacent to the school site. Also in 2005, approximately half of the Victoria Park Urban Village was rezoned to T3M, while the remaining half's rezoning was delayed due to a lawsuit by Exxon Mobil (ZF # 05-093694). In 2007, a minor modification of the Victoria Park Master Plan was approved by the Planning Administrator, which added 30 senior units along Otto Ave as part of the Shalom Home campus, subtracted 13 townhomes from the same location, and increased the location's maximum height from 40' to 44'. In 2009, the Exxon Mobil lawsuit was settled, and two years later the remainder of the Victoria Park Urban Village was rezoned T3M and I1 (ZF# 11-238977). In 2011, a major modification of the Victoria Park Master Plan was approved by Planning Commission and City Council (ZF # 11-239001), which: • Increased the overall amount of open space and shifted more of it to the site's southern and eastern portions so as to comply with the Exxon Mobil settlement; • Removed several streets that had been planned but not built in the Exxon Mobil portion of the site; • Changed land use for the current school site from open space, townhomes, and single-family attached to institutional; • Removed one block of Mercer Way and provided an angular, direct connection between Thurston Street and Victoria Way to accommodate the school site; • Provided a maximum height for the school site of 52' • Changed land use from single-family attached to townhomes for the subject site; • Overall, decreased the amount of residential by approximately 382 units. In 2012, a minor modification of the Victoria Park Master Plan was approved by the Planning Administrator (ZF #12-053065), which: • Changed land-use from single-family detached to townhomes for a portion of the block bounded by Otto, Mercer, Kay, and Victoria, thereby making the entire block designated as townhomes; • Removed an alley between Victoria Street and the railroad tracks; and • Added surface parking near the railroad tracks southeast of the Otto/Victoria intersection. In 2012 two apartment building with approximately 213 units were approved (ZF # 12-069736) on land identified by the amended Victoria Park Master Plan for townhomes (approximately 48 units).
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	In 2016, a minor modification was approved (ZF #16-015-194) to change the building type at 730 Kay Ave from townhome to rental apartments and increase the maximum building height from 40' to 49'-6".
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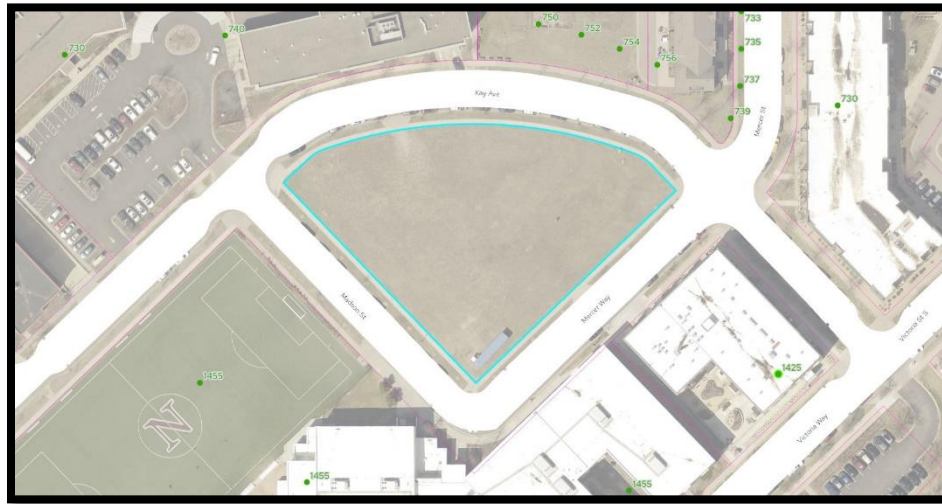


Figure 1. Aerial Map of Subject Parcel

Applicant Request

The applicant requests to amend the Victoria Park Master Plan to change the parcel designation from mixed-residential to institutional, and requests variances to:

1. Reduce the FAR from 0.5 to 0.39,
2. Reduce the minimum opening percentage for doors and windows,
3. Increase the front yard setback from a maximum of 10 feet to a maximum 139 feet,
4. Increase parking lot frontage width from 60 feet to 97 feet along Mercer Way and to 180 feet along Kay Avenue,
5. Locate parking in front yard,
6. Omit parking area interior landscaping.

Zoning Analysis

1. **Amending the Victoria Park Master Plan.** Zoning code § 66.344(c) states that major modification to an approved master plan may be initiated by City Council, Planning Commission, or any person having an ownership or leasehold interest in property that is the subject of the proposed modification. Major modifications are defined as changes of 10% or more in land area designated in a specific category; creation of a new public street or removal of a public street segment; removal of a park or open space area; or addition of an entire block. Major modifications may be approved by City Council resolution following

Planning Commission review, public hearing and recommendation. Changing the subject site's future land use in the Victoria Park Master Plan constitutes a major modification.

2. The applicant (The Friends of Nova Classical Academy) owns the property and has applied to modify the Victoria Park Master Plan to change the subject site's future land use from mixed residential to institutional in order to facilitate an expansion of the Nova Classical Academy school.
3. The proposed master plan modifications are consistent with the Comprehensive Plan. The Land Use chapter contains the following relevant strategies (The project area is located near the Victoria Park Neighborhood Node centered on the Otto/7th Street West intersection less than 400' to the northwest):
 - a. LU-33. Promote amenities that support those who live and work in Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities.
 - b. LU-54. Ensure institutional campuses are compatible with their surrounding neighborhoods by managing parking demand and supply, maintaining institution-owned housing stock, minimizing traffic congestion, and providing for safe pedestrian and bicycle access.
4. The proposed modifications are consistent with the core design and planning principles of the Victoria Park Master Plan, including supporting mixed-use development and maintaining open space and access to the Mississippi River.
5. The proposed modifications are consistent with development in the rest of the Victoria Park Urban Village and other adjacent parcels. The school building is an appropriate addition to the land use mix in the Victoria Park Urban Village. The storm shelter will enhance community safety, and the bus parking lot will improve traffic congestion along Mercer Way.
6. The proposed modifications are consistent with the intent of the T3 Traditional Neighborhood district, including a mix of residential, commercial, civic and open space uses in close proximity to one another; a system of interconnected streets and paths; and a system of open space resources and amenities.
7. **Variance to reduce FAR.** Zoning code § 66.331 requires nonresidential buildings to have a Floor Area Ratio (FAR) between 0.5 and 3.0. A variance is requested to allow a smaller FAR of 0.39. Zoning code § 66.331 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the zoning code upon finding that:

- a. *The variance is in harmony with the general purposes and intent of the zoning code. **This finding is met.*** The minimum FAR is a dimensional standard intended to provide for the efficient use of land in an urban environment, and to limit undeveloped open space that is not cohesive with surrounding development. The proposed project utilizes the irregularly shaped lot in such a way that efficiently uses land in a manner cohesive with the surrounding development. The new storm shelter building will be a part of the Nova Classical Academy campus, using similar building materials and facade as the existing school buildings, integrating into the existing development. Additionally, there will be a landscaped bus parking lot, stormwater pond, bike racks, and a pedestrian walkway. These elements of the proposed design contribute to the efficient use of an irregular parcel that is in harmony with the surrounding area and development.
- b. *The variance is consistent with the comprehensive plan. **This finding is met.*** The project site's future land use is designated mixed-use by the Comprehensive Plan and is near the center of the Victoria Park Neighborhood Node. The Comprehensive Plan promotes a mix of uses within Neighborhood Nodes, including amenities within walking distance of homes, such as schools. Policy LU-5 encourages flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities. Policy LU-33 promotes amenities that support those who live and work in the Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities. Policy LU-54 aims to ensure institutional campuses are compatible with their surrounding neighborhoods by managing parking demand and supply, maintaining institution-owned housing stock, minimizing traffic congestion, and providing for safe pedestrian and bicycle access.
- 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 proposed project is to be developed on a unique lot with an irregular triangular geometry bounded by three public streets – Kay Avenue, Madson Street, and Mercer Way. The subject parcel includes capped contamination in accordance with Minnesota Pollution Control Agency guidelines that limit the depth of excavation and new development. Additionally, the City of Saint Paul has a water and utility easement five feet wide within the property line on the entire perimeter totaling 4,500 square feet that cannot be built on. Adding an additional floor to the building is impractical due to storm shelter design requirements. The portion of the building that is not the storm shelter (the host

building) is required to be shorter than the storm shelter itself. In the event of a storm where the host building is knocked down, the storm shelter is required to be able to withstand the impact. These practical difficulties prevent the applicant from increasing the building's footprint or adding stories to meet the FAR minimum of 0.5.

- d. *The plight of the landowner is due to circumstances unique to the property not created by the landowner. **This finding is met.*** The applicant is developing on an irregularly shaped parcel that was created by street grid design outside of the applicant's control. The environmental remediation on the site was a requirement of development pre-dating the applicant's acquisition of the site. The water and utility easement are necessary to provide service to the parcel and surrounding development and not due to circumstances 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. **This finding is met.*** The proposed school use is permitted in the existing T3M district. The variance will not permit any use that is not allowed in the zoning district.
 - f. *The variance will not alter the essential character of the surrounding area. **This finding is met.*** The use is permitted in the zoning district and is consistent with the surrounding development.
8. **Variance to reduce minimum opening percentage for doors and windows.** Zoning code § 63.110(c) states that for new principal buildings, above grade windows and door openings must comprise of at least fifteen (15) percent of the total area of exterior walls facing a public street or sidewalk. A variance is requested to reduce the minimum opening percentage to 13.2%. Zoning code § 66.331 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the zoning code upon finding that:
- a. *The variance is in harmony with the general purposes and intent of the zoning code. **This finding is met.*** The minimum opening percentage is intended to guide development of buildings that use human-centered design to create attractive streetscapes, as well as to provide natural light, egress, and ventilation. The project design uses other architectural techniques to create visual interest and pedestrian scale, such as varied textures, multiple roof lines, and the use of high-quality materials that are cohesive with the rest of the school buildings. The project plans to use tubular daylighting devices extending from the roof to provide daylight.
 - b. *The variance is consistent with the comprehensive plan. **This finding is met.*** The project site's future land use is designated mixed-use by the Comprehensive Plan and it is near the center of the Victoria Park Neighborhood Node. The Comprehensive Plan

promotes a mix of uses within Neighborhood Nodes, including amenities within walking distance of homes, such as schools. Policy LU-5 encourages flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities.

- 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.*** Minnesota Building Code requires new educational buildings serving more than 50 occupants to include ICC-500 compliant storm shelters. There are strict requirements in resistance to high wind pressures and debris impacts for these storm shelters. Openings such as windows and glazed doors are prohibited or severely limited on the walls of the shelter, making it difficult to meet the requirement of § 63.110(c). Additionally, the unique lot configuration with public streets on all sides creates a scenario in which the 15% opening percentage requirement applies to all sides of the building.
 - d. *The plight of the landowner is due to circumstances unique to the property not created by the landowner. **This finding is met.*** The Minnesota Building Code requirement for ICC-500 compliance is driven by national safety standards and enforcement of state code. The parcel shape creating public street frontage on all sides is due to street design prior to the acquisition of the parcel by the applicant. These factors are outside the control of the landowner.
 - 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 school use is permitted in the existing T3M district. The variance will not permit any use that is not allowed in the zoning district.
 - f. *The variance will not alter the essential character of the surrounding area. **This finding is met.*** The use is permitted in the zoning district and is consistent with the surrounding development.
9. **Variance to increase front yard setback.** Zoning code § 66.331 requires a maximum front yard setback of 10 feet for nonresidential buildings in the T3M zoning district. A variance is requested to increase the front yard setback to 139 feet on Kay Avenue. Zoning code § 66.331 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the zoning code upon finding that:
- a. *The variance is in harmony with the general purposes and intent of the zoning code. **This finding is met.*** The front yard setback maximum is intended to encourage site planning that efficiently utilizes urban land and incorporates human-centered

design. Increasing the front yard setback on Kay Avenue allows the incorporation of the bus parking and loading area, which is intended to relieve traffic in the area and increase pedestrian safety. The proposed detention pond is intended to assist with stormwater management, and the landscaping will provide a more pleasant environment for the surrounding area than the previously undeveloped lot.

- b. *The variance is consistent with the comprehensive plan. **This finding is met.*** The project site's future land use is designated mixed-use by the Comprehensive Plan and it is near the center of the Victoria Park Neighborhood Node. The Comprehensive Plan promotes a mix of uses within Neighborhood Nodes, including amenities within walking distance of homes, such as schools. Policy LU-5 encourages flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities.
- 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.*** Strict application of § 66.331 would prevent the site from meeting stormwater requirements, which are met through the implementation of the shallow detention pond, among other surface stormwater features. Strict application would also prevent the development of the bus parking and loading area, which aims to improve neighborhood conditions by easing traffic flow during student arrival and dismissal times, contributing to public safety in the area.
- d. *The plight of the landowner is due to circumstances unique to the property not created by the landowner. **This finding is met.*** The unique shape of the parcel creates a scenario where there is no rear or side yard and only front yards. The parcel was created prior to the applicant's acquisition of the site. Additionally, the previous environmental remediation limits excavation depth and deters typical underground stormwater management techniques. These limitations are created by historical use and environmental regulations, not circumstances controlled 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. **This finding is met.*** The proposed school use is permitted in the existing T3M district. The variance will not permit any use that is not allowed in the zoning district.
- f. *The variance will not alter the essential character of the surrounding area. **This finding is met.*** The use is permitted in the zoning district and is consistent with the surrounding development.

10. **Variance to increase parking lot frontage width.** Zoning code § 66.342(a)(2) states that surface parking areas and entrance drives accessory to a principal building or use may occupy no more than sixty (60) feet of the total lot frontage. A variance is requested to increase the surface parking lot frontage from 60 feet to 97 feet along Mercer Way, and from 60 feet to 180 feet along Kay Avenue. Zoning code § 66.331 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the zoning code upon finding that:

- a. *The variance is in harmony with the general purposes and intent of the zoning code. **This finding is met.*** The zoning code is meant to provide for the safe and efficient circulation of all modes of transportation, including cars, pedestrian, and bikes. The proposed bus parking lot is intended to provide traffic relief for the neighborhood during student drop off and pick up time, where the roads can be very congested, with buses parked along the public streets near Nova Classical Academy and cars coming in and out of the neighborhood. Having the buses park and load students in the parking lot will likely improve congestion. The project also adds new bike parking to accommodate biking in the area. The landscaping will provide a more pleasant pedestrian environment than the previous undeveloped lot.
- b. *The variance is consistent with the comprehensive plan. **This finding is met.*** The project site's future land use is designated mixed-use by the Comprehensive Plan and it is near the center of the Victoria Park Neighborhood Node. The Comprehensive Plan promotes a mix of uses within Neighborhood Nodes, including amenities within walking distance of homes, such as schools. Policy LU-5 encourages flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities.
- 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.*** Due to the irregular shape of the parcel, there is frontage on all sides of the lot. Strict application of § 66.342(a)(2) would limit the lot to a size that does not accommodate bus parking and turning. Additional space is necessary beyond what is normally needed for parking of personal vehicles.
- d. *The plight of the landowner is due to circumstances unique to the property not created by the landowner. **This finding is met.*** The irregular shape of the parcel that creates difficulties in development was created prior to the acquisition of the site by the applicant. The circumstances are out of the control of the landowner.
- 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 school use is permitted in

the existing T3M district. The variance will not permit any use that is not allowed in the zoning district.

- f. *The variance will not alter the essential character of the surrounding area. **This finding is met.*** The use is permitted in the zoning district and is consistent with the surrounding development.

11. **Variance to locate parking in front yard.** Zoning code § 66.342(a) prohibits parking in front yards without a variance. A variance is requested to locate parking in the front yard. Zoning code § 66.331 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the zoning code upon 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 locating parking lots in rear yards is to encourage site planning that incorporates human-centered design and pleasant pedestrian environments. The landscaping the project proposes will help to create an improved pedestrian environment despite locating the parking lot in a front yard. Additionally, the zoning code is meant to provide for the safe and efficient circulation of all modes of transportation, including cars, pedestrian, and bikes. The proposed bus parking lot is intended to provide improved traffic flow for the neighborhood during student drop off and pick up time.
- b. *The variance is consistent with the comprehensive plan. **This finding is met.*** The project site's future land use is designated mixed-use by the Comprehensive Plan and it is near the center of the Victoria Park Neighborhood Node. The Comprehensive Plan promotes a mix of uses within Neighborhood Nodes, including amenities within walking distance of homes, such as schools. Policy LU-5 encourages flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities.
- 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.*** Due to the unique lot configuration, there are no side or rear yards on the parcel. Strict application of § 66.342(a) would prevent the applicant from developing the bus parking lot.
- d. *The plight of the landowner is due to circumstances unique to the property not created by the landowner. **This finding is met.*** The parcel's irregular shape creates a scenario in which there are no rear or side yards.
- 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 school use is permitted in

the existing T3M district. The variance will not permit any use that is not allowed in the zoning district.

- f. *The variance will not alter the essential character of the surrounding area. **This finding is met.*** The use is permitted in the zoning district and is consistent with the surrounding development.
12. **Variance to omit parking area interior landscaping.** Zoning code § 63.314(c) states that parking facilities with more than twenty (20) parking spaces or six thousand (6,000) square feet of paving, whichever is less, shall provide fifteen (15) square feet of interior landscaped area for every one hundred (100) square feet of paving. Zoning code § 63.314(e) states that parking facilities with more than one hundred twenty-five thousand (125,000) square feet of paved area shall provide internal walkways that divide the parking lot into smaller areas no greater than fifty-five thousand (55,000) square feet. A variance is requested to omit the interior landscaping and internal walkways. Zoning code § 66.331 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the zoning code upon finding that:
- a. *The variance is in harmony with the general purposes and intent of the zoning code. **This finding is met.*** The zoning code is meant to provide for the safe and efficient circulation of all modes of transportation, including cars, pedestrian, and bikes. The proposed bus parking lot is intended to provide traffic relief for the neighborhood during student drop off and pick up time, where the roads can be very congested, with buses parked along the public streets near Nova Classical Academy and cars coming in and out of the neighborhood. Having the buses park and load students in the parking lot will likely improve congestion. The project also adds new bike parking to accommodate biking in the area. The landscaping provided along the exterior will provide a more pleasant pedestrian environment than the previous undeveloped lot.
 - b. *The variance is consistent with the comprehensive plan. **This finding is met.*** The project site is designated mixed-use by the Comprehensive Plan and is within the Victoria Park Neighborhood Node. The Comprehensive Plan promotes a mix of uses within Neighborhood Nodes, including amenities within walking distance of homes, such as schools. Policy LU-5 encourages flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities. Policy LU-33 promotes amenities that support those who live and work in the Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities. Policy LU-54 aims to ensure institutional campuses are compatible with their surrounding neighborhoods by managing parking demand

and supply, maintaining institution-owned housing stock, minimizing traffic congestion, and providing for safe pedestrian and bicycle access.

- 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.*** Strict application of § 63.314(c) and (e) would prevent the applicant from developing a parking lot that fits within the parcel and accommodates the size of school buses when parking and turning.
- d. *The plight of the landowner is due to circumstances unique to the property not created by the landowner. **This finding is met.*** The irregular shape and size of the parcel are a result of factors that occurred prior to the acquisition of the property by the applicant. The circumstances were 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. **This finding is met.*** The proposed school use is permitted in the existing T3M district. The variance will not permit any use that is not allowed in the zoning district.
- f. *The variance will not alter the essential character of the surrounding area. **This finding is met.*** The use is permitted in the zoning district and is consistent with the surrounding development.

Action

Recommended Motion

Move to adopt the staff recommendation to recommend approval of the major modification of the Victoria Park Master Plan and approve variances 1) in floor area ratio, 2) reducing the minimum opening percentage for doors and windows, 3) dimensional and yard standards for a. front yard setback, b. parking lot frontage, c. bus parking area, and d. parking area interior landscaping, subject to the following additional condition:

1. Substantial conformance with the materials provided in this application, including the general site layout and amount of exterior landscaping provided.

Additional Options

- Deny any combination of the master plan amendment or variances.
- Add conditions to the variance approvals.
- Lay over.

Any motion should be supported by the findings. This may require changes in the staff-recommended findings.



MASTER PLAN AMENDMENT 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 The Friends of Nova Classical Academy Email _____
(must have ownership or leasehold interest in the property, contingent included)
Address 1455 Victoria Way City St. Paul State MN Zip 55102
Email _____ Phone _____
Name of Owner (if different) _____ Email _____
Contact Person (if different) Jesse Prins Email jprins@novaclassical.org
Address Same as above City _____ State _____ Zip _____

PROPERTY INFO

Address/Location Triangular-shaped lot north of and associated with 1455 Victoria Way
PIN(s) & Legal Description 142823210063 - See attached for legal description
(attach additional sheet if necessary)
Lot Area ~1.14 acres (deed) Current Zoning T3M

REQUEST: Application is hereby made to modify or amend an adopted Master Plan under provisions of Zoning Code § 66.344(c) or § 66.951.

Proposed Amendment is requested to the Victoria Park Master Plan pursuant to Sec. 66.344(c) of the St. Paul Zoning Code.
(attach additional sheets if necessary)

See attached documents.

SUPPORTING INFORMATION: State what the Master Plan calls for, what amendment is proposed, and the reason for the amendment. Attach additional sheets if necessary.

See attached documents.

☒ 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

6-26-25



7 July 2025

Milwaukee Headquarters
10501 W. Research Drive
Suite 100
Milwaukee, WI 53226
P: 414-771-3390
F: 414-771-4490

Madison Branch
406 Science Drive
Suite 204
Madison, WI 53711
P: 608-819-8511

Minneapolis Branch
7825 Washington Ave S
Suite 635
Minneapolis, MN 55439
P: 952-686-6511

Chicago Branch
150 N. Wacker Drive
Suite 1650
Chicago, IL 60606
P: 312-876-9500

Dixon Branch
101 W. 1st Street
Suite 502
Dixon, IL 61021
P: 815-846-4680

Boston Branch
265 Franklin Street
Suite 1702
Boston, MA 02110
P: 617-963-5178

Applicant

Thomas Dobbs, R.A., Vice President
Bloom Hay Dobbs
2324 University Ave. S., Suite 200
St. Paul, MN 55114
tdobbs@bloomcos.com
612-338-4590

-on behalf of-

The Friends of Nova Classical Academy
1455 Victoria Way
St. Paul, MN 55102
Attention: Jesse Prins, Facility Manager
jprins@novaclassical.org
651-209-6320

To

Planning Commission
City of St. Paul, Planning and Economic Development
City Hall Annex, 25 W 4th Street, Suite 1300
Saint Paul, MN 55102
651-266-6565

Subject: Request for a Master Plan Amendment Application

Dear Planning Commissioners:

The Friends of Nova Classical Academy the Affiliated Building Company (property Owner) representing Nova Classical Academy, a K-12 public charter school in St. Paul offering high-quality classical education, respectfully requests an amendment to the Victoria Park Master Plan. The Master Plan, completed in 2011 and adopted in 2013, was incorporated into the District Plan by reference. The school property and its adjacent undeveloped parcel are within the T3 zoning district with a master plan overlay. In this zoning district, Institutional/Civic – School Use is permitted and conforming.

Nova Classical Academy proposes the construction of a two-story storm shelter building, which will connect to the existing school via a skyway over Mercer Way. The site will include landscaping, sidewalks, a shallow stormwater detention pond, and a bus parking lot, as detailed in the attached drawings.

The Master Plan currently designates the subject undeveloped parcel as Mixed Residential use. The parcel was acquired by the school's affiliated building company, The Friends of Nova Classical Academy, in 2016 from Brighton Victoria Park, LLC. This amendment request is submitted pursuant to Sec. 66.343(c) of the St. Paul Zoning Ordinance, which permits Master Plan

amendments when unique property circumstances make strict compliance impractical or unreasonable. Please refer to the attached map exhibits for additional information.

Property Background Information

Nova Classical Academy, located at 1455 Victoria Way, St. Paul, MN, occupies an 89,214-square-foot, three-story building. Since its founding in 2003, the school has provided a valuable educational option for the community. It was recognized as a U.S. Department of Education Blue Ribbon School in 2023 and is ranked as Minnesota's second top-performing upper school by U.S. News & World Report. (U.S. News & World Report LP, 2025)

The school property is situated on the former Koch Industries tank site (formerly Shell Oil), which underwent extensive environmental remediation. The Minnesota Pollution Control Agency (MPCA) verified that the site could be developed without restrictions. The City of St. Paul purchased the Koch Tank Farm Area site in 2004, made infrastructure improvements including the existing roads and utilities and placed clean structural fill materials on the site. The city sold the parcel to Brighton Victoria Park LLC in 2006. Nova Classical Academy's affiliated building company purchased the existing school's site in 2011. The MPCA issued a letter of No Association Determination to the school for the proposed school use and for the school's future use on the developed parcel and development of the undeveloped subject parcel.

Construction of the existing school began in 2011. The new school building was constructed in 2012 and meets all MPCA requirements for the school and current site. The soccer field adjacent to the school was constructed in 2022, after the school applied for and was granted a Master Plan amendment.

Adjacent to the existing school, across Mercer Way, a 1.14-acre (~49,819 square foot) triangular-shaped parcel (PID 142823210064) remains undeveloped. The triangle parcel, purchased in 2016, has been used for outdoor school activities. It is adjacent to apartment and townhome complexes, an assisted living campus, a community garden, Victoria Park, and a co-op grocery store. Further environmental study is ongoing to ensure that the proposed storm shelter meets all MPCA requirements.

Further environmental documentation is ongoing to ensure that the proposed storm shelter meets all MPCA requirements. A Response Action Plan and Construction Contingency Plan have been developed and submitted to the MPCA for their approval.

Project Overview

Nova Classical Academy proposes a beautiful two-story, ~19,598 gross square foot, educational building featuring a storm shelter, an attractively landscaped adjacent bus parking lot, a stormwater pond, bike racks, and pedestrian walkway with a skyway connection to the existing school building. The 33-34-foot-high (approximate) structure will include a storm shelter complying with ICC-500 standards, significantly enhancing student safety. Nova has no plans or desire to increase student enrollment. The new school building will provide a safe refuge during severe weather events, which are statistically on the rise (U.S. Global Change Research Program (USGCRP), 2025). The addition will include office space, locker rooms, mechanical areas, and flexible classroom space. The shelter will double as a multi-use instructional area. A minor renovation of selected areas of the existing school is included in the project.

The project provides for the interconnection of paths and routes for pedestrians. It improves the area for motorists, pedestrians, and bicyclists by relieving congestion on Mercer Way by providing off-street parking for buses. The landscaping will include environmental features such as a shallow stormwater detention pond, efficient LED full cut-off site lighting, and native plantings. A passive vapor mitigation sub-slab system

is proposed to meet MPCA requirements for the site. The proposed use is compatible with Victoria Park, adjacent to the existing school building.

The owner will apply for Site Plan Review. The project will also request several entitlements.

Requested Entitlements

This project requests the following approvals:

1. Exception to the Skyway Vertical Clearance standard. (Public Works)
2. An Air Rights Vacation Easement (required by the city) for the skyway, which is standard for skyways.
3. An Encroachment Permit for skyway footings and columns in the public right-of-way. (Public Works)
4. Variance for a Front Yard Setback Increase (Sec. 66.331): along Kay Avenue.
5. Variance for a Parking Lot Frontage Width Increase (Sec. 66.342.a.2): for frontage along Mercer Way and Kay Avenue.
6. Variance for a Parking Area in Front Yard (Sec. 63.312; 66.342.a; 66.343): Locate parking in front yard due to the absence of side and rear yards.
7. Variance to Omit Parking Area Interior Landscaping (Sec. 63.314 c/e). Requesting relief from requirement to include interior landscaping due to bus turning and parking geometry requirements.
8. Variance for a Floor Area Ratio (FAR) reduction (Sec. 66.331).
9. Variance for a Reduction in Façade Openings (Sec. 63.110).

These entitlement applications will be submitted separately from this amendment request.

Basis of the Amendment Request

Nova Classical Academy requests, pursuant to Sec. 66.343(c) of the St. Paul Zoning ordinance, requests an amendment to the Victoria Park Master Plan to reclassify the subject parcel from Mixed Residential to Institutional use due to circumstances unique to the property that make compliance unreasonable. Strict enforcement of the current designation is unreasonable given the unique circumstances of the property. The school expansion aligns with the intent of the T3 zoning district, the 2040 Comprehensive Plan, and the Victoria Park Master Plan's vision for a mixed-use urban village.

Alignment with Planning Principles

The project will benefit the community by providing a mix of neighborhood uses to include an expansion of the civic use, will prioritize people by promoting equity and diversity in education by supporting school choice options, enhance safety for motorists and pedestrians on roads surrounding the school, provide valuable educational and recreational areas to an existing school asset, and will relieve traffic congestion during school pick-up and drop-off.

The school expansion aligns with the intent of the T3 zoning district, the 2040 Comprehensive Plan, and the Victoria Park Master Plan's vision for a mixed-use urban village.

A. City of St. Paul Zoning T3 District Project Alignment

T3 Zoning District Intent: The T3 district encourages higher-density, pedestrian-friendly mixed-use development, including civic and institutional uses. The proposed amendment supports:

- A mix of uses, including civic and residential elements.
- A pedestrian-friendly environment with improved pathways.

- Safe and sustainable urban development.

The school provides a valuable resource for the neighborhood as a K-12 public charter school option. The school seeks to have the 1.14-acre lot amended to become Institutional which will allow it to be used for the proposed project, which is a very modest expansion of the school area at a neighborhood scale to serve the community. The school's current development at 1455 Victoria Way is 3.11 acres. The total area to become Institutional (allowing for school use), if an amendment is granted will be ~4.25 acres of school land. The school complements the predominantly residential area and other uses, adding the diversity of uses needed for an "urban village".

The Comprehensive Plan recommends people centered land use policies that provide for the flexible and adaptable implementation of Zoning Ordinances, most notably policy LU-7 which call for flexible zoning to respond to changes, conditions, and opportunities, and LU-33 which promotes amenities for neighborhood scale Institutional uses, to include schools.

B. 2040 Comprehensive Plan Project Alignment

The amendment aligns with the Comprehensive Plan's goals of equity, sustainability, and community-centered growth by:

- Supporting equitable educational opportunities.
- Enhancing safety through storm shelter construction.
- Improving transportation safety for pedestrians and cyclists.
- Promoting neighborhood-scale institutional uses (Policy LU-33).

The proposed project aligns with and is supported by the City of St. Paul 2040 Comprehensive Plan as follows:

Challenges and Opportunities:

Equity – How we grow, develop and invest over the next 20 years must be done in a way that reduces racial disparities in jobs, income, housing cost burden, education and homeownership.

Economic development – To address our equity, diversity and growth goals, the City and its economic development partners must capture innovations in the marketplace (including service delivery, job training, education and new business sectors) that lead to a growing, adapting, strong local and regional economy. Saint Paul's racial and ethnic diversity is a unique asset that should be tapped to fuel economic growth, especially as it brings innovative economic models to our neighborhoods.

Fostering the next generation – If a city is going to grow, innovate and prosper, it must provide opportunities for its youth to grow, innovate and prosper. The same physical systems that need to accommodate an aging population need to accommodate a young population. This is especially important in the areas of education and employment and innovation.

Core Values:

Equity and opportunity. We are a city where opportunities in education, employment, housing, health and safety are equitably distributed and not pre-determined by race, gender identity, sexual orientation or age; we are a city that creates opportunities for all residents to achieve their highest potential.

Innovation – We are a city that builds on a strong core of innovation and creativity to address our challenges, celebrate our strengths and take best advantage of our assets.

People-centered. *We are a city that puts people first, recognizes and celebrates our complex and interrelated histories, and treasures our young and older residents as integral members of our community.*

Health. *We are a city that recognizes that everything we do impacts the health of our residents, and that housing, transportation, land use, parks and economic development opportunities need to be designed to enhance personal health.*

Welcoming and safe. *We are a city that welcomes all, where everyone feels safe and empowered to participate in decisions that impact them.*

Focus Areas:

Equitable cities create opportunities for all residents to achieve their highest potential. How Saint Paul grows, develops and invests over the next 20 years must be done in a way that reduces racial disparities in jobs, income, education and homeownership.

Resiliency focuses on sustainability strategies aimed at protecting Saint Paul families from the effects of climate change. This includes creating green building standards, developing robust transit, designing multi-modal streets, and reducing our carbon footprint through energy and resource efficiencies.

Urban design is the thoughtful arrangement of the public realm, or the public spaces between buildings (including parks, streets and sidewalks). Good urban design – the interaction between private development and public space – fosters activity, connection, beauty, safety, and economic value.

Priorities:

Livability, equity and sustainability. *When we asked about regional themes established by the Metropolitan Council, you said livability, equity and sustainability are the most important for Saint Paul. Other regional themes we will incorporate into the updated Comprehensive Plan include prosperity and stewardship.*

Road safety for pedestrians and bicyclists. *Pedestrian safety at crossings and improved facilities were frequently identified as issues, as were bicycle facility improvements and safety.*

Land Use Chapter:

Goals:

5. Infrastructure for all ages and abilities.
6. Efficient, adaptable and sustainable land use and development patterns and processes.
8. People-centered urban design

Policies

Policy LU-5. Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities

Policy LU-7. Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities

Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.

Policy LU-33. Promote amenities that support those who live and work in Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities.

Policy LU-38. Direct the location of new secondary schools and post-secondary educational institutions along transit routes and bicycle and pedestrian networks to provide options for students and staff, and decrease traffic congestion in adjacent neighborhoods.

Policy LU-54. Ensure institutional campuses are compatible with their surrounding neighborhoods by managing parking demand and supply, maintaining institution-owned housing stock, minimizing traffic congestion, and providing for safe pedestrian and bicycle access.

Transportation Chapter

The Transportation Chapter guides the creation of a safe, equitable and well-maintained multi-modal transportation system in Saint Paul that supports the needs of all users, enhances vitality, and sets the stage for infill development to accommodate the city's projected growth. The transportation system relies primarily on streets, which connect people to jobs, homes, shopping, education and recreation, but also includes water (the Mississippi River), trail and rail.

Policy T-3. *Design rights-of-way per the following modal hierarchy: 1. Pedestrians, with a focus on safety 2. Bicyclists, with a focus on safety 3. Transit 4. Other vehicles.*

Policy T-9. *Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual and Safe Routes to School Plans, and by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, and the presence of benches and buffers between sidewalks and streets. (Note: While charter schools and skyways are not specifically addressed in the policy's referenced plans, the project's site transportation and pedestrian design is supported by the general intent of several objectives of these plans such as equity, safety, and connectivity.)*

C. Victoria Park Neighborhood Master Plan Project Alignment

Since the Victoria Park Master Plan's adoption in 2013, residential density has increased, reflecting a shift in land use patterns. This amendment would:

- Maintain the area's mixed-use character.
- Enhance community safety with a storm shelter.
- Address evolving educational needs in the district.
- Complement existing institutional and civic uses.

The subject lot is a Mixed Residential use area with two "mansion" style 5–8-unit housing structures and single-family homes in the 2011 Master Plan. Under this proposed amendment, the subject parcel is requested to be designated an Institutional use (for a K-12 School). Please reference enclosed exhibits for a visual representation of the 2013 Master Plan, existing uses, and the proposed use.

Since the Victoria Park Master Plan was developed in 2005, again in 2009, and last formally revised in 2011, and subsequently adopted in 2013, several developments have added additional housing units. According to the parcel information extracted from Ramsey County, (see the attached exhibit) there are 14.26 deeded acres of land currently owned by various entities providing mixed-use residential and mixed-use housing.

Changes to the 2011 Master Plan include: (Please reference exhibit maps for more information.)

1. Victoria Park Apartments at 730 Mercer Street, and townhomes at 731 Mercer Street, were built in 2013. This area was designated as Edge to include low-density single-family homes and townhomes which is a possible change of use to mixed residential.
2. Victoria Park Apartments at 740 Victoria Street, built in 2013. This area previously was designated as Edge to include townhomes in the masterplan, which now is an increased density.
3. Five row townhomes added at 731 Mercer St. in 2013.
4. V2 Victoria Park Apartments at 750 Otto Ave, St Paul, MN 55102 which has expanded the Mixed Residential area by converting a parcel previously indicated in the 2011 Master Plan as Open Space into an apartment owned and used surface parking lot, built in 2016.
5. The Victoria Park Apartments were built in 2017 at 1425 Victoria Way.
6. The school applied for a minor Master Plan amendment in 2016, to reclassify the Mixed Residential use area in the undeveloped space directly adjacent to the school's northwest, which was granted administratively by the city. The school developed the space to create a much-needed athletic field and playground area in 2022.
7. The area indicated as Edge originally included many single-family homes and townhomes but was developed at a higher density to include mostly apartments with some townhomes.

The proposed development aligns with several key objectives of the Victoria Park Master Plan, particularly its emphasis on creating a safe, vibrant, and community-focused urban environment.

1. **Enhancing Community Safety:**
The storm shelter addition directly contributes to community safety by providing a designated refuge during severe weather events. This aligns with the plan's core design and planning principles, particularly the emphasis on environmental remediation and stormwater management. Integrating this shelter into the school's expansion enhances the resilience of the entire neighborhood, making it a safer place for students and residents alike.
2. **Supporting Mixed-Use Development:**
While the Victoria Park Master Plan emphasizes mixed-use development, the addition of educational facilities like those proposed by Nova Classical Academy complements the existing residential and commercial components. Schools are vital community anchors in mixed-use urban villages, providing essential services that attract families and stabilize neighborhoods. This expansion also supports the plan's goal of creating a diverse, well-connected community by enhancing the educational infrastructure.
3. **Aligning with the Plan's Vision for Public Spaces:**
The Master Plan highlights the importance of well-designed public and private spaces that contribute to the neighborhood's green structure. The proposed expansion includes landscaped areas, sidewalks, and an enhanced ability to serve the community. These elements contribute to the overall aesthetic and functional goals of the Victoria Park Master Plan, particularly in creating a pedestrian-friendly environment that encourages community interaction.
4. **Addressing Evolving Community Needs:**
The Victoria Park Master Plan acknowledges that changes may be necessary over time to reflect new realities. Due to school growth, the need for additional educational and recreational space has become increasingly pressing. While Nova has no plans or desire to increase student enrollment, the expansion meets the current and future needs of the community by providing modern facilities that support the safety, educational, and extracurricular activities of the students, further enhancing the neighborhood's attractiveness to families. The school currently has an agreement

with Shalom Home, the school's neighbor to the north, for evacuation should an emergency arise. A long-term solution for emergency sheltering is sought through the proposed facility.

Precedent School Land Areas

Several other comparable schools in the city far exceed the area owned by Nova Classical Academy, as shown in the table below. Thus, the scale of the development is reasonable.

Precedent - St. Paul School Property Areas				
(Select schools)				
School Name	Owned by	Acreage*	PID(s)	Primary Address
Central High School (9-12)	Independent School District 625	11.35	342923440003, 342923440001	275 Lexington Pkwy N, St Paul, MN 55104
St. Paul Academy and Summit School (K-12)	St. Paul Academy and Summit School	30.66	92823420056, 092823420050	1712 Randolph Ave, St Paul, MN 55105
Como Park Senior High (9-12)	Independent School District 625	24.59	262923110100	740 Rose Ave W, St Paul, MN 55117
Hmong College Prep Academy (K-12)	Hmong Education Reform Company	13.92	272923220100, 272923220101, 272923220102	1515 Brewster St, St Paul, MN 55108
Harding High School (9-12)	Independent School District 625	36.34	342922240001	1540 6th St E, St. Paul, MN, 55106
Bridge View Focus Beyond School (K-12)	Independent School District 625	10.1	122823210104	350 S Colborne St, St Paul, MN 55102
Nova Classical Academy (K-12)	Friends of Nova Classical Academy	4.25 proposed (Including the 1.14-acre parcel)	142823210063, 142823210064	1455 Victoria Way, St. Paul, MN, 55102
*The Total Acreage number SHOWN is the sum of deeded acres from Ramsey County Property Services Online, corresponding to the PIDs shown.				

The proposed amendment to the Victoria Park Master Plan to accommodate Nova Classical Academy's expansion, by conversion of 1.4 acres of Mixed Residential use to an Institutional use, conforms to the general intent of the Victoria Park Master Plan. The amendment maintains a variety of housing in the Victoria Park Master Plan area, it supports the plan's goal of creating a diverse, well-connected community by enhancing the educational infrastructure, it is consistent with the plan's spirit of a safe, vibrant, and community-focused, urban environment. It offers significant benefits to the neighborhood by enhancing public safety, supporting mixed-use development, and addressing the evolving needs of the community.

City of St. Paul, District 9, West 7th Area Plan

The following is an excerpt from the District 9 Plan, adopted by the City Council in 2013. The requested Master Plan amendment is in harmony with the District 9 Plan intent for Community Development.

Community Development

*Community gathering places and access to community initiatives are important to the District 9 Council and highlighted in the plan. Opportunities for community gathering places must be realized in redevelopment plans of former industrial properties. **Continuing to improve institutions serving families and children, particularly local schools and libraries, is important.** District 9 has two community centers, St. Clair and the Salvation Army, and one small recreation center, Palace. The two public gathering*

places are inadequate for the needs of the community. Over the last 35 years, District 9 has fought for preservation of school options in the community.

Unique Circumstances

Strict compliance with the Master Plan is unnecessarily burdensome due to the lack of alternative land for the school's expansion adjacent to the school. Schools are critical neighborhood assets, yet available land for and allotted to civic/institutional uses is scarce. The school has maximized its existing space and must now utilize the adjacent undeveloped parcel to provide essential storm shelter facilities for student safety. It would therefore prevent improvement of the property in a manner which is reasonable and consistent with other properties in the area and allowed by the Zoning District regulations.

Thus, the parcel's triangular shape and proximity to Mercer Way present practical difficulties in designing alternative school expansion solutions within the confines of the existing Master Plan's Mixed Residential designation. If an attempt were made to develop the subject parcel according to the residential layout provided in the master plan, it may prove difficult to achieve the tuck under parking, stormwater requirements, and FAR requirements due to the irregular lot shape and irregular parcel size.

Additionally, precedent exists for modifications to the Victoria Park Master Plan to accommodate changing community needs as has been demonstrated. Multiple residential and mixed-use developments have evolved from the 2011 plan, demonstrating that Master Plan flexibility is both reasonable and necessary.

Denying this amendment creates a practical difficulty preventing the school from implementing critical safety and traffic improvements and educational enhancements that benefit the neighborhood and broader community.

Conclusion

The proposed amendment maintains the vision of a mixed-use urban village while meeting the educational and safety needs of the community. Approval will ensure Nova Classical Academy continues serving as a vital neighborhood resource. Denying the amendment would create a practical difficulty for the school, limit educational diversity, and cause the school to forgo an opportunity to improve safety and traffic conditions.

We appreciate your consideration and welcome any questions or requests for additional information.

Sincerely,



Thomas Dobbs, RA, CID, NCARB, LEED AP
Vice President, Bloom Hay Dobbs

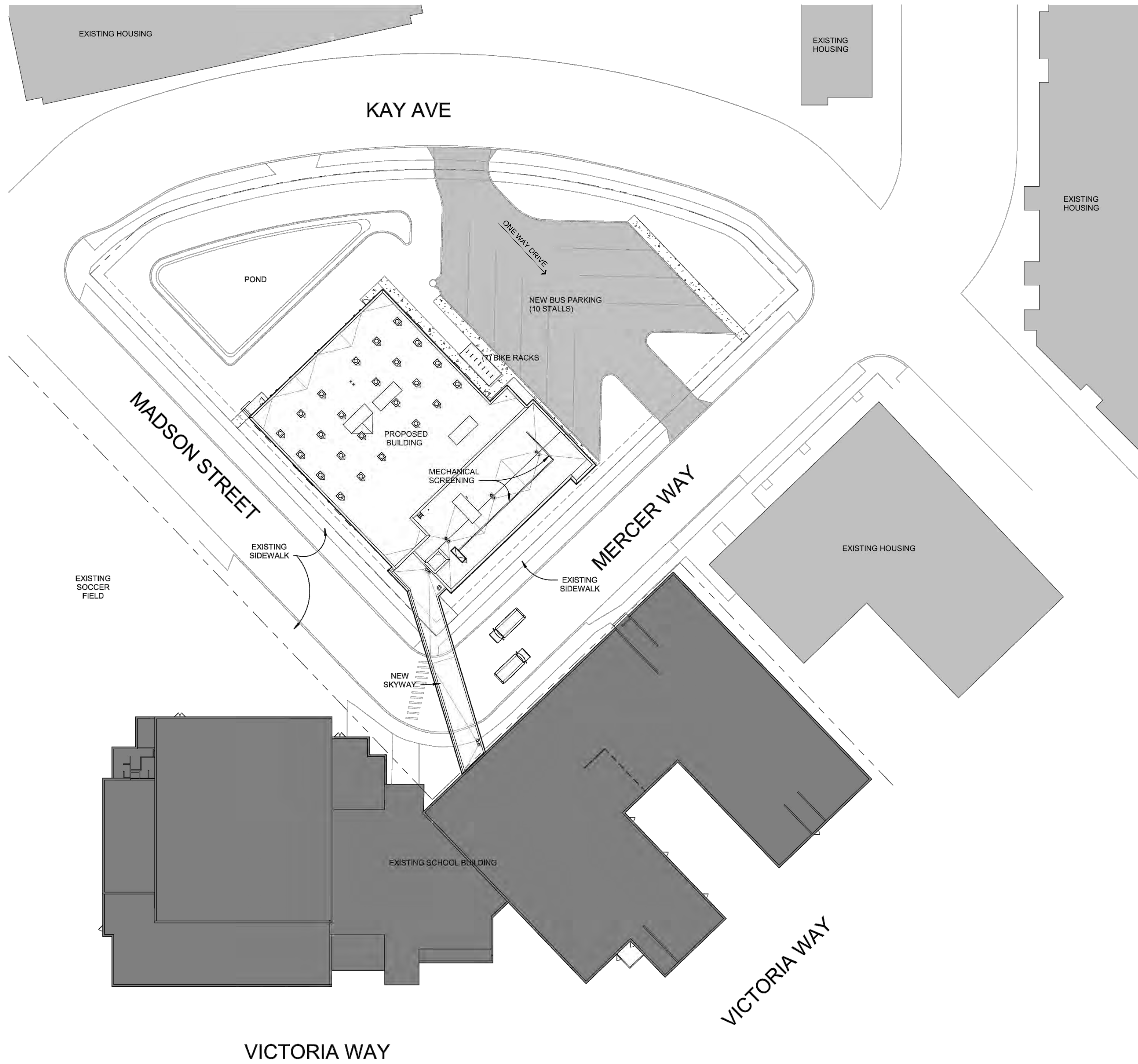
Attached:

1. Drawing Sheet: Proposed Architectural Site Plan (for reference only)
2. Nova Classical Academy & Shalom Home Evacuation Agreement
3. Exhibit A.1: Project Location Map
4. Exhibit A.2: Enlarged Project Location Map
5. Exhibit B: Principal Zoning Map
6. Exhibit C: Victoria Park Master Plan, adopted 2013

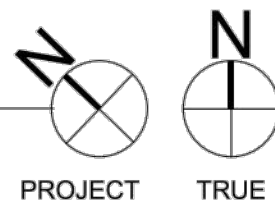
7. Exhibit D: Victoria Park Master Plan Designated Building Types
8. Exhibit E: Existing Conditions Map
9. Exhibit F: Proposed Master Plan Amended Area for School (Project)

References

- U.S. News & World Report LP. (2025, February 24). *Best High Schools in Minnesota*. Retrieved from U.S. News & World Report: <https://www.usnews.com/education/best-high-schools/minnesota>
- U.S. Global Change Research Program (USGCRP). (2025, March 05). *Fifth National Climate Assessment 2. Climate Trends*. Retrieved from The Fifth National Climate Assessment: <https://nca2023.globalchange.gov/chapter/2/#section-98>



① SITE PLAN
1" = 30'-0"





Know Yourself. Know The World.

NOVA CLASSICAL
ACADEMY™

May 1, 2024

To the Staff of Sholom Home:

This letter serves to acknowledge an ongoing reciprocal agreement between Nova Classical Academy and Sholom Home.

In the event of an emergency that requires an evacuation of our students Sholom Home has agreed to provide a safe space for our students to go. Principal, Tamra Paschall, will be responsible to coordinate the specific evacuation details with your staff.

In the event of an emergency that requires an evacuation of your residents, Nova Classical Academy agrees to provide a safe space for your residents to go. Facilities Manager, Jessie Prins will be your initial contact and we will assist your staff with accommodating your residents.

We appreciate the partnership with Sholom Home and plan to continue this agreement until it is terminated in writing by either party.

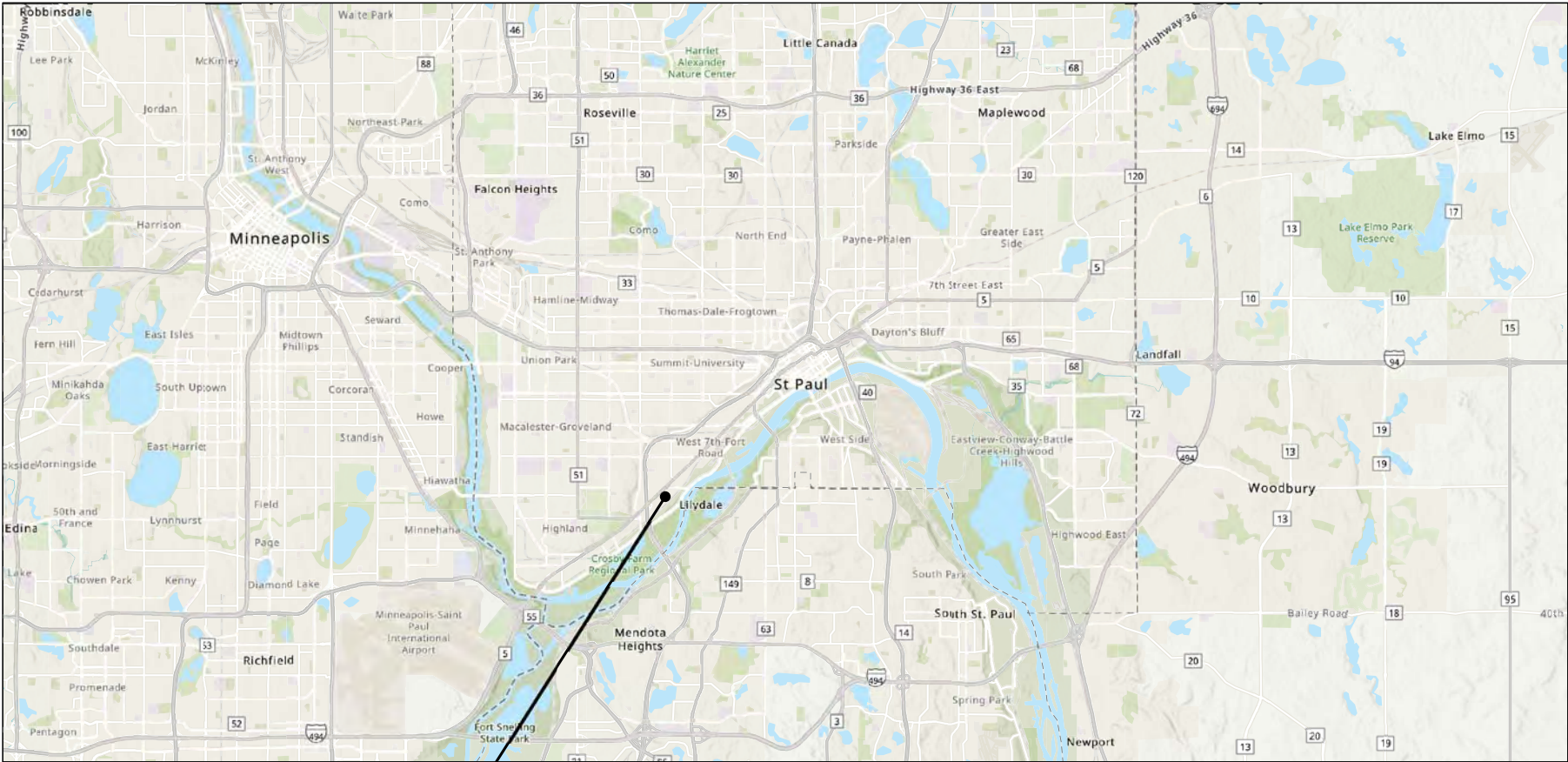
It's a Great Day to Be a Knight!

Dr. Brett Wedlund
Executive Director

Nova Classical Academy School District #4098
1455 Victoria Way, St. Paul, MN 55102

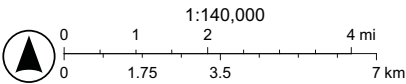
P: 651.209.6320 • F: 651.209.6325 • E: contact@novaclassical.org
novaclassical.org

Exhibit A.1 - Project Location Map



2/19/2025

Approximate Location
Nova Classical Academy
1455 Victoria Way
St. Paul, MN 55102



Esri, CGIAR, USGS, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Exhibit A.2 - Enlarged Project Location Map



4/1/2025

World Imagery

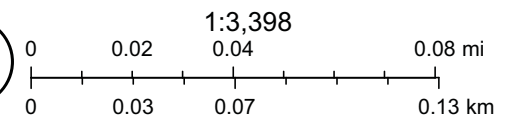
Low Resolution 15m Imagery

High Resolution 60cm Imagery

High Resolution 30cm Imagery

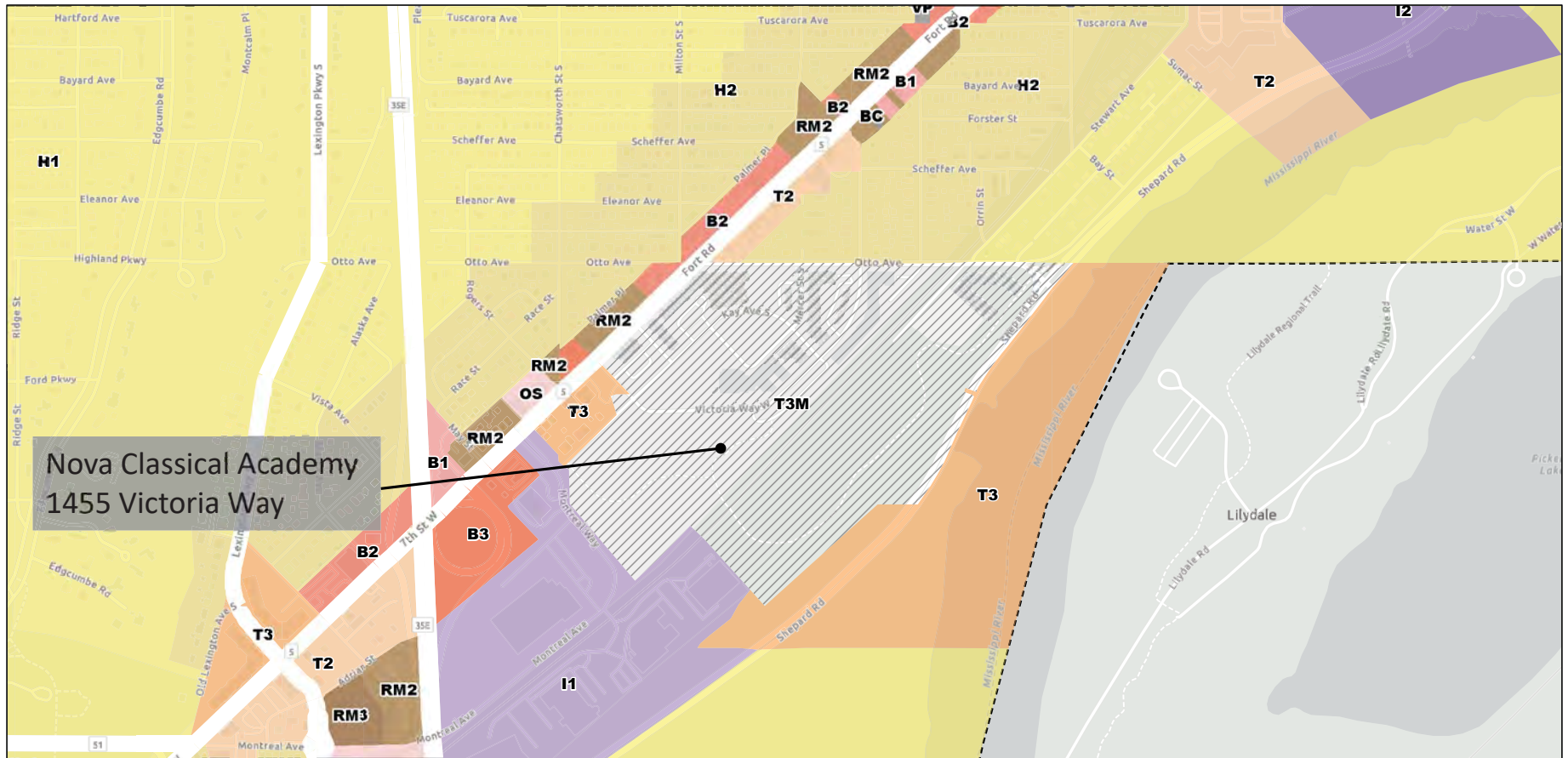
Citations

60cm Resolution Metadata



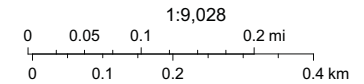
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Dakota County, Maxar

Exhibit B - Principal Zoning Map



3/19/2025, 12:37:50 PM

Interstates	H2 Residential	T3M T3 with Master Plan	B3 General Business
State Highway	RM2 Multiple-Family	OS Office-Service	I1 Light Industrial
Major Streets	RM3 Multiple-Family	B1 Local Business	I2 General Industrial
Principal Zoning	T2 Traditional Neighborhood	BC Community Business (converted)	VP Vehicular Parking
H1 Residential	T3 Traditional Neighborhood	B2 Community Business	--- Saint Paul City Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

ArcGIS Web AppBuilder

Esri Community Maps Contributors, County of Dakota, Metropolitan Council, MetroGIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | For more information on these zoning designations, contact PED Principal

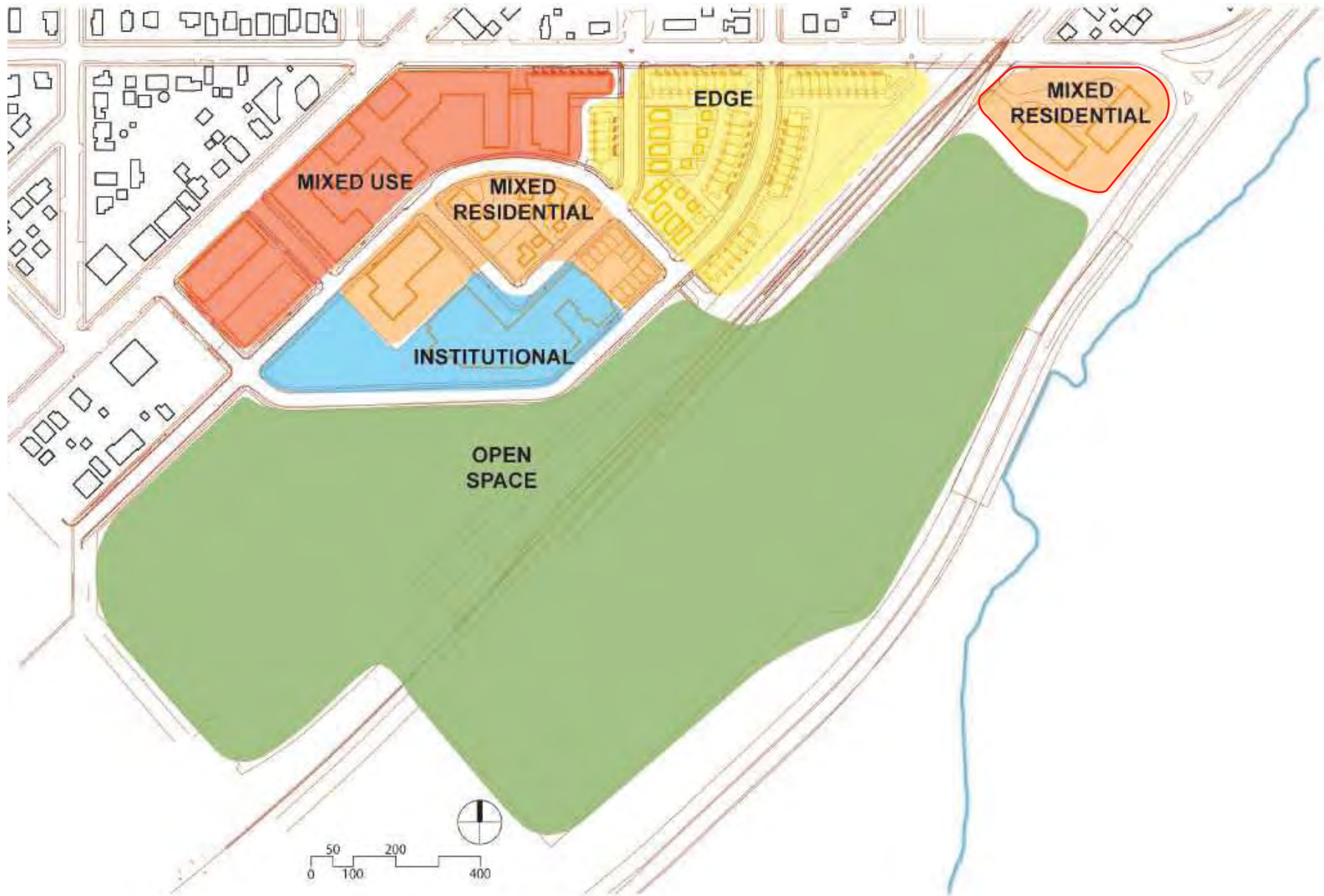


Exhibit D - 2011 Victoria Park Master Plan Designated Building Types

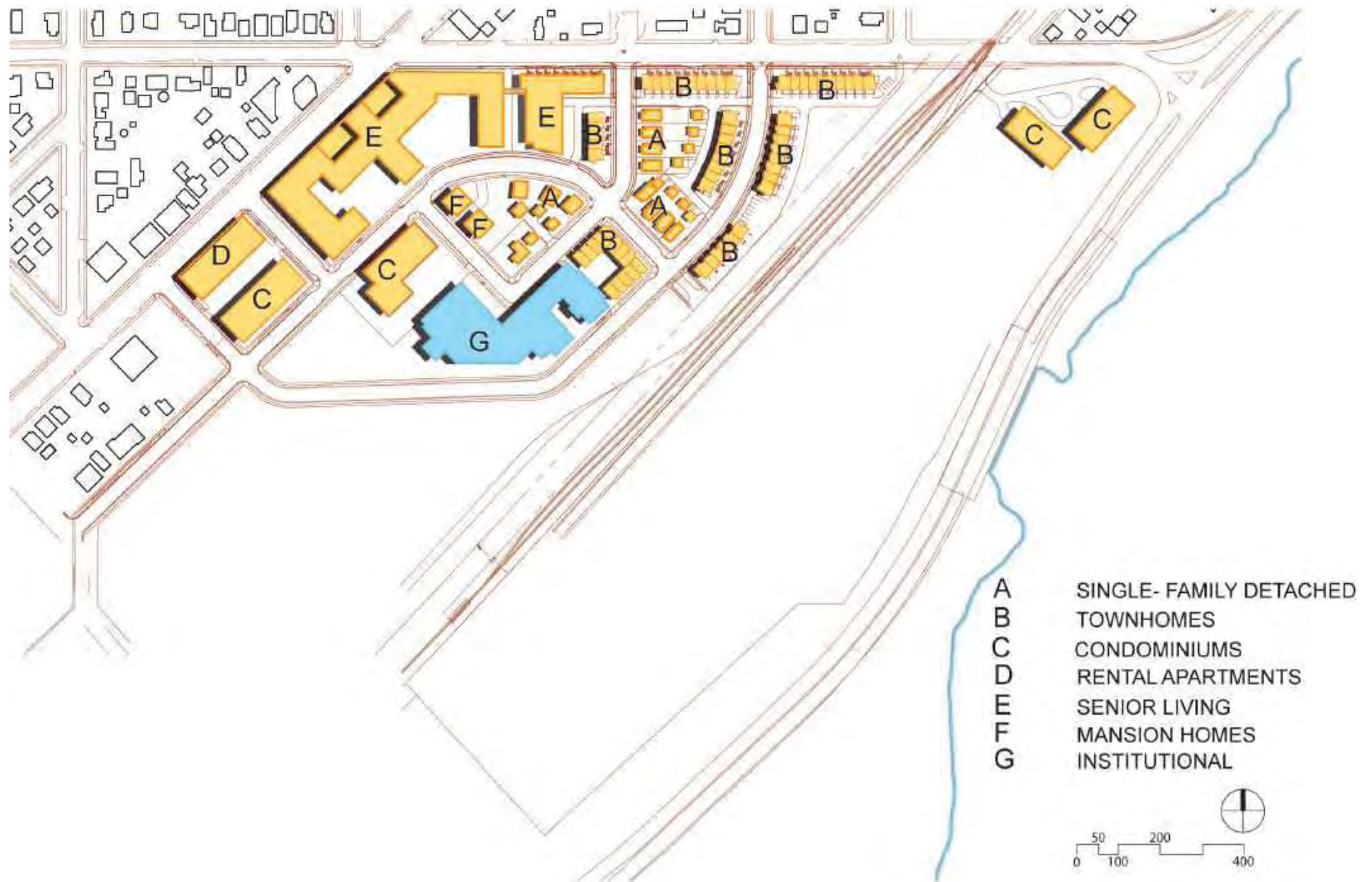


Exhibit E - Existing Conditions Map

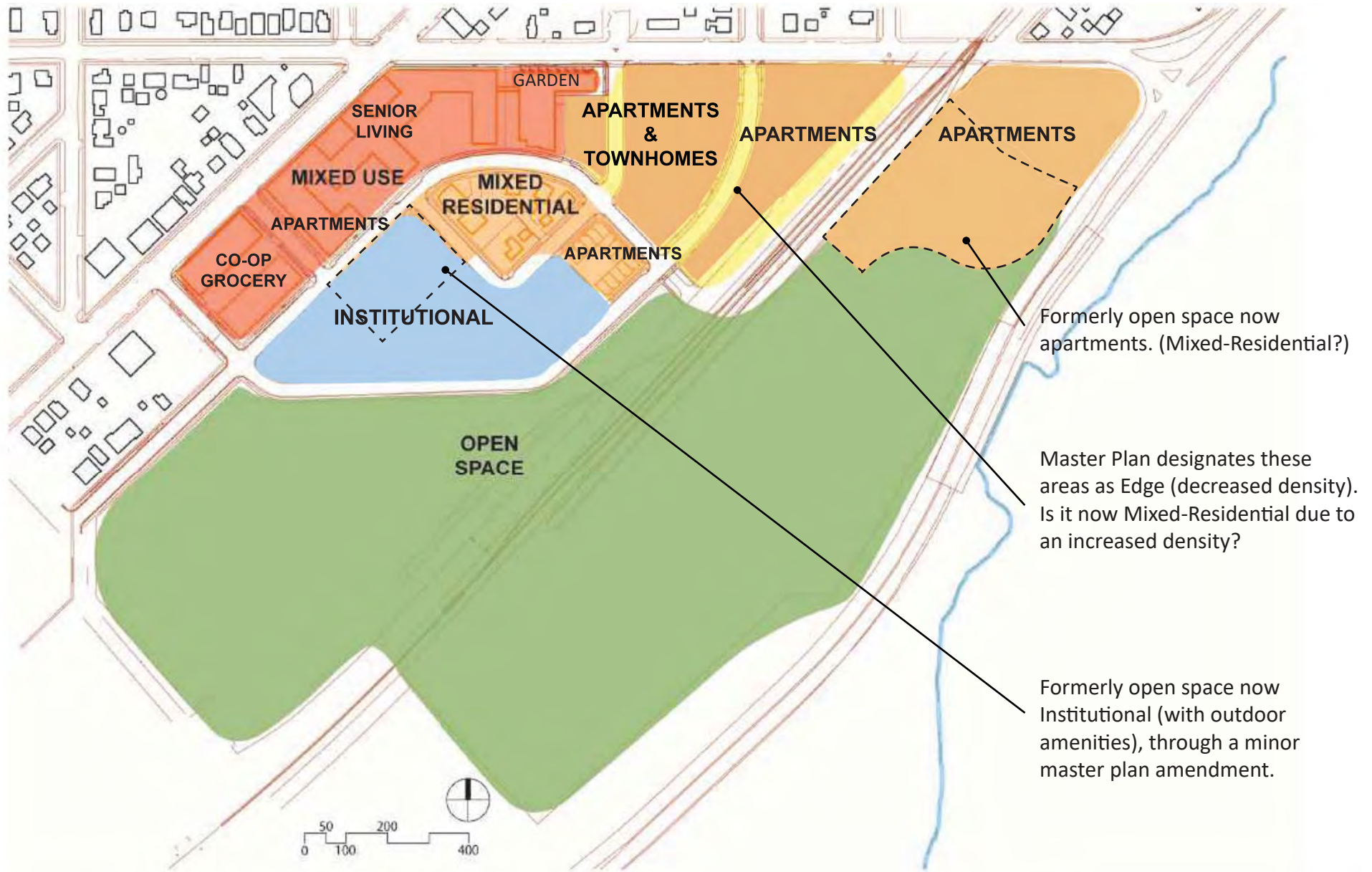
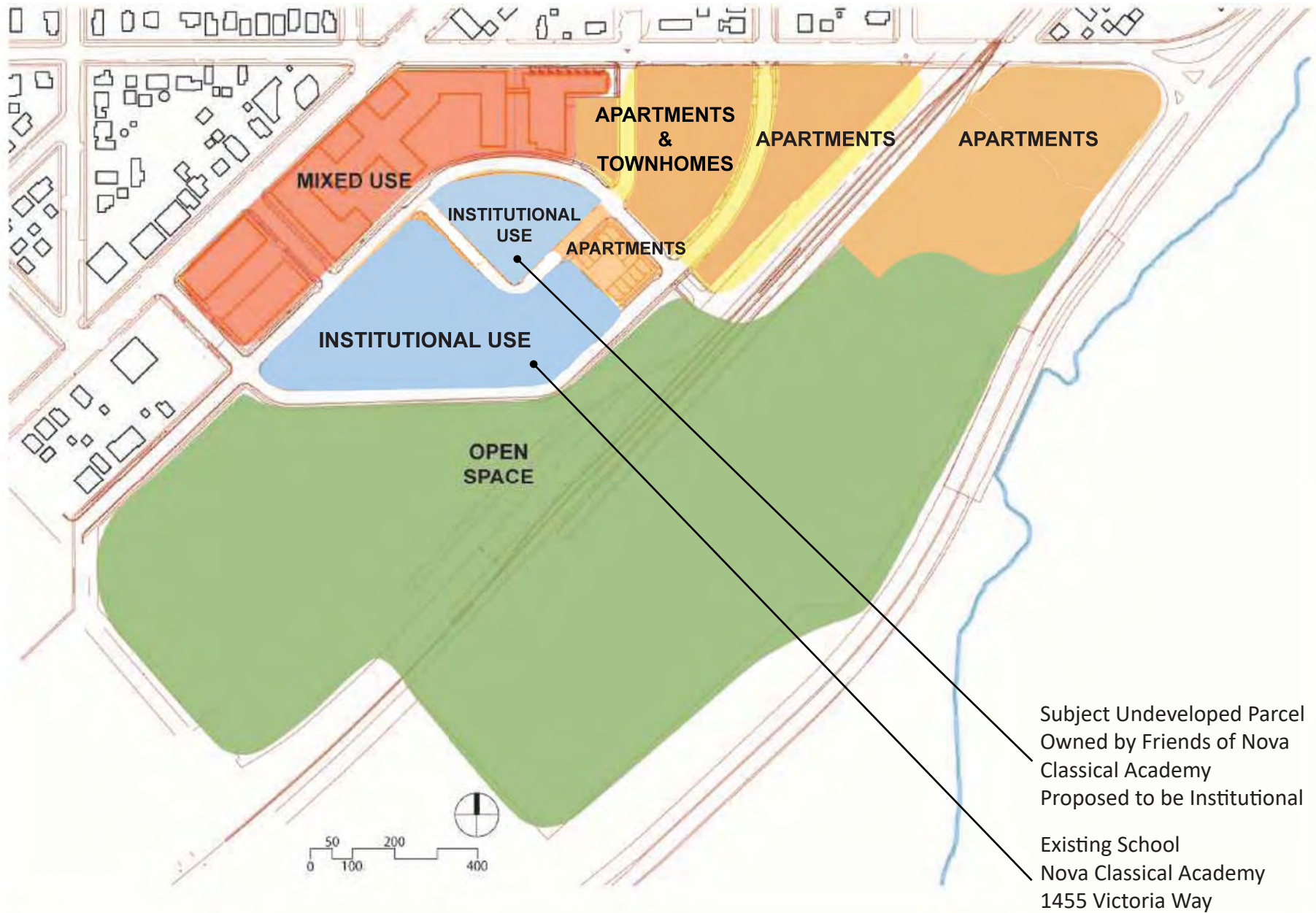


Exhibit F - Proposed Master Plan Amended Area for School





ZONING VARIANCE APPLICATION

To Board of Zoning Appeals

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

To Planning Commission

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

Zoning Office Use Only

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

APPLICANT

Name The Friends of Nova Classical Academy

(must have ownership or leasehold interest in the property, contingent included)

Address 1455 Victoria Way City St. Paul State MN Zip 55102

Email JPrins@novaclassical.org Phone 651-209-6320

Name of Owner (if different) Nova Classical Academy Email _____

Contact Person (if different) _____ Email _____

Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address / Location Undeveloped pie-shaped parcel north of 1455 Victoria Way

PIN(s) & Legal Description PID: 142823210064. See the attached exhibit containing the legal description.
(attach additional sheet if necessary)

Lot Area ~1.14 Acres Current Zoning T3M

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. 66.331. Density and dimensional standards table - regarding floor area ratio (FAR). State the requirement and variance requested. The applicant requests a reduction in the FAR density standard minimum from .5 to .39 due to practical difficulties arising from circumstances unique to the property.

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 the attached narrative providing supporting information for Items 1-4.

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

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

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

☒ Required site plan is attached

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

Applicant's Signature

Date

6-26-25

7 July 2025

Milwaukee Headquarters
10501 W. Research Drive
Suite 100
Milwaukee, WI 53226
P: 414-771-3390
F: 414-771-4490

Madison Branch
406 Science Drive
Suite 204
Madison, WI 53711
P: 608-819-8511

Minneapolis Branch
7825 Washington Ave S
Suite 635
Minneapolis, MN 55439
P: 952-686-6511

Chicago Branch
150 N. Wacker Drive
Suite 1650
Chicago, IL 60606
P: 312-876-9500

Dixon Branch
101 W. 1st Street
Suite 502
Dixon, IL 61021
P: 815-846-4680

Boston Branch
265 Franklin Street
Suite 1702
Boston, MA 02110
P: 617-963-5178

Applicant

Thomas Dobbs, R.A., Vice President
Bloom Hay Dobbs
2324 University Ave. S., Suite 200
St. Paul, MN 55114
tdobbs@bloomcos.com
612-338-4590

-on behalf of-

The Friends of Nova Classical Academy
1455 Victoria Way
St. Paul, MN 55102
Attention: Jesse Prins, Facility Manager
jprins@novaclassical.org
651-209-6320

To

Planning Commission
City of St. Paul, Planning and Economic Development
City Hall Annex, 25 W 4th Street, Suite 1300
Saint Paul, MN 55102
651-266-6565

Subject: Variance Request for FAR Density Reduction Associated with 1455 Victoria Way

Dear Planning Commissioners:

Please accept our application packet on behalf of the Friends of Nova Classical Academy, for a request for a variance reducing the floor area ratio (FAR) density standard in the T3M zoning district for the proposed project associated with Nova Classical Academy at 1455 Victoria Way, St. Paul, MN, on behalf of Nova Classical Academy. The project is located at the 1.14-acre triangular parcel north of the school (PID 142823210064). The applicant requests a reduction in the FAR density standard (Sec. 66.331) due to practical difficulties arising from circumstances unique to the property.

Please contact me if I can provide clarification regarding anything in our application packet or to share comments.

Sincerely,



Thomas Dobbs, RA, CID, NCARB, LEED AP
Vice President, Bloom Hay Dobbs

Zoning Variance Application – Supporting Information

Variance Requested: Decrease in minimum Floor Area Ratio (FAR) from 0.5 to 0.39

Applicant: The Friends of Nova Classical Academy

Project: Two-Story Educational Building with Storm Shelter

Address: [No Address – PID 142823210064]; associated with 1455 Victoria Way

Zoning District: T3 Traditional Neighborhood with Master Plan Overlay (T3M)

Project Summary

I. Project Summary

Nova Classical Academy proposes to construct a 19,598 gross square feet two-story educational facility on a ~1.14-acre triangular parcel (PID 142823210064) immediately north of its existing school building. The building will contain an ICC-500 compliant storm shelter—mandated by Minnesota State Building Code for all new school construction within a designated high-wind zone—along with instructional and support spaces. Currently, the school lacks a storm shelter but has an agreement with Shalom Home for emergency sheltering. This project is not intended nor planned to increase enrollment or staffing, but rather to address safety needs and enhance the school's instructional environment.

The proposed project will feature a shelter area, locker rooms and restrooms associated with the storm shelter, office space, meeting space, flexible classroom space, and accessory areas. Within the shelter, two practice courts will serve dual purposes as flexible spaces, supporting physical education classes and providing indoor recess options during inclement weather. A fitness mezzanine area will offer an elevated view of the shelter's main floor. Furthermore, the project includes a minor interior renovation in the existing school building.

The new school building's main entrance will be oriented towards the existing school on Mercer Way. A skyway, clad in metal panels with appropriately sized windows, will bridge Mercer Way, connecting the two buildings from a central location on the second floor of each building. The existing school facility, located at 1455 Victoria Way on a 3.11-acre parcel (PID 142823210063), includes an 89,214-square-foot, three-story structure that includes a soccer field and playground. The existing building's facade is made up of colored precast concrete and curtainwall.

The proposed new building facade will define its character through the incorporation of precast concrete in various colors and patterns, metal panels, curtain walls, and windows. This design choice aims to echo the adjacent school building's facade. Precast concrete was selected as the primary envelope material, as it satisfies ICC-500 storm shelter structural and code requirements while establishing a visual connection with the existing school facade. The incorporation of multiple roof lines will enhance visual appeal. Pedestrian-scale glazing, employing "blocks of material types," will generate visual interest and a sense of entry, defining the main entry on the first level of Mercer Street. The strategic use of additional colors and textures will further divide the building form into smaller "blocks" to create visual interest and relate to a human scale.

An attractively landscaped site, complete with sidewalks, a shallow storm water detention pond, a parking area, sidewalks, bike parking, plantings, and screening, will revitalize the currently undeveloped lot. The new bus drop-off and pick-up parking area, situated adjacent to the storm shelter, aims to improve neighborhood conditions by alleviating traffic congestion on Mercer Way and Madson Street during student arrival and dismissal times, thereby enhancing student safety. It is important to note that the parking area will not be used for bus storage but may serve as vehicular parking for the school when not in use for arrival and dismissal. An accessible pedestrian route will seamlessly connect the parking area, building entrances, and sidewalks along Mercer Way. The angled one-way-style parking area may provide overflow vehicle parking for the school during times when buses are not required.

The existing school and the proposed building are within the City of St. Paul's T3 with Master Plan (T3M) - traditional neighborhood district. A K-12 School (Institutional/Civic use) is a permitted use within the zoning district ordinance. The proposed development falls slightly short of the minimum FAR required in the T3 zoning district for the new development. The zoning code mandates a minimum FAR of 0.5. (Refer to the exhibits attached for a map of the zoning district.)

The site proposed to be developed is bounded on all sides by public streets — Kay Avenue, Madson Street, and Mercer Way — and is characterized by an irregular triangular geometry. Additionally, the subject parcel includes capped contamination in accordance with Minnesota Pollution Control Agency (MPCA) guidelines which limit the depth of excavation and new development, limiting the depth of the pond. These features result in significant limitations that prevent conventional compliance with the FAR zoning minimum requirement. The city utilities also have a limited depth which impacts the possible depth of the stormwater pond, causing it to be shallow and take up a significant area on the site. The City has a water and utility easement five feet wide inside the property line at the entire perimeter of the proposed parcel to be developed, which functions similar to right-of-way, adding to the difficulty of achieving the prescribed minimum FAR.

The project, as proposed, appears to achieve a FAR of 0.39, triggering this variance request. This minor deviation arises from a combination of pre-existing site conditions and legal restrictions that prevent further vertical or subterranean development.

The FAR calculation for the new building and the triangular parcel is as follows: $19,598/49,819$ (GSF) = .39.

1. The parcel area is ~49,819 as indicated on the certified survey.
2. The proposed building footprint is 13,829 square feet. There is no room to increase the building footprint given the site constraints and design.
3. The square footage for the city's five-foot perimeter easement is 4,500 square feet. No part of the building can be built within the easement.
4. The stormwater pond has an approximate area of 8,008 square feet. The site's surrounding area is graded down toward the pond. The pond size cannot effectively be reduced.
5. The bus parking lot is approximately 11,372 square feet to the back of the curb. This lot cannot be reduced and at the same time accommodate all of the buses for the student arrival and dismissal time.
6. Required landscaping and screening and the skyway supports comprise the remaining site. These areas cannot be effectively reduced to increase the building footprint.

The existing school building appears to have a Floor Area Ratio (FAR) of 0.66, calculated by dividing its area of 89,214 square feet by the lot size of 135,846 square feet. Upon completion of the new facility and its integration with the existing lot, the entire campus complex is projected to have a combined FAR of 0.59. We respectfully request that this information be taken into consideration as you review our FAR variance request.

The project provides the following benefits to the community:

- It advances sustainability, resilient infrastructure, and people-centered design.
- It promotes equity by offering a tuition-free K–12 option in a growing and diverse neighborhood.
- It adds value to underutilized land with a high-performing school that enhances the area's livability.

This application respectfully requests a decrease in the minimum Floor Area Ratio (FAR) from 0.5 to 0.39 due to practical difficulties unique to the property and not caused by the Owner, as outlined in the supporting information that follows. The overall school campus (combined) will achieve a FAR of .59.

(Related): The project is also subject to separate entitlements including requests for a master plan amendment, a skyway clearance reduction, an air rights vacation, an encroachment permit, and variance requests for a setback increase, a parking lot frontage width increase, a parking lot yard location exception, a facade opening reduction, and an interior parking landscaping exception, addressed separately.

Required Findings

- 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.**

Practical difficulties existing to achieving the FAR density minimum of .5 due to the following:

Contamination capped on site limits the depth of the stormwater pond and piping needed to comply with the city's stormwater requirements. Thus, the stormwater pond has an increase in surface area than would otherwise be needed. The contamination is a pre-existing site limitation not caused by the Owner, which would limit the depth of any improvements at the site

The lot's irregular pie shape configuration impacts the area able to be used for the new building and site improvements such as the parking area, which is a pre-existing site limitation not caused by the Owner. The site irregular site configuration would impact any improvements at the site.

Given these conditions, it is practically infeasible to increase the building's floor area to meet the 0.5 FAR threshold without triggering significant safety, environmental, or operational concerns. The proposed FAR of 0.39 reflects the maximum reasonable buildout possible under these circumstances.

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

The capped contamination is a pre-existing site limitation not caused by the Owner, which limits the depth of any improvements at the site. This limitation increases the overall surface area of the stormwater pond. The shallow depth of the stormwater utility main also poses a similar limitation

on the stormwater pond's depth. The contamination cap and shallow stormwater main will limit and impact any improvements at the site.

The irregular pie shape lot configuration impacts the area able to be used for the new building and site improvements such as the parking area, which is a pre-existing site limitation not caused by the Owner. The irregular site configuration will limit and impact any improvements at the site.

Further, bus parking requires a large parking lot to accommodate buses and their turning radii, reducing the area available for a building, which also reduces the achievable FAR. Structured parking and/or underground parking are not reasonably achievable due to site limitations from contamination, the site's irregular shape and size, and the geometry required for buses.

The need for adequate area for buses, the site's irregular shape, a shallow stormwater main, and the contamination are not created by the Owner.

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

Nova Classical Academy K-12 school is seeking to enhance an underutilized lot with a civic improvement that aligns with the Zoning District's permitted uses. This project is intended to benefit not only our students, faculty, and staff, but also the broader community. The addition supports existing operations without increasing enrollment or staffing and is entirely consistent with both the permitted use table and the district's overarching goals of mixed-use, pedestrian-friendly, community-serving development.

The proposed improvements are designed to alleviate traffic congestion during school arrival and dismissal times, which will benefit the neighborhood. Moreover, the new construction will feature appealing architectural design and landscaping, thus enhancing the overall aesthetic of the neighborhood.

The subject parcel is within the City of St. Paul's T3 with Master Plan (T3M) - zoning district. The T3 district is a traditional neighborhood district, and a K-12 School (Institutional/Civic use) is a permissible use within the zoning ordinance. Importantly, the variance does not authorize any non-permitted use; it solely facilitates site planning necessary for a permitted civic function in a constrained site context.

As a permitted use in the zoning district, the school building harmonizes with the zoning code's general intent and purpose, as indicated below.

T3 Zoning District Intent: (Reference Sec. 66.314)

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) A mix of uses, including residential, commercial, civic and open space uses in close proximity to one another;*
- b) A mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes;*
- c) A system of interconnected streets and paths that offer multiple routes for motorists, pedestrians and bicyclists, and are connected to existing and future streets;*
- d) A system of open space resources and amenities; and incorporation of environmental features into the design of the neighborhood.*

The T3 district is also intended for smaller sites in an existing mixed-use neighborhood center where some of the above elements already exist, or in an area identified in the comprehensive plan as a potential "urban village" site. The above elements may be found within the T3 district or adjacent to it; the intent is that all would be present within a reasonable walking distance.

The school provides a valuable resource for the neighborhood as a K-12 public charter school option. The T3 district encourages higher-density, pedestrian-friendly mixed-use development, including civic and institutional (inclusive of K-12 school) uses. The proposed variance benefits the neighborhood and meets the intent of the T3 Zoning district by providing:

- A mix of uses, including civic and residential elements. The school complements the predominantly residential area and other uses, adding the diversity of uses needed for an "urban village".
- A pedestrian-friendly environment with improved pathways and transit access.
- A safe and sustainable urban development.

City zoning ordinances are an extension of the City's adopted Comprehensive Plan per Minnesota Statutes. The City of St. Paul 2040 Comprehensive Plan recommends people centered land use policies that provide for the flexible and adaptable implementation of Zoning Ordinances, most notably policy LU-7 which call for flexible zoning to respond to changes, conditions, and opportunities, and LU-33 which promotes amenities for neighborhood scale Institutional uses, to include schools.

The variance requests for this project are supported by the following Opportunities, Core Values, Focus Areas, Priorities, Goals, and Policies contained in the City of St. Paul 2040 Comprehensive Plan:

Challenges and Opportunities

Equity – How we grow, develop and invest over the next 20 years must be done in a way that reduces racial disparities in jobs, income, housing cost burden, education and homeownership.

Economic development – To address our equity, diversity and growth goals, the City and its economic development partners must capture innovations in the marketplace (including service delivery, job training, education and new business sectors) that lead to a growing, adapting, strong local and regional economy. Saint Paul's racial and ethnic diversity is a unique asset that should be tapped to fuel economic growth, especially as it brings innovative economic models to our neighborhoods.

Fostering the next generation – If a city is going to grow, innovate and prosper, it must provide opportunities for its youth to grow, innovate and prosper. The same physical systems that need to accommodate an aging population need to accommodate a young population. This is especially important in the areas of education and employment and innovation.

Core Values

Equity and opportunity. We are a city where opportunities in education, employment, housing, health and safety are equitably distributed and not pre-determined by race, gender identity, sexual orientation or age; we are a city that creates opportunities for all residents to achieve their highest potential.

People-centered. We are a city that puts people first, recognizes and celebrates our complex and interrelated histories, and treasures our young and older residents as integral members of our community.

Focus Areas

Equitable cities create opportunities for all residents to achieve their highest potential. How Saint Paul grows, develops and invests over the next 20 years must be done in a way that reduces racial disparities in jobs, income, education and homeownership.

Urban design is the thoughtful arrangement of the public realm, or the public spaces between buildings (including parks, streets and sidewalks). Good urban design – the interaction between private development and public space – fosters activity, connection, beauty, safety, and economic value.

Priorities

Livability, equity and sustainability. When we asked about regional themes established by the Metropolitan Council, you said livability, equity and sustainability are the most important for Saint Paul. Other regional themes we will incorporate into the updated Comprehensive Plan include prosperity and stewardship.

Land Use Chapter

Goals

- 5. Infrastructure for all ages and abilities.
- 6. Efficient, adaptable and sustainable land use and development patterns and processes.
- 8. People-centered urban design.

Policies

Policy LU-5. Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities

Policy LU-7. Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities

Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.

Policy LU-33. Promote amenities that support those who live and work in Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities.

To summarize, the project is a permitted use in the City of St. Paul's Zoning Code and is supported by the 2040 Comprehensive Plan Values, Focus Areas, Priorities, Goals, and Policies. Refer to the map exhibit included for a visual representation of the zoning district.

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

The subject property is located adjacent to open spaces and apartment complexes with parking areas, an assisted living facility with a parking area, a community garden, townhomes, and a co-op grocery store with a parking area. The existing school is adjacent to Victoria Park. The proposed use is permitted in the zoning district, and the school is a valuable contribution to the neighborhood.

A slight reduction to the minimum FAR from a minimum of .5 to .39 will not have a negative impact the character of the neighborhood. For example, the neighborhood includes a co-op grocery store, a valued neighborhood anchor, with an apparent FAR of .25 (13,574/53,578.8 SF – Data source: Ramsey County Property Online Data).

The proposed use is consistent with the existing building and will not be injurious to neighbors; rather, the improvements will transform a vacant lot into an active beneficial use. The proposed building is attractive and consistent with the applicable building design requirements, except as indicated in the entitlements requested.

Conclusion

The applicant respectfully requests that the Board of Zoning Appeals approve the requested FAR variance. This minor modification is justified by substantial practical difficulties and unique site conditions and will enable a safe, code-compliant, and aesthetically appropriate development that benefits both the school and the surrounding community.

The proposed FAR of 0.39 reflects the highest achievable density given the environmental and spatial constraints of the site, and the project as a whole is consistent with the zoning code's intent and the City's broader planning vision.

Please see the enclosed images which demonstrate that the planned improvements will not alter the essential character of the neighborhood. Also reference the attached maps and drawings.

Attached:

1. Certified Site Survey
2. Drawing Sheet: Proposed Architectural Site Plan (for reference only)
3. Nova Classical Academy & Shalom Home Evacuation Agreement
4. Project Location Map
5. Enlarged Project Location Map
6. Principal Zoning Map
7. Overlay Zoning Map

(Continued on next page.)

Neighborhood Images



Nova Classical Academy's existing school building viewed from Victoria Way



Nova Classical Academy viewed from Victoria Way



Nova Classical Academy along Mercer Way and Madson Street.; image taken from the subject parcel.



Nova's building (gymnasium) and Nova's turf field in the foreground with Shalom apartments and Mississippi Market co-op parking area and store in the background.



Victoria Apartments and Nova Classical Academy from Kay Ave.



View of Nova Classical Academy and Nova's turf field, from Kay Ave.



Shalom Campus from Kay Ave.



Shalom Campus from Madson Way and Kay Ave.



Shalom Campus from the subject parcel near Mercer Way and Kay Ave.



Shalom Campus and the subject parcel from the corner of Madison Way and Mercer Street.



Townhomes and apartments to the northeast from Madson Street, viewed from across the subject undeveloped subject parcel.

Attachments:

1. Certified Site Survey
2. Drawing Sheet: A100 - Architectural Site Plan
3. Drawing Sheet: C200 - Grading Plan
4. Context Map: Project Location Map
5. Context Map: Enlarged Aerial Image Project Location Map
6. Context Map: Principal Zoning Map
7. Context Map: Zoning Overlay Map
8. Context Map: Roadway Classification and Yard Map

Nova Classical Academy

Unassigned - Mercer Way, Madison Street, Kay Avenue,
St. Paul, Ramsey County, Minnesota 55102

Nova Classical Academy

1455 Victoria Way, St. Paul, Minnesota 55102

PROJECT

CLIENT

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, 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.

ROY L. SYSTOLE
DATE 3-28-2025 LICENSE NO. 44565

QA/QC

FIELD CREW	MS/MG
DRAWN BY	DS
REVIEWED BY	CJ
UPDATED BY	

VICINITY MAP



REVISION SUMMARY

DATE	DESCRIPTION
4-8-25	Comments

PROJECT NO. - 25088.00

BOUNDARY &
TOPOGRAPHIC
SURVEY

V1.0

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KAY AVENUE

(A Public R/W)

PID: 142823210064
Address: Unassigned

NO BUILDINGS

PID: 142823210045

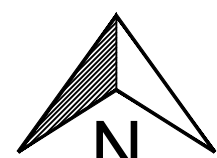
Address: 1425 Victoria Way
Owner: Victoria Park Communities LLC

PID: 142823210063

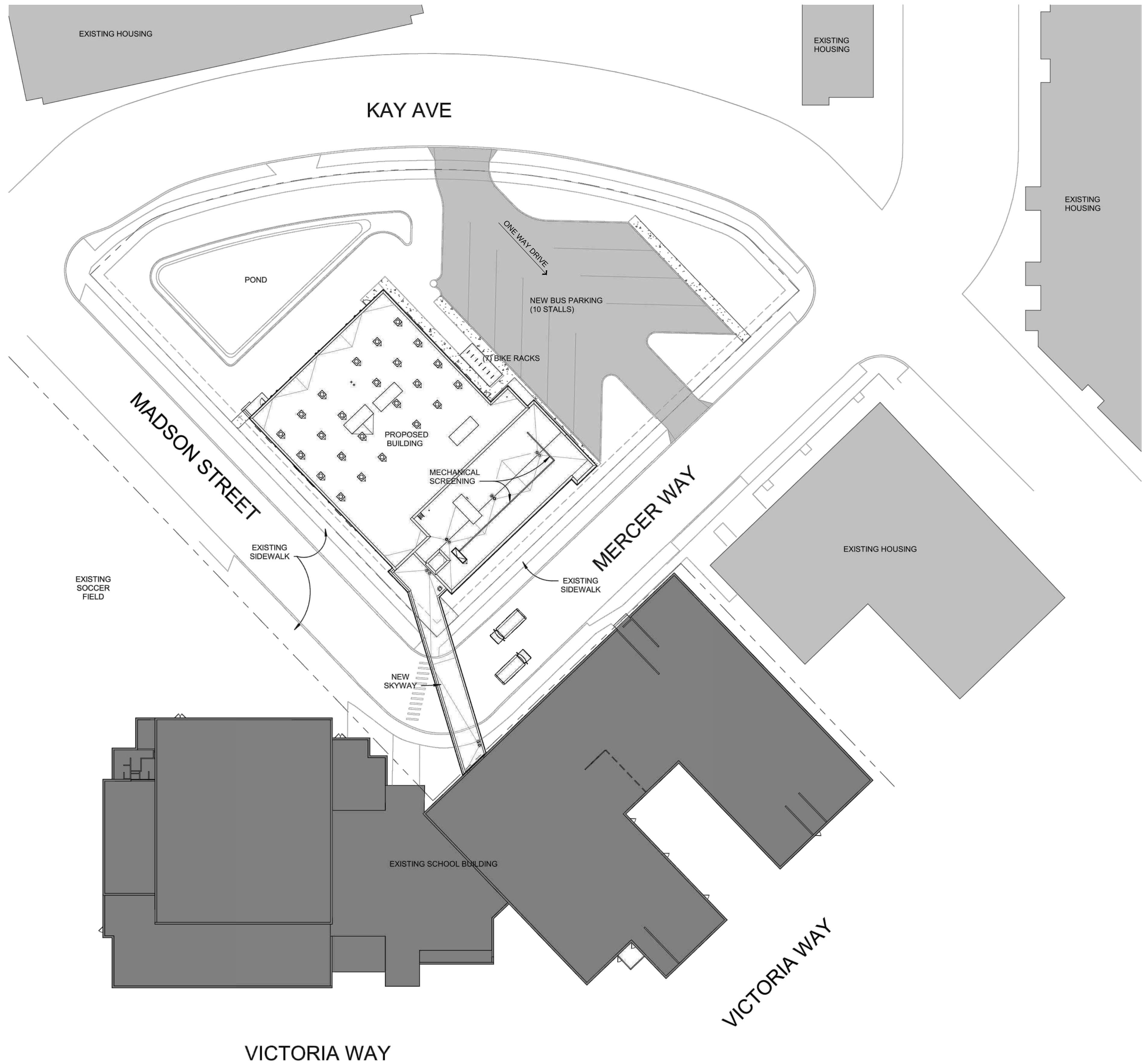
Address: 1455 Victoria Way
Owner: Friends of Nova Classical Academy

Linetype & Symbol Legend

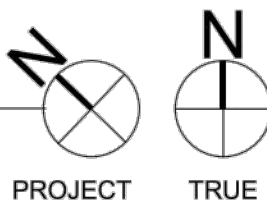
—E—E—E—	ELECTRIC LINE	⊠	AIR CONDITIONER	⊠	UTILITY VAULT
---E---E---	ELECTRIC LINE (RECORD)	⊠	CABLE TV BOX	⊠	UTILITY MANHOLE
---F---F---	FIBER/COMM. LINE	⊠	ELECTRIC MANHOLE	⊠	ELECTRICAL OUTLET
---F---F---	FIBER/COMM. LINE (RECORD)	⊠	ELECTRIC TRANSFORMER	⊠	HAND HOLE
---G---G---	GASMAIN	⊠	ELECTRICAL METER	⊠	BOLLARD
---G---G---	GASMAIN (RECORD)	⊠	FIBER/COMM. MANHOLE	⊠	FLAG POLE
---OH---OH---	OVERHEAD UTILITIES	⊠	POWER POLE	⊠	FUEL TANK
---S---S---	SANITARY SEWER	⊠	GAS METER	⊠	HANDICAP SYMBOL
---S---S---	SANITARY SEWER (RECORD)	⊠	GAS MANHOLE	⊠	LIGHT POLE
---SS---SS---	STORM SEWER	⊠	GAS VALVE	⊠	MAIL BOX
---SS---SS---	STORM SEWER (RECORD)	⊠	ROOF DRAIN	⊠	SIGN
---T---T---	TELEPHONE LINE	⊠	SEWER CLEAN OUT	⊠	CONIFEROUS TREE
---T---T---	TELEPHONE LINE (RECORD)	⊠	SANITARY MANHOLE	⊠	DECIDUOUS TREE
---W---W---	WATERMAIN	⊠	STORM MANHOLE	⊠	BUSH/SHRUB
---W---W---	WATERMAIN (RECORD)	⊠	CATCH BASIN	⊠	SOIL BORING
---X---X---	CHAINLINK FENCE LINE	⊠	FLARED END SECTION	⊠	FOUND IRON MONUMENT
---X---X---	WOODEN FENCE LINE	⊠	TELEPHONE BOX	⊠	SET OR TO BE SET IRON MONUMENT
---X---X---	IRON FENCE LINE	⊠	TELEPHONE MANHOLE	⊠	CAST IRON MONUMENT
---X---X---	GUARDRAIL	⊠	TRAFFIC SIGNAL		
---X---X---	ACCESS RESTRICTION	⊠	FIRE CONNECTION		
---X---X---	CONCRETE SURFACE	⊠	POST INDICATOR VALVE		
---X---X---	PAVER SURFACE	⊠	WATER MANHOLE		
---X---X---	BITUMINOUS SURFACE	⊠	WATER VALVE		
---X---X---	GRAVEL/LANDSCAPE SURFACE	⊠	WELL		
---X---X---		⊠	SATELLITE DISH		

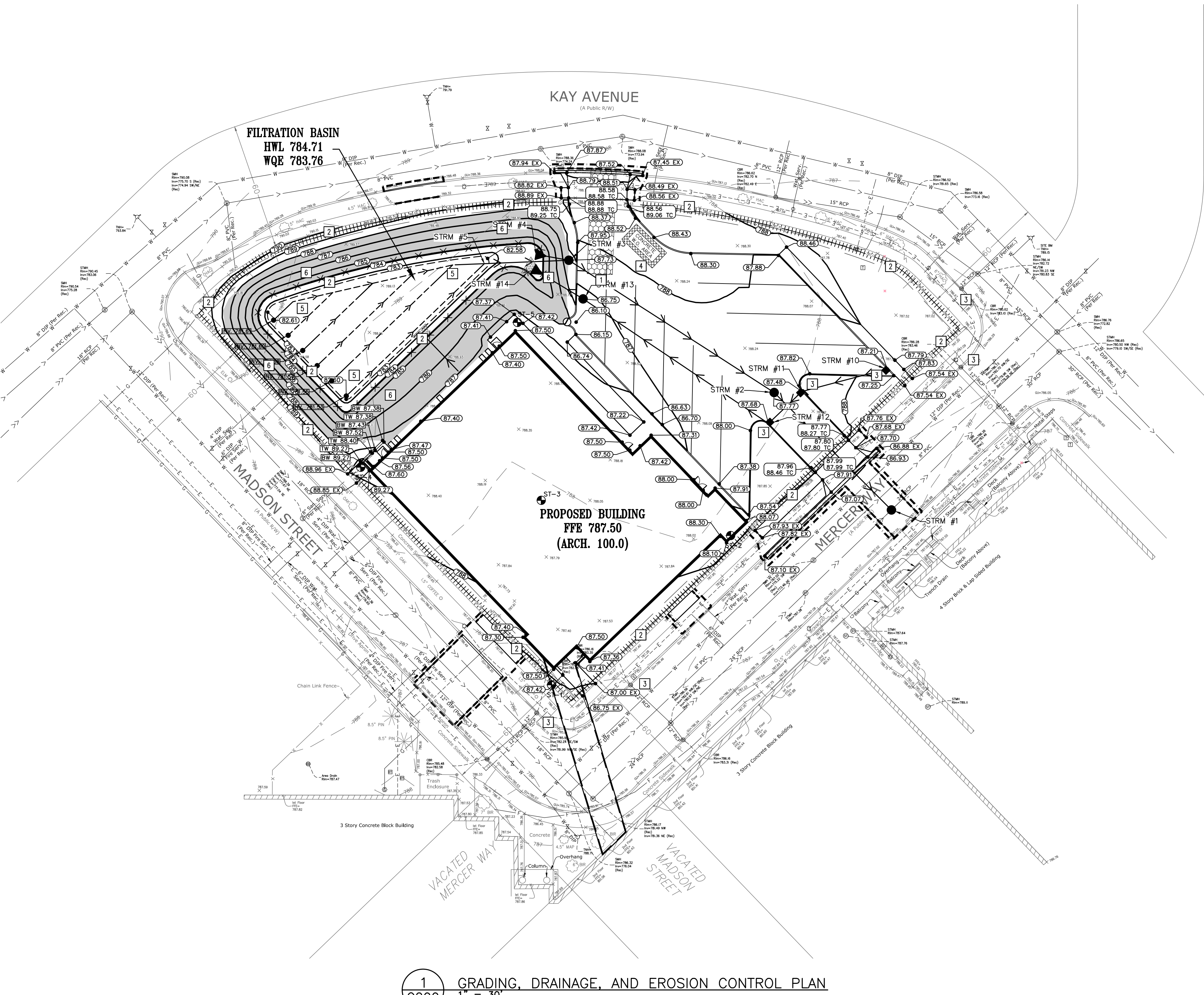


20 10 0 10 20
SCALE IN FEET



① SITE PLAN
1" = 30'-0"





1
C200
1" = 30'

EROSION CONTROL NOTES:

- ALL EROSION CONTROL FACILITIES SHALL BE INSTALLED PRIOR TO ANY SITE GRADING OPERATIONS. THE CITY ENGINEERING DEPARTMENT AND CAPITOL REGION WATERSHED DISTRICT MUST BE NOTIFIED UPON COMPLETION OF THE REQUIRED EROSION CONTROL FACILITIES AND PRIOR TO ANY GRADING OPERATION BEING COMMENCED. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING A PRE-CONSTRUCTION GRADING MEETING ON-SITE WITH THE CITY AND CAPITOL REGION WATERSHED DISTRICT. IF DAMAGED OR REMOVED DURING CONSTRUCTION, ALL EROSION CONTROL FACILITIES SHALL BE RESTORED AND IN PLACE AT THE END OF EACH DAY.
- ANY EROSION CONTROL FACILITIES DEEMED NECESSARY BY THE CITY OR CAPITOL REGION WATERSHED DISTRICT, BEFORE, DURING, OR AFTER THE GRADING ACTIVITIES, SHALL BE INSTALLED AT THEIR REQUEST.
- NO DEVIATIONS SHALL BE MADE FROM THE ELEVATIONS SHOWN ON THE APPROVED GRADING PLAN WITHOUT PRIOR APPROVAL FROM THE CIVIL ENGINEER.
- FOR SITES GREATER THAN 1.0 ACRE, AS REQUIRED BY THE MPCA PERMIT REQUIREMENTS, THE PERMIT APPLICANT MUST KEEP AN EROSION CONTROL INSPECTION LOG. INSPECTION MUST BE MADE ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS AFTER EVERY RAIN EVENT. THE INSPECTION RECORD MUST BE MADE AVAILABLE TO THE CITY AND CAPITOL REGION WATERSHED DISTRICT WITHIN 24 HOURS OF REQUEST.
- FLOWS FROM DIVERSION CHANNELS OR PIPES (TEMPORARY OR PERMANENT) SHALL BE ROUTED TO SEDIMENTATION BASINS OR APPROPRIATE ENERGY DISSIPATORS TO PREVENT TRANSPORT OF SEDIMENT TO OUTFLOW TO LATERAL CONVEYORS AND TO PREVENT EROSION AND SEDIMENTATION WHEN RUNOFF FLOWS INTO THESE CONVEYORS.
- SITE ACCESS ROADS SHALL BE GRADED OR OTHERWISE PROTECTED WITH SILT FENCES, DIVERSION CHANNELS, OR DIKES AND PIPES TO PREVENT SEDIMENT FROM EXITING THE SITE VIA THE ACCESS ROADS. SITE-ACCESS ROADS/DRIVEWAYS SHALL BE SURFACED WITH CRUSHED ROCK WHERE THEY ADJOIN EXISTING PAVED ROADWAYS.
- SOILS TRACKED FROM THE SITE BY MOTOR VEHICLES OR EQUIPMENT SHALL BE CLEANED DAILY FROM PAVED ROADWAY SURFACES, OR MORE FREQUENTLY IF REQUESTED BY THE CITY OR CAPITOL REGION WATERSHED DISTRICT, THROUGHOUT THE DURATION OF CONSTRUCTION.
- DUST CONTROL MEASURES SHALL BE PERFORMED PERIODICALLY WHEN CONDITIONS REQUIRE AND/OR AS DIRECTED BY THE CITY OR CAPITOL REGION WATERSHED DISTRICT.
- ALL EROSION CONTROL MEASURES SHALL BE USED AND MAINTAINED FOR THE DURATION OF SITE CONSTRUCTION. IF CONSTRUCTION OPERATIONS OR NATURAL EVENTS DAMAGE OR INTERFERE WITH THESE EROSION CONTROL MEASURES, THEY SHALL BE RESTORED TO SERVE THEIR INTENDED FUNCTION AT THE END OF EACH DAY OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
- ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED AS SOON AS POSSIBLE. ANY AREAS WHICH HAVE BEEN FINISHED GRADED OR AREAS THAT HAVE BEEN DISTURBED AND FOR WHICH GRADING OR SITE RESTORATION CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY SHALL BE SEEDED AND MULCHED AS SET FORTH IN THE FOLLOWING PARAGRAPHS WITHIN 7 DAYS.
 - ALL SEEDED AREAS SHALL BE EITHER MULCHED AND DISC-ANCHORED OR COVERED BY FIBROUS BLANKETS TO PROTECT SEEDS AND LIMIT EROSION. TEMPORARY STRIP MULCH SHALL BE DISC-ANCHORED AND APPLIED AT A UNIFORM RATE OF NOT LESS THAN TWO TONS PER ACRE AND NOT LESS THAN 50% COVERAGE.
 - IF THE GRADED AREA IS ANTICIPATED TO BE RE-DISTURBED/DEVELOPED WITHIN SIX MONTHS, PROVIDE A TEMPORARY VEGETATIVE COVER CONSISTING OF MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT) SEED MIXTURE 21-111 (OATS), OR 21-112 (WINTER WHEAT), AT A RATE OF 100 POUNDS PER ACRE.
 - IF GRADED AREA WILL NOT BE DEVELOPED FOR A PERIOD GREATER THAN SIX MONTHS, PROVIDE A SEMI-PERMANENT VEGETATIVE COVER OF SEED MIXTURE MNDOT 22-112 AT A RATE OF 40 POUNDS PER ACRE.
 - GRADING BONDS OR THE EQUIVALENT SECURITIES SHALL BE RETAINED UNTIL TURF HAS GERMINATED AND SURVIVED A 60-DAY GROWING PERIOD.
 - UNLESS SPECIFIED ELSEWHERE WITHIN THE CONSTRUCTION DOCUMENTS (I.E. ARCHITECTURAL SITE PLAN OR LANDSCAPE PLAN), PERMANENT TURF RESTORATION SHALL CONSIST OF MN/DOT SEED MIXTURE 25-131 (COMMERCIAL TURF GRASS) AT A RATE OF 220 POUNDS PER ACRE.
 - WHENEVER OTHER EROSION AND SEDIMENT CONTROL PRACTICES ARE INADEQUATE, TEMPORARY ON-SITE SEDIMENT BASINS THAT CONFORM TO THE CRITERIA FOR ON-SITE DETENTION BASINS SHALL BE PROVIDED.
 - MULCH, HYDROMULCH, AND TACKIFIERS MAY NOT BE USED FOR STABILIZATION IN SHALES OR DRAINAGE DITCHES UNLESS THE LONGITUDINAL SLOPE IS LESS THAN 2 PERCENT.
 - RUNOFF SHALL BE PREVENTED FROM ENTERING ALL STORM SEWER CATCH BASINS PROVIDING THEY ARE NOT NEEDED DURING CONSTRUCTION. WHERE STORM SEWER CATCH BASINS ARE NECESSARY FOR SITE DRAINAGE DURING CONSTRUCTION, SEDIMENT PROTECTION DEVICES AS DETAILED SHALL BE INSTALLED AND MAINTAINED AROUND ALL CATCH BASINS UNTIL THE TRIBUTARY AREA TO THE CATCH BASIN IS RESTORED.
- GRADING OPERATIONS PROPOSED TO BEGIN AFTER OCTOBER 15 WILL REQUIRE AN APPROVED PHASING SCHEDULE. THE AREA OF LAND THAT THE CITY WILL ALLOW TO BE DISTURBED AT THIS TIME OF YEAR WILL BE SEVERELY LIMITED. THE CITY WILL ALSO REQUIRE ADDITIONAL EROSION CONTROL DEVICES, I.E., TEMPORARY SEDIMENT BASINS, TO MAINTAIN SEEDING AND HIGH RATES OF APPLICATION OF BOTH SEED AND MULCH.
- FILTER BLANKET AND RIPRAP SHALL BE INSTALLED ON THE DOWNSTREAM SIDES OF ALL STORM SEWER OUTLETS WITHIN 24 HOURS AFTER CONSTRUCTION AS INDICATED AND DETAILED. ALL RIPRAP SHALL BE INSTALLED WITH A FILTER MATERIAL MEETING THE MNDOT SPECIFICATIONS FOR RIPRAP AND FILTER MATERIAL.
- TO MINIMIZE EROSION, ALL 3:1 SLOPES SHALL BE COVERED WITH A MN/DOT 3885 CATEGORY 20 STRAW EROSION CONTROL BLANKETS OR STAKED SOO.
- ACCUMULATION OF ALL SEDIMENT OCCURRING IN STORM SEWERS AND CURB LINE SHALL BE REMOVED PRIOR TO, DURING, AND AFTER COMPLETION OF GRADING ACTIVITIES.
- EROSION CONTROL ITEMS AND DEVICES SHALL BE REMOVED ONLY AFTER THE AREA HAS RECEIVED FINAL STABILIZATION OR AS DIRECTED BY THE CITY AND/OR CAPITOL REGION WATERSHED DISTRICT.

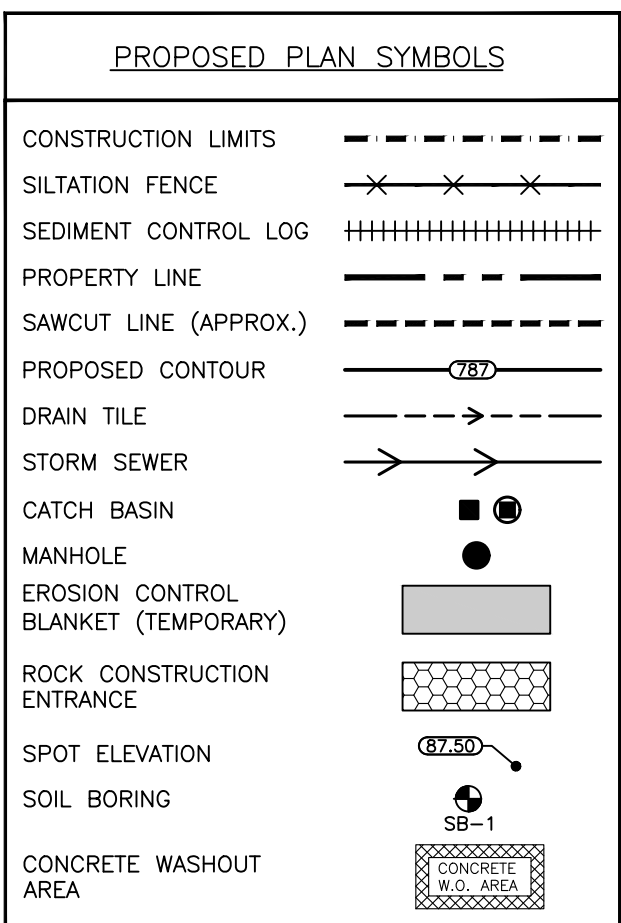
GRADING NOTES:

- THE CONTRACTOR SHALL VISIT THE SITE, REVIEW ALL CONSTRUCTION DOCUMENTS, AND FIELD VERIFY THE EXISTING CONDITIONS PRIOR TO BIDDING. NO ADDITIONAL COMPENSATION WILL BE GIVEN FOR WORK THAT COULD HAVE BEEN IDENTIFIED BY A SITE VISIT OR CONSTRUCTION DOCUMENT REVIEW.
- THE BACKGROUND INFORMATION WAS PREPARED BY CIVIL SITE GROUP, (612) 615-0060.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. THE ENGINEER, ARCHITECT, OR OWNER DOES NOT GUARANTEE THAT ALL THE UTILITIES ARE MAPPED, OR, IF MAPPED, ARE SHOWN CORRECTLY. CONTACT Gopher State One Call at 651-454-0002 FOR FIELD LOCATING EXISTING UTILITIES.
- PROTECT ALL EXISTING STRUCTURES AND UTILITIES WHICH ARE NOT SCHEDULED FOR REMOVAL.
- NOTIFY CITY BUILDING INSPECTOR BEFORE TRENCHING AND EXCAVATION WORK COMMENCES. THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS PRIOR TO START OF CONSTRUCTION.
- ALL SPOT ELEVATIONS SHOWN AS 88.30, FOR EXAMPLE, ARE TO BE UNDERSTOOD TO MEAN 788.30.
- ALL SPOT ELEVATIONS ALONG THE CURB-LINE INDICATE THE ELEVATION OF THE GUTTER UNLESS NOTED OTHERWISE.
- NO LANDSCAPED SLOPES ARE TO EXCEED 3:1 (3 FEET HORIZONTAL TO 1 FOOT VERTICAL) UNLESS NOTED OTHERWISE.
- ACCESSIBLE PARKING AREAS SHALL NOT HAVE SLOPES IN ANY DIRECTION THAT EXCEED 2%.
- PROVIDE POSITIVE DRAINAGE FROM BUILDINGS AT ALL TIMES.
- UPON COMPLETION OF THE GRADING AND UTILITY WORK, THE CONTRACTOR SHALL CERTIFY THAT ALL GRADING AND UTILITY WORK WAS PERFORMED IN ACCORDANCE WITH THE APPROVED GRADING AND UTILITY PERMITS. AN AS-BUILT GRADING AND UTILITY PLAN FOR THE STORMWATER BASIN SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR HIRED BY THE CONTRACTOR. SURVEY SHALL BE PROVIDED TO CAPITOL REGION WATERSHED DISTRICT AND CIVIL ENGINEER.
- PRIOR TO ISSUANCE OF BUILDING PERMITS, ALL NECESSARY EROSION CONTROL DEVICES MUST BE IN PLACE AND FUNCTIONING. THE CITY AND CAPITOL REGION WATERSHED DISTRICT WILL INSPECT THE SITE TO DETERMINE ITS SUITABILITY FOR BUILDING ACTIVITIES. IF THE PUBLIC UTILITIES HAVE NOT BEEN INSTALLED AT THIS POINT, IT MAY BE NECESSARY TO WITHHOLD BUILDING PERMITS FOR VARIOUS LOTS TO ALLOW THE CONTRACTOR ADEQUATE SPACE TO PERFORM THIS WORK.
- ALL DEBRIS CREATED IN THE PROCESS OF CLEARING AND GRADING THE SITE SHALL BE REMOVED FROM THE SITE. THIS INCLUDES TREES AND SHRUBS. UNDER NO CIRCUMSTANCES SHALL THIS TYPE OF MATERIAL BE BURIED OR BURNED ON THE SITE.
- THE CONTRACTOR MAY STRIP AND SALVAGE TOPSOIL FOR POTENTIAL RE-SPREADING ON THE SITE, IF APPROVED BY THE LANDSCAPE ARCHITECT AND/OR SPECIFICATIONS. SIX INCHES OF TOPSOIL - AFTER COMPACTION - SHALL BE RE-SPREAD PRIOR TO SEEDING AND MULCHING. EXCESS TOPSOIL MAY BE REMOVED FROM THE SITE PROVIDED THERE IS ADEQUATE TOPSOIL REMAINING TO PROPERLY FINISH THE SITE AS NOTED ABOVE. THE TOPSOIL STRIPPING, STOCKPILING, AND RE-SPREADING SHALL BE DONE IN ACCORDANCE WITH, AND NOTED ON, THE APPROVED GRADING PLAN AND SPECIFICATIONS. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE DRAWINGS AND SPECIFICATIONS FOR ANY SPECIAL TOPSOIL OR PLANTING REQUIREMENTS.
- ALL GRADING OPERATIONS SHALL BE CONDUCTED IN A MANNER TO MINIMIZE THE POTENTIAL FOR SITE EROSION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT SEDIMENT FROM RUNNING OFF ADJACENT PROPERTIES, ANY DAMAGE TO ADJACENT PROPERTIES MUST BE CORRECTED AND RESTORED AS SOON AS PERMISSION IS GRANTED FROM THE ADJACENT PROPERTY OWNER(S).
- IF CONSTRUCTION OF THE SITE WORK PROCEEDS THROUGH THE WINTER MONTHS, ANY DISTURBED AREAS OUTSIDE THE BUILDING FOOTPRINTS ARE TO BE MINIMALLY STABILIZED PRIOR TO MARCH 1 AS FOLLOWS: AREAS PLANNED TO RECEIVE PAVEMENTS ARE TO HAVE CLASS 5 BASE INSTALLED; ALL OTHER DISTURBED AREAS ARE TO BE SEEDED, STRAW MULCH PLACED, AND DISC-ANCHORED.
- WINTER MULCHING:
 - SNOW MULCHING SHALL BE DEFINED AS MULCH MATERIAL SPREAD OVER THE TOP OF SNOW SO THAT THE MULCH MELTS THROUGH THE SNOW AND STICKS TO THE EXPOSED SOILS.
 - FROZEN GROUND MULCHING SHALL BE DEFINED AS MULCH MATERIAL SPREAD OVER FROZEN GROUND. MULCH MATERIALS THAT DO NOT REQUIRE DISC-ANCHORING INTO THE SOIL MAY BE PLACED WITHOUT MODIFICATION. MULCH MATERIALS THAT REQUIRE DISC-ANCHORING MAY BE ANCHORED WITH HYDRAULIC SOIL STABILIZERS OR MAY BE FROZEN TO THE SOIL BY APPLYING WATER AT A RATE OF 2000 GALLONS PER ACRE OVER THE MULCH AS A SUBSTITUTION FOR DISC-ANCHORING.
- THE CONTRACTOR SHALL LIMIT THE DISTURBED AREA AS MUCH AS POSSIBLE.

KEYED NOTES

KEYED NOTES ARE DENOTED BY [NO] ON PLAN.

- INSTALL ROCK CONSTRUCTION ENTRANCE. REFER TO DETAIL 1/C500.
- INSTALL PERIMETER EROSION CONTROL. REFER TO DETAILS 2/C500 AND 3/C500.
- INSTALL INLET SEDIMENT PROTECTION. REFER TO DETAIL 4/C500.
- APPROXIMATE LOCATION OF TEMPORARY CONTAINED CONCRETE WASH OUT BIN. REFER TO THE MINNESOTA NPDES/SOS GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR MORE DETAILS. SELF CONTAINED CONCRETE WASHOUTS ON CONCRETE DELIVERY TRUCKS IS AN ACCEPTABLE ALTERNATIVE TO ON-SITE CONSTRUCTION.
- BIOFILTRATION BASIN AND WATER QUALITY TREATMENT POND(S) ARE TO BE CONSTRUCTED AT THE END OF GRADING OPERATIONS ONCE THE TRIBUTARY AREA'S FINAL STABILIZATION HAS BEEN INSTALLED. REFER TO DETAIL 1/C501 FOR BIOFILTRATION BASIN CROSS SECTION.
- CONSTRUCTION TRAFFIC IN FILTRATION AREA(S) IS NOT ALLOWED AFTER AREA HAS BEEN EXCAVATED. PRIOR TO FINAL STABILIZATION, LOOSEN SOIL WITH MECHANICAL TILLER. FILTRATION AREA(S) ARE NOT APPROVED BORROW SITES AND ARE NOT TO BE USED FOR TEMPORARY SEDIMENT BASIN(S) ONCE BASIN(S) SUBGRADE ELEVATION HAS BEEN EXCAVATED. CONTRACTOR SHALL ENSURE THAT BASIN(S) FILTRATE AT A MINIMUM RATE OF 1-INCH PER HOUR USING A DOUBLE RING INFILTROMETER TEST BEFORE FINAL ACCEPTANCE. DOUBLE RING INFILTROMETER TEST SHALL BE SIGNED BY REGISTERED GEOTECHNICAL ENGINEER AND SUBMITTED TO THE CITY AND ENGINEER FOR REVIEW BEFORE FINAL APPROVAL.
- INSTALL MN/DOT 3885 CATEGORY 20 TEMPORARY STRAW FIBER EROSION CONTROL BLANKET.



*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

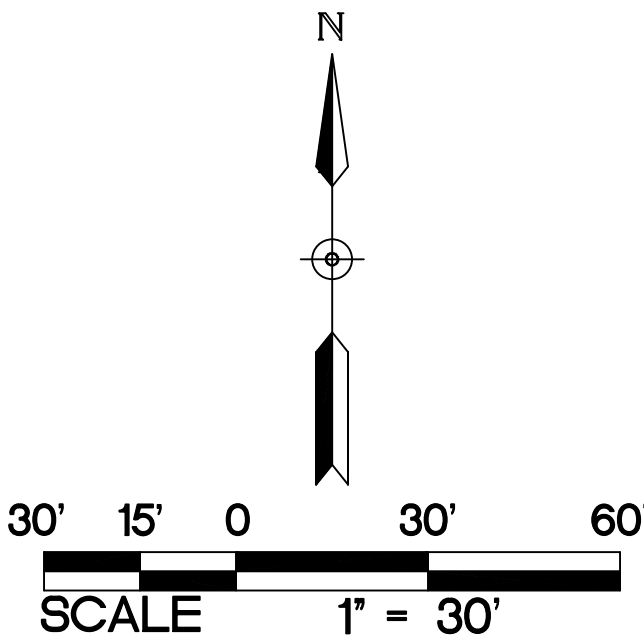
WALKWAY NOTES:

- GRADING CONTRACTOR IS TO COORDINATE WITH PAVING CONTRACTOR SO THAT ALL WALKS AND LANDINGS ARE PROLOPED PER CODE.
- ALL SIDEWALK LONGITUDINAL AND TRANSVERSE SLOPES ARE TO BE PER CODE.

ABBREVIATIONS	
BLDG	Building
BM	Benchmark
BS	Bottom of Step
BW	Bottom of Wall
CB	Catch Basin
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
HWL	High Water Level
INV	Invert
LFE	Lower Floor Elevation
MAX	Maximum
MNH	Manhole
MIN	Minimum
NWL	Normal Water Level
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
STRM	Storm Sewer Structure
TS	Top of Curb
TS	Top of Step
TW	Top of Wall
W.O.	Washout
WQE	Water Quality Elevation

APPROXIMATE DISTURBED AREA IS 1.20 ACRES

NOTE: STORM SEWER INLETS NOT SHOWN ON PLAN MAY RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INSTALL INLET SEDIMENT PROTECTION PER DETAIL 4/C500 ON ALL STORM INLETS THAT MAY RECEIVE RUNOFF.



ST. PAUL'S NOTES:

- INSPECTION CONTACT: THE DEVELOPER SHALL CONTACT THE RIGHT OF WAY INSPECTOR DAN BRADY AT (651) 485-4398 (TWO WEEK PRIOR TO BEGINNING WORK) TO DISCUSS TRAFFIC CONTROL, PEDESTRIAN SAFETY AND COORDINATION OF ALL WORK IN THE PUBLIC RIGHT OF WAY. NOTE: IF A TWO WEEK NOTICE IS NOT PROVIDED TO THE CITY, ANY RESULTING DELAYS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- SAFE WORK SITE REQUIREMENTS: THE CONTRACTOR SHALL PROVIDE A CONTINUOUS, ACCESSIBLE AND SAFE PEDESTRIAN WALKWAY THAT MEETS ADA AND MN MUTCD STANDARDS IF WORKING IN A SIDEWALK AREA, AND TRAFFIC CONTROL PER MN MUTCD REQUIREMENTS FOR WORK IN THE PUBLIC RIGHT OF WAY.
- NO PRIVATE FACILITIES IN THE RIGHT OF WAY: THE DEVELOPER IS STRICTLY PROHIBITED FROM INSTALLING PRIVATE ELECTRICAL WIRING, CONDUIT, RECEPTACLES AND/OR LIGHTING IN THE CITY'S RIGHT OF WAY. THIS INCLUDES STUBBING CONDUIT OR CABLE INTO THE PUBLIC RIGHT OF WAY TO ACCOMMODATE UTILITY FEEDS TO THE SITE. COORDINATE WITH EACH UTILITY PRIOR TO CONSTRUCTION TO DETERMINE FEED POINTS INTO THE PROPERTY. UTILITIES ARE RESPONSIBLE FOR SECURING EXCAVATION PERMITS TO RUN THEIR SERVICE INTO A SITE, AND (WHERE REQUIRED) SUBMITTING PLANS FOR REVIEW BY THE PUBLIC WORKS UTILITY REVIEW COMMITTEE.
- CITY OF ST. PAUL PERMIT REQUIREMENTS:
 - ORDERING OBSTRUCTION AND EXCAVATION PERMITS: CONTACT PUBLIC WORKS RIGHT OF WAY SERVICE DESK AT (651) 266-6151. IT IS STRONGLY RECOMMENDED THAT CONTRACTORS CALL FOR COST ESTIMATES PRIOR TO BIDDING TO OBTAIN ACCURATE COST ESTIMATES.
 - OBSTRUCTION PERMITS: THE CONTRACTOR MUST OBTAIN AN OBSTRUCTION PERMIT IF CONSTRUCTION (INCLUDING SILT FENCES) WILL BLOCK CITY STREETS, SIDEWALKS OR ALLEYS, OR IF DRIVING OVER CURBS.
 - EXCAVATION PERMITS: ALL DIGGING IN THE PUBLIC RIGHT OF WAY REQUIRES AN EXCAVATION PERMIT. IF THE PROPOSED BUILDING IS CLOSE TO THE RIGHT OF WAY, AND EXCAVATING INTO THE RIGHT OF WAY IS NEEDED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY INSPECTOR.
 - FAILURE TO SECURE PERMITS: FAILURE TO SECURE OBSTRUCTION PERMITS OR EXCAVATION PERMITS WILL RESULT IN A DOUBLE-PERMIT FEE AND OTHER FEES REQUIRED UNDER CITY OF ST. PAUL LEGISLATIVE CODES.
 - REQUIREMENTS TO WORK IN THE PUBLIC RIGHT OF WAY: ALL UTILITIES AND CONTRACTORS WORKING IN THE PUBLIC RIGHT OF WAY MUST TO BE REGISTERED, INSURED AND BONDED, AS RECOGNIZED BY THE PUBLIC WORKS SERVICE DESK. (651) 266-6151.
- ALL WORK ON CURBS, DRIVEWAYS, AND SIDEWALKS WITHIN THE PUBLIC RIGHT OF WAY MUST BE DONE BY A LICENSED AND BONDED CONTRACTOR UNDER A PERMIT FROM PUBLIC WORKS SIDEWALK SECTION (651) 266-9700. SIDEWALK GRADES MUST BE CARRIED ACROSS DRIVEWAYS.
- RESTORATION OF ASPHALT AND CONCRETE PAVEMENTS ARE PERFORMED BY THE PUBLIC WORKS STREET MAINTENANCE DIVISION. THE CONTRACTOR IS RESPONSIBLE FOR PAYMENT TO THE CITY FOR THE COST OF THESE RESTORATIONS. THE CONTRACTOR SHALL CONTACT PUBLIC WORKS STREET MAINTENANCE TO SET UP A WORK ORDER PRIOR TO BEGINNING ANY REMOVALS IN THE STREET AT (651) 266-9700. PROCEDURES AND UNIT COSTS ARE FOUND IN STREET MAINTENANCE'S "GENERAL REQUIREMENTS - ALL RESTORATIONS" AND ARE AVAILABLE AT THE PERMIT OFFICE.
- SIGNS REGULATING PARKING AND/OR TRAFFIC ON PRIVATE PROPERTY (OUTSIDE OF THE PUBLIC RIGHT-OF-WAY ROW) SHALL BE FURNISHED AND INSTALLED BY THE PROPERTY OWNER OR CONTRACTOR AT NO COST TO THE CITY OF ST. PAUL. DEPARTMENT OF PUBLIC WORKS, REMOVAL OF EXISTING SIGNS WITHIN THE PUBLIC ROW THAT REGULATE TRAFFIC AND OR PARKING SHALL BE COMPLETED BY THE CITY AT THE EXPENSE OF THE DEVELOPMENT. NEW SIGNS OR THE RENOVATION OF EXISTING SIGNS, AS APPROVED BY PUBLIC WORKS TRAFFIC ENGINEERING, REGULATING PARKING AND/OR TRAFFIC IN THE PUBLIC ROW SHALL BE FURNISHED AND INSTALLED BY THE CITY AT THE EXPENSE OF THE DEVELOPMENT. ALL EQUIPMENT, MATERIALS, AND LABOR COSTS ASSOCIATED WITH THE CITY AFFECTING A COMPLETE SIGN INSTALLATION SHALL BE THE RESPONSIBILITY OF THE DEVELOPMENT. CONTACT CHRIS GULDEN OF PUBLIC WORKS 651-266-9778 TWO WEEKS IN ADVANCE OF NEEDED SIGN WORK.
- SEWER REMOVAL/ABANDONMENT PERMIT: LICENSE HOUSE DRAIN CONTRACTOR TO OBTAIN REMOVAL PERMITS FROM PUBLIC WORKS TO CUT OFF EXISTING SEWER CONNECTIONS SERVICES TO THE MAIN LINE. CALL ST PAUL PW PERMIT DESK (651-266-6234) FOR INFORMATION ON OBTAINING THIS PERMIT.
- SEWER CONNECTION PERMIT: PLUMBING CONTRACTOR TO OBTAIN (SEWER CONNECTION PERMIT) TO CONSTRUCT NEW SANITARY AND STORM CONNECTION IN STREET FROM MAIN TO THE PROPERTY. CALL ST PAUL PW PERMIT DESK (651-266-6234) FOR INFORMATION ON OBTAINING THIS PERMIT.
- ALL WATER MAIN AND SERVICES TO BE INSTALLED ACCORDING TO "SPRWS STANDARDS FOR INSTALLATION OF WATER MAINS", AND "SPRWS WATER CODE".
- SERVICES THAT ARE TO BECOME UNUSED UPON COMPLETION OF THE NEW SERVICE CONNECTION MUST BE CUT OFF BY THE CONTRACTOR AT THE MAIN PRIOR TO THE TURN ON OF THE NEW SERVICES. EXCAVATION AND RESTORATION BY CONTRACTOR.
- THE CONTRACTOR SHALL CONTACT MIKE LUSIAN, GENERAL FOREMAN, LIGHTING - SIGNAL MAINTENANCE, (651-266-9780), IF REMOVAL OR RELOCATION OF EXISTING FACILITIES IS REQUIRED OR IN THE EVENT OF DAMAGE TO THE LIGHTING OR SIGNAL UTILITIES. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY (AND RELATED COSTS) FOR ANY DAMAGE OR RELOCATIONS.
 - THE INSTALLATION OF PRIVATE ELECTRICAL WIRING, CONDUIT, RECEPTACLES AND/OR LIGHTING IS STRICTLY PROHIBITED IN THE CITY'S ROW (RIGHT OF WAY).
- THE CONTRACTOR IS TO CONTACT SAINT PAUL CITY FORESTER (651) 632-2436 PRIOR TO IMPACTING ANY BOULEVARD TREES.
 - EXISTING PUBLIC PROPERTY TREES ARE TO BE PROTECTED AT ALL TIMES. PUBLIC TREES DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE RESTORED OR REPLACED TO THE SATISFACTION OF, AND AT NO COST TO THE CITY, AS DETERMINED BY THE FORESTRY MANAGER. THE CONTRACTOR IS ADVISED TO DOCUMENT PRE-EXISTING CONDITIONS OF PUBLIC TREES AS WELL AS THE SURROUNDING BOULEVARD PRIOR TO CONSTRUCTION ACTIVITIES.
 - THE REMOVAL, PRUNING, AND/OR PLANTING OF TREES ON PUBLIC PROPERTY REQUIRES AN APPROVED FORESTRY TREE WORK PERMIT FROM THE CITY FORESTER (651-632-2436). ANY WORK MUST BE COMPLETED BY A LICENSED TREE CONTRACTOR.
 - PUBLIC PROPERTY TREES SHALL BE PROTECTED BY ESTABLISHING A TREE PROTECTION ZONE USING A 4" TALL FENCING INSTALLED AT THE DRIP LINE OF THE TREE. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE WORK AND MAINTAINED FOR THE DURATION OF THE PROJECT. PROPOSED WORK WITHIN, OR CHANGES TO THE LOCATION OF TREE PROTECTION FENCING SHALL BE REVIEWED BY THE CITY FORESTER PRIOR TO ALTERATION.
 - CONSTRUCTION SUPPLIES, MATERIALS, SPILLS, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED OR OPERATED WITHIN THE DRIP LINE OF ANY PUBLIC TREE OR WITHIN TREE PAVEMENT AREA OF BOULEVARD WITHOUT PRIOR WRITTEN APPROVAL FROM THE CITY FORESTER. IF THE BOULEVARD MUST BE USED FOR CONSTRUCTION ACTIVITIES, SITE ACCESS ROUTES, MATERIAL STORAGE, OR OTHER RELATED ACTIVITIES, PROTECTIVE MEASURES APPROVED BY THE CITY FORESTER SHALL BE TAKEN TO REDUCE SOIL COMPACTION AND DAMAGE TO PUBLIC TREES.
 - IN LOCATIONS WHERE PUBLIC TREES CANNOT BE PROTECTED TO THE DRIP LINE WITH TEMPORARY TREE PROTECTION FENCING, THE USE OF A 6" LAYER OF MULCH OR TRACK PADS WILL BE REQUIRED TO LIMIT SOIL COMPACTION AND PROTECT ROOT SYSTEMS WITHIN THE BOULEVARD WHEN ACCESS ROUTES OR MATERIAL STORAGE IS NECESSARY.
- BUSINESS SIGNS WILL REQUIRE A SEPARATE REVIEW AND SIGN PERMIT FROM THE DEPARTMENT OF SAFETY AND INSPECTIONS. SITE PLAN APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUSINESS SIGNS SHOWN ON THE SITE PLAN. CONTACT YAYA DATTA OF DSI ZONING (651) 266-9080 IF YOU HAVE ANY QUESTIONS ABOUT SIGNS.
- CARE MUST BE TAKEN DURING CONSTRUCTION AND EXCAVATION TO PROTECT ANY SURVEY MONUMENTS AND/OR PROPERTY IRONS. CALL SAM GIBSON OF PUBLIC WORKS SURVEYING (651-266-6075) IF YOU HAVE ANY QUESTIONS.
- AS PER THE CITY'S "STANDARD SPECIFICATION FOR STREET OPENINGS" POLICY, RESTORATION ON ROADWAY SURFACES LESS THAN 5 YEARS OLD WILL REQUIRE FULL WIDTH MILL AND OVERLAY OR ADDITIONAL DEGRADATION FEES. PUBLIC WORKS 651-266-9700 FOR ESTIMATE OF COSTS FOR PAVEMENT RESTORATION.
- PIPE MUST BE MECHANICAL JOINT UNDERNEATH THE BUILDING FOOTPRINT AND UP TO TEN FEET OUTSIDE OF THE BUILDING FOOTPRINT.
- A FOUR-SIDED TRENCH BOX IS REQUIRED ON ALL EXCAVATIONS DEEPER THAN 5 FEET WHERE UNDERGROUND WORK OR INSPECTION IS TO BE PERFORMED BY SPRWS. FOR ALL WET TAPS TO BE PERFORMED BY SPRWS, A MINIMUM TRENCH BOX SIZE OF 8 FEET HIGH X 8 FEET WIDE X 10 FEET LONG IS REQUIRED. LADDERS ARE REQUIRED AND MUST EXTEND 3 FEET ABOVE THE SURFACE OF THE TRENCH. SIDEWALKS, PAVEMENTS, DUCTS AND APPURTENANCES SHALL NOT BE UNDERMINED UNLESS A SUPPORT SYSTEM OR OTHER METHOD OF PROTECTION IS PROVIDED. TRENCHES IN EXCESS OF 20 FEET IN DEPTH MUST BE SIGNED OFF BY A REGISTERED PROFESSIONAL ENGINEER. EXCAVATED MATERIAL MUST BE KEPT A MINIMUM OF 2 FEET FROM THE EDGE OF THE TRENCH.
- SERVICE CONNECTIONS SHALL BE INSTALLED WITH 8 FEET OF COVER AS PER THE ESTABLISHED GRADE FROM THE MAIN TO THE PROPERTY LINE OR, IF APPLICABLE, TO THE UTILITY EASEMENT LINE. WHEN SOLID ROCK CONDITIONS ARE ENCOUNTERED, WATER SERVICES MAY BE INSTALLED WITH 6.5 FEET OF COVER. AT THIS DEPTH, THE NEED FOR INSULATION WILL BE DETERMINED BY SPRWS INSPECTORS.
- PIPE MATERIAL FOR 8" DUCTILE IRON PIPE MUST BE CLASS 52, PIPE MATERIAL FOR 6" AND 4" DUCTILE IRON PIPE MUST BE CLASS 53. THE EXTERIOR OF DUCTILE IRON PIPE SHALL BE COATED WITH A LAYER OF ARC- SPRAYED ZINC PER ISO 8179. THE INTERIOR CEMENT MORTAR LINING SHALL BE APPLIED WITHOUT ASPHALT SEAL COAT. PIPE MUST BE WRAPPED IN V-BIO POLYWRAP ENCASEMENT AND SHALL BE INSTALLED UTILIZING MODIFIED METHOD A AS RECOMMENDED BY DIPRA. DISCAMENT SHALL BE TAPED AT EACH JOINT AND AROUND THE MIDDLE OF THE PIPE.
- MAINTAIN 3 FEET VERTICAL SEPARATION BETWEEN WATER AND SEWER PIPES OR A 18" SEPARATION WITH 4" OF INSULATION. WHERE A WATER SERVICE OR MAIN IS OFFSET OVER A STORM SEWER, INSULATION SHALL BE PLACED BOTH OVER THE TOP OF THE WATER PIPE AND BETWEEN THE WATER PIPE AND THE STORM SEWER. REFER TO STANDARD PLATE D-10, WHERE A WATER MAIN OR SERVICE IS WITHIN 6 FEET OF A CATCH BASIN, MANHOLE OR OTHER OUTLET THAT IS SUBJECT TO COLD, INSULATION SHALL BE PLACED BETWEEN THE STRUCTURE AND THE WATER PIPE. ABOVE OR BELOW A STORM SEWER, INSULATION SHALL BE PLACED BETWEEN THE WATER PIPE AND THE STORM PIPE. WHERE A WATER SERVICE OR MAIN IS OFFSET OVER A STORM SEWER, INSULATION SHALL BE PLACED BOTH OVER THE TOP OF THE WATER PIPE AND BETWEEN THE WATER PIPE AND THE STORM SEWER. REFER TO STANDARD PLATE D-10, WHERE A WATER MAIN OR SERVICE IS WITHIN 6 FEET OF A CATCH BASIN, MANHOLE OR OTHER OUTLET THAT IS SUBJECT TO COLD, INSULATION SHALL BE PLACED BETWEEN THE STRUCTURE AND THE WATER PIPE.
- REFER TO SPRWS "STANDARDS FOR THE INSTALLATION OF WATER MAINS" STANDARD PLATE D-11 FOR RESTRAINED PIPE REQUIREMENT.
- ALL WATER SERVICE VALVE BOXES WITHIN CONSTRUCTION AREA MUST BE EXPOSED AND BROUGHT TO GRADE UPON COMPLETION OF CONSTRUCTION.
- ALL PIPE WORK INSIDE OF PROPERTY TO BE PERFORMED BY A PLUMBER LICENSED BY THE STATE OF MINNESOTA AND CERTIFIED BY THE CITY OF SAINT PAUL. SPRWS REQUIRES SEPARATE OUTSIDE AND INSIDE PLUMBING PERMITS FOR EACH WATER SERVICE.
- PIPES INSTALLED WITH LESS THAN 2% SLOPE SHALL BE INSTALLED UTILIZING LASER EQUIPMENT.
- ALL STORM WATER PIPING INSTALLED BETWEEN THE BUILDING AND THE STORM WATER RETENTION SYSTEM SHALL BE INSPECTED AND TESTED PRIOR TO BACKFILLING. CONTACT THE DEPARTMENT OF SAFETY AND INSPECTIONS AT 651-266-9006 TO SCHEDULE AN INSPECTION WITH THE AREA PLUMBING INSPECTOR.
- STRIP UNRESOLVED GENERAL RESTORATION SHALL BE COMPLETED IMMEDIATELY FOLLOWING FINAL PAVEMENT RESTORATION. ROADWAY STRIPING IMPACTED BY WORK ZONE SHALL BE REPLACED IN-KIND AT NO COST TO THE ROAD. AUTHORITY AND COST FOR ANY OTHER TYPE OF STRIPING MATERIAL TO BE PLACED FOR THE CITY OF SAINT PAUL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CITY OF SAINT PAUL TRAFFIC OPERATIONS SHALL BE PROVIDED FOR ANY STRIPING REQUEST. IF ADVANCE NOTICE IS NOT PROVIDED, ANY ASSOCIATED PROJECT DELAYS, AND COSTS INCURRED FROM SCD DELAYS, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- ADJACENT STREETS AND ALLEYS MUST BE KEPT OPEN AND FREE FROM OBSTRUCTION AND SWEEP THEM FREELY OF SEDIMENT AND DEBRIS PRIOR TO THE START OF CONSTRUCTION. STREET SWEEPING IS AN IMPORTANT TEMPORARY EROSION CONTROL BEST MANAGEMENT PRACTICE AND SHALL BE PERFORMED WITH THE USE OF WATER. DRY SWEEPING IS PROHIBITED. ADDITIONALLY, TRUCKS HAULING IN AND OUT OF THE SITE, OR ANY ACTIVITY INCLUDING BUT NOT NECESSARILY LIMITED TO PAVING, EXCAVATION, ETC., NEEDS TO ENSURE CLEAN OFF ALL MUD FLAPS TO AVOID ANY BUILDUP ON THE STREET PAVEMENT.
- ANY PUBLIC INFRASTRUCTURE DAMAGE RESULTING FROM THE CONTRACTORS ACTIVITIES, INCIDENTAL OR OTHERWISE, SHALL BE REPAIRED/REPLACED TO THE SATISFACTION OF THE CITY AT NO COST TO THE CITY.
- BOULEVARD RESTORATION SHALL INCLUDE THE FOLLOWING: ALL CONCRETE, ASPHALT, AND BASE MATERIALS SHALL BE REMOVED. BOULEVARD SOILS ARE TO BE PROTECTED DURING CONSTRUCTION BY USING PLYWOOD, A 6" LAYER OF MULCH, AND/OR TRACK PADS. SOIL COMPACTION DUE TO CONSTRUCTION ACTIVITIES SHALL BE CORRECTED TO THE SATISFACTION OF, AND AT NO COST TO THE CITY PRIOR TO FINAL GRADING. BOULEVARDS SHALL BE RESTORED WITH A MINIMUM OF 6" OF TOPSOIL.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL EXCAVATION AND OBSTRUCTION PERMITS REQUIRED BY ANY GOVERNING AUTHORITY.
- CONTRACTOR MUST MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO SAINT PAUL REGIONAL WATER SERVICES ENGINEERING DEPARTMENT UPON COMPLETION OF WORK VIA EMAIL AT: WATER-PLUMBING@CITYOFSTPAUL.MN.US.
- CONTRACTOR TO MAINTAIN ACCESS TO THE FIRE DEPARTMENT CONNECTION FOR FIRE DEPARTMENT PERSONNEL AT ALL TIMES DURING THE CONSTRUCTION PERIOD.
- ANY PUBLIC INFRASTRUCTURE DAMAGE RESULTING FROM THE CONTRACTORS ACTIVITIES, INCIDENTAL OR OTHERWISE, SHALL BE REPAIRED/REPLACED TO THE SATISFACTION OF THE CITY AT NO COST TO THE CITY.
- NOTIFY CREWE CHAPLE AT 651-266-6882 A MINIMUM OF 2 WEEKS PRIOR TO SCHEDULING WORK BY SPRWS CONSTRUCTION CREW.
- THE FOLLOWING WORK IN THE RIGHT-OF-WAY SHALL BE PERFORMED BY SPRWS ON AN ACTUAL COST BASIS: (1) CONNECTION TO THE PUBLIC MAIN FOR ANY INSTALLATION THAT IS OFF A PUBLIC MAIN LARGER THAN 12" OR OF MATERIAL NOT MADE OF IRON. (2) INSPECTION OF CONTRACTOR INSTALLED MAINS AND SERVICES. (3) CONSTRUCTION OF TEMPORARY SERVICES IF NECESSARY. AN ESTIMATE WILL BE PROVIDED FOR THIS WORK AND PAYMENT IN THE AMOUNT OF THE ESTIMATE MUST BE RECEIVED BEFORE THE WORK CAN BE SCHEDULED. ALL OTHER WORK, INCLUDING EXCAVATION, RESTORATION, CUTOFFS, AND PIPEWORK TO BE PERFORMED BY THE CONTRACTOR.
- SANITARY AND/OR STORM SEWER SERVICE PASSING WITHIN 10 FEET OF THE BUILDING ARE COVERED BY THE MN PLUMBING CODE. SPECIFICATION FOR PIPE MATERIAL, SELECTION AND NOTES FOR REQUIRED AIR TEST OF THE PIPING, COMPLIANT WITH THE MN STATE PLUMBING CODE, MUST BE SHOWN ON THE PLAN. IF UNDERGROUND INFILTRATION SYSTEM IS WITHIN 10 FEET, PROVIDE PLUMBING INSPECTOR APPROVAL.
- SUBMIT MANHOLE SHOP DRAWINGS FOR REVIEW. THE SHOP DRAWINGS NEED TO BE SUBMITTED/APPROVED PRIOR TO ISSUING CONNECTION PERMITS.
- ALL STORMWATER PIPING CONNECTIONS INSTALLED BETWEEN THE BUILDING AND THE STORM WATER RETENTION SYSTEM SHALL BE INSPECTED END TESTED PRIOR TO BACK FILLING. CONTACT THE DEPARTMENT OF SAFETY AND INSPECTIONS AT (651) 266-9009 TO SCHEDULE AN INSPECTION WITH THE AREA PLUMBING INSPECTOR.



Midwest Community
2324 University Ave. W.,
Suite 200
St. Paul, MN 55114
Tel. 612.338.6996

NOVA CLASSICAL ACADEMY
1455 VICTORIA WAY
ST. PAUL, MN 55102

CONSULTANT

BKBM 6120 Earle Brown Drive
Suite 700 Minneapolis,
MN 55430 Phone: 763.843.0420
bkbm.com

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BKBM Project No. 24226-5

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008-003
Date: 05/07/2025
BKBM Project Number: 24426-50

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 PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MINNESOTA.

JOEL W. MAIER	PRINT NAME
	SIGNATURE
19181	LICENSE NO.
05/07/2025	DATE

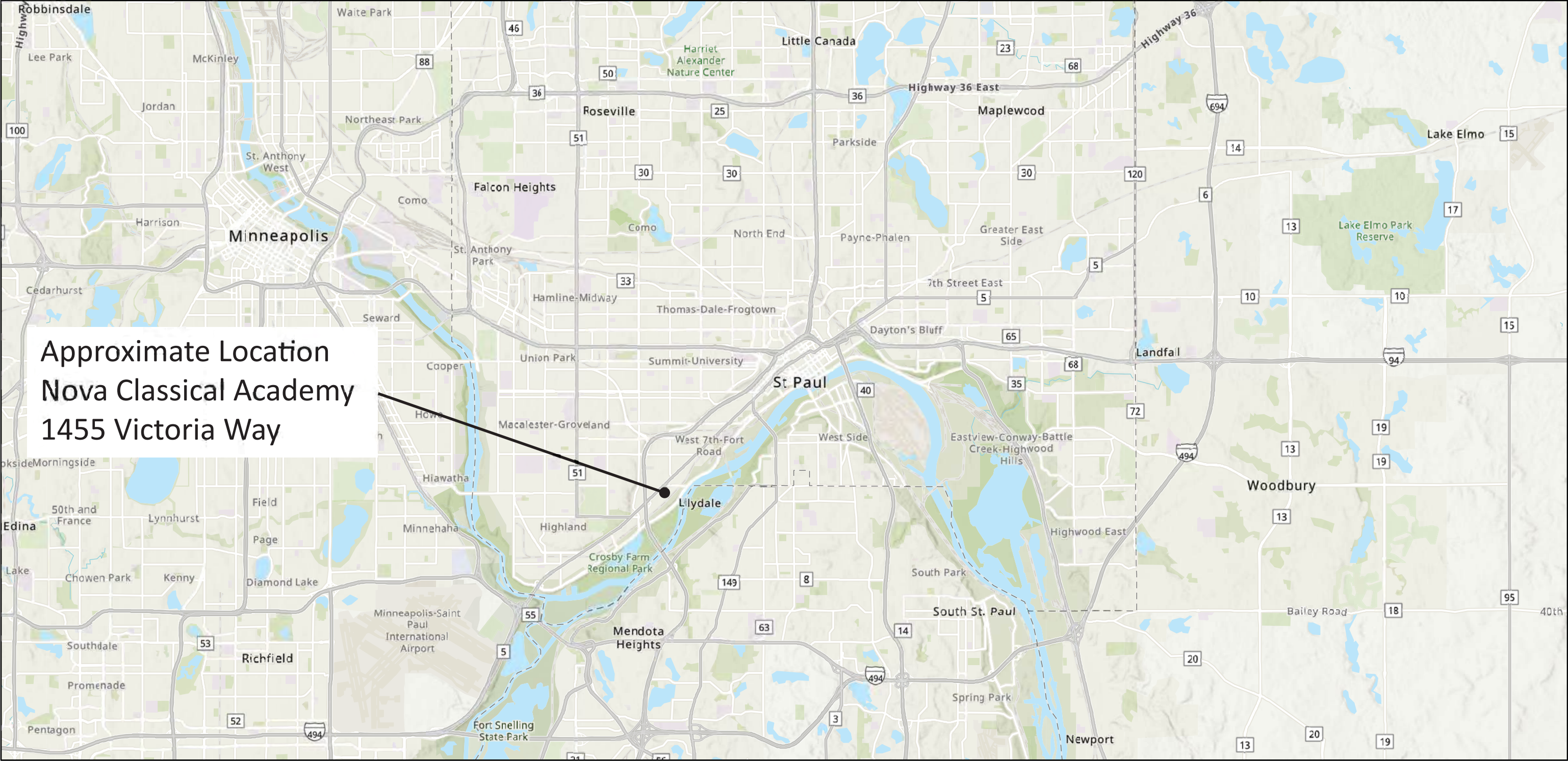
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DOCUMENT
Not For
Construction

SHEET TITLE:
**GRADING, DRAINAGE, AND
EROSION CONTROL PLAN**

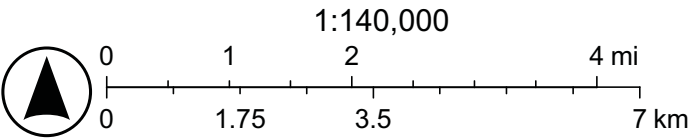
SHEET NUMBER:

C200

Project Location Map



2/19/2025



Esri, CGIAR, USGS, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Enlarged Aerial Image Project Location Map

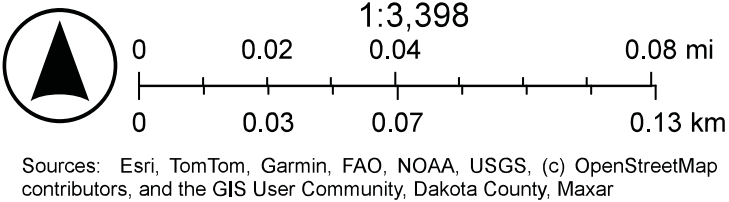


4/1/2025

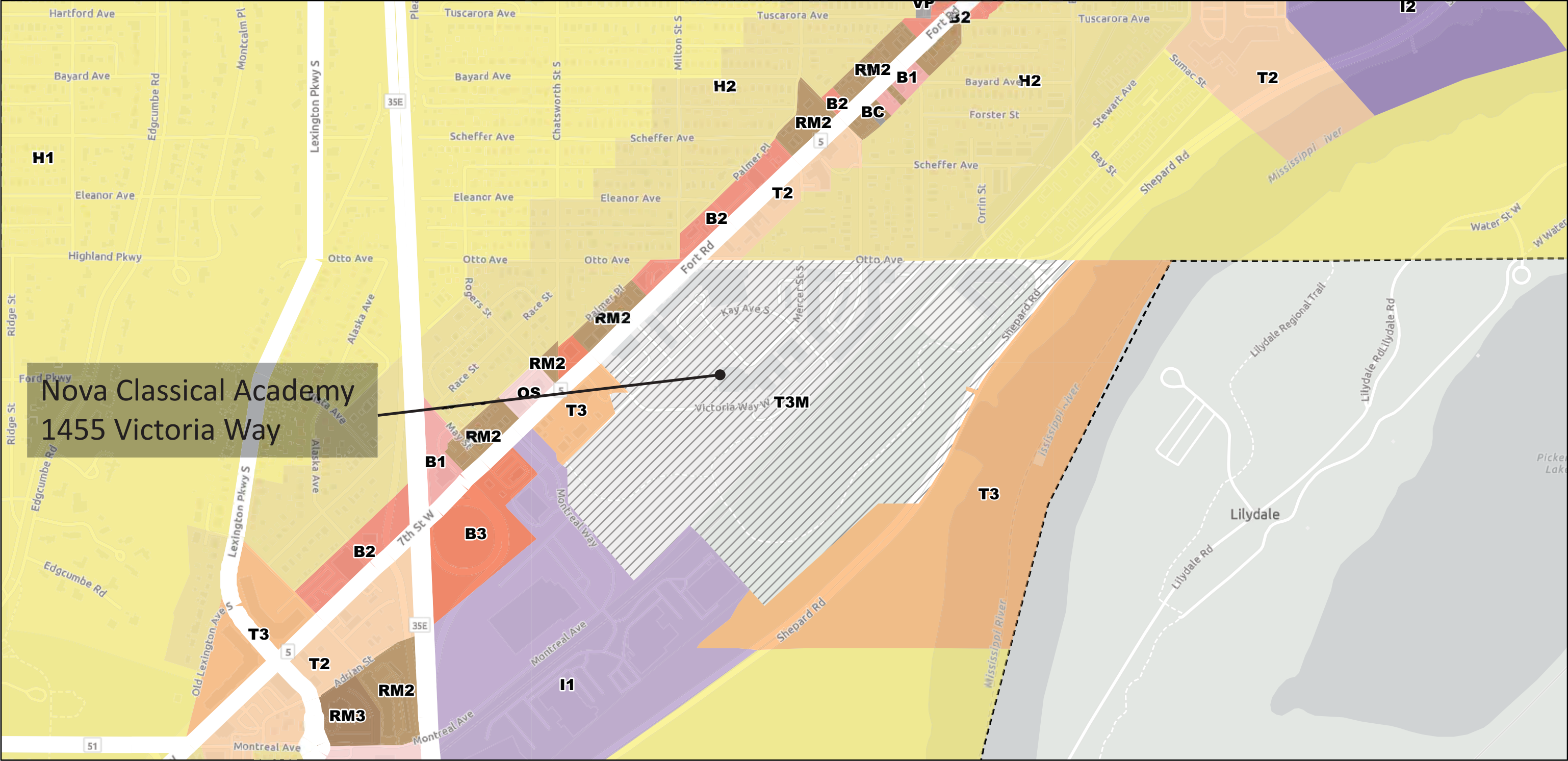
World Imagery
Low Resolution 15m Imagery

High Resolution 60cm Imagery
High Resolution 30cm Imagery

Citations
60cm Resolution Metadata



Principal Zoning Map



3/19/2025, 12:37:50 PM

Interstates

State Highway

Major Streets

Principal Zoning

H1 Residential

H2 Residential

RM2 Multiple-Family

RM3 Multiple-Family

T2 Traditional Neighborhood

T3 Traditional Neighborhood

T3M T3 with Master Plan

OS Office-Service

B1 Local Business

BC Community Business (converted)

B2 Community Business

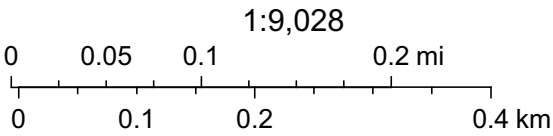
B3 General Business

I1 Light Industrial

I2 General Industrial

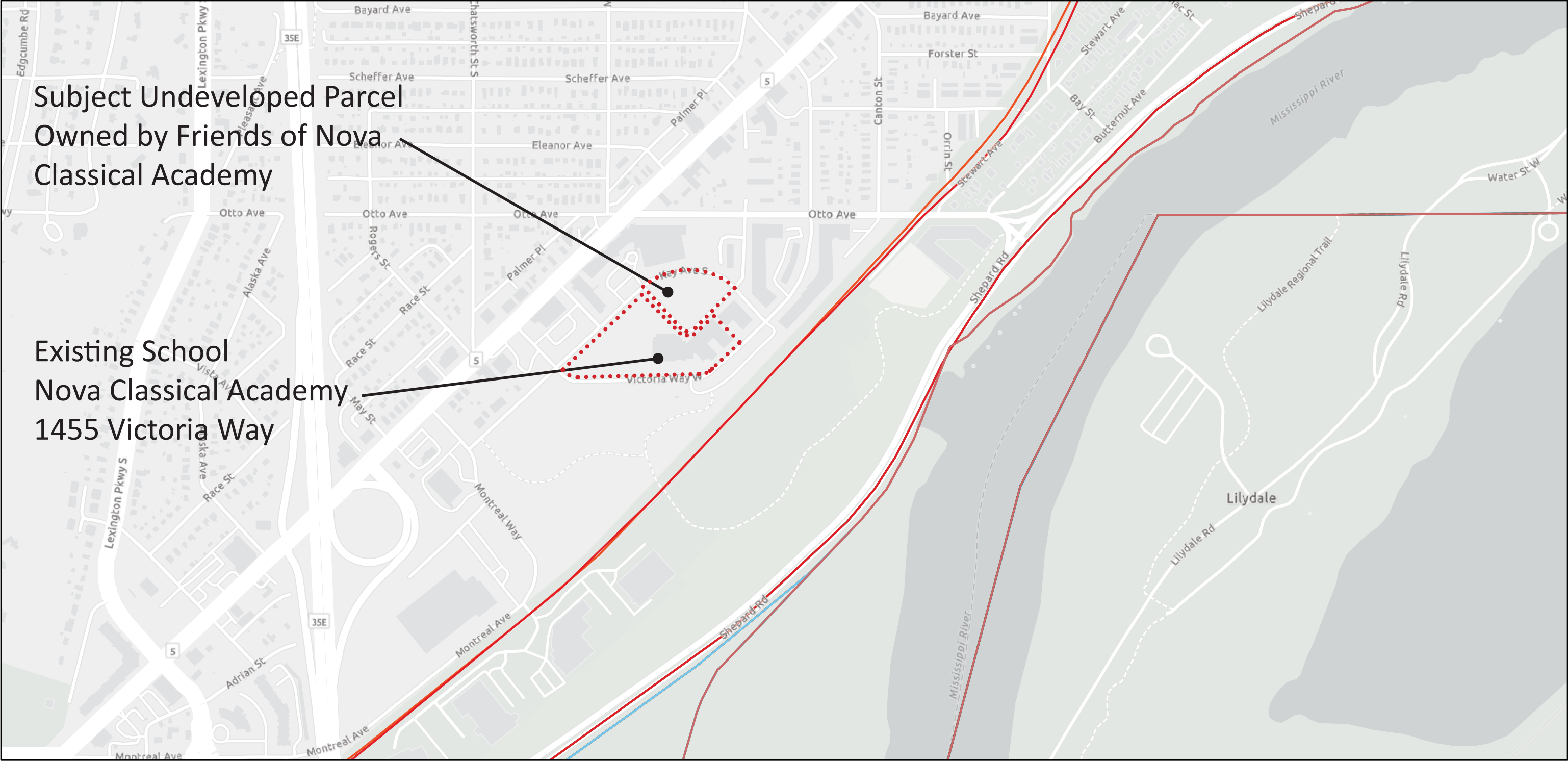
VP Vehicular Parking

Saint Paul City Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Zoning Overlay (ArcGIS Web Map)



9/20/2024, 1:36:01 PM

Interstates

State Highway

Major Streets

Floodplain Management Overlay Zoning

FW Floodway

FF Flood Fringe

Future Mississippi River Corridor Critical Area Overlay Zoning

CA-ROS Rural and Open Space

CA-UM Urban Mixed

Mississippi River Corridor Critical Area Overlay Zoning

RC1 River Corridor Floodway Overlay District

RC2 River Corridor Flood Fringe Overlay District

RC4 River Corridor Urban Diversified Overlay District

Saint Paul City Boundary

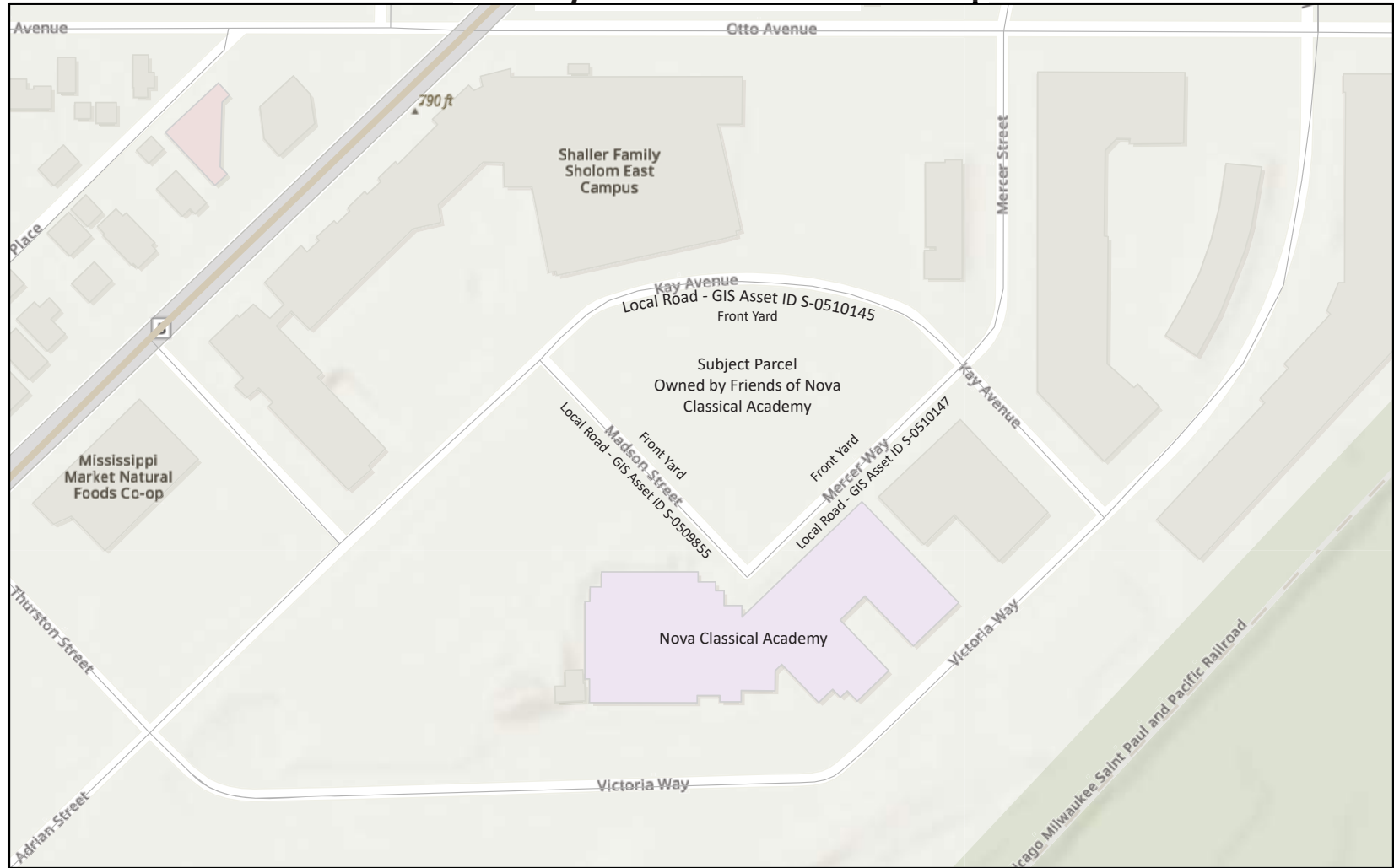
1:8,091

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Esri Community Maps Contributors, County of Dakota, County of Ramsey, Metropolitan Council, MetroGIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

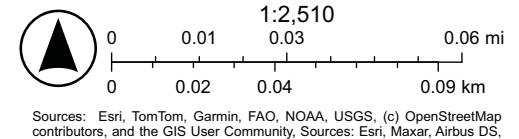
Roadway Classification and Yard Map



4/29/2025

State Highway World_Hillshade
 Minor Streets

SOURCE: Online, <https://information.stpaul.gov/maps/stpaul::minor-streets>; 4/29/25





ZONING VARIANCE APPLICATION

To Board of Zoning Appeals

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

To Planning Commission

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

Zoning Office Use Only

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

APPLICANT

Name The Friends of Nova Classical Academy

(must have ownership or leasehold interest in the property, contingent included)

Address 1455 Victoria Way City St. Paul State MN Zip 55102

Email JPrins@novaclassical.org Phone 651-209-6320

Name of Owner (if different) Friends of Nova Classical Academy Email _____

Contact Person (if different) _____ Email _____

Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address / Location Undeveloped pie-shaped parcel north of 1455 Victoria Way

PIN(s) & Legal Description PID: 142823210064. See the attached exhibit containing the legal description.
(attach additional sheet if necessary)

Lot Area ~1.14 Acres Current Zoning T3M

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 See the attached document.

_____. State the requirement and variance requested. The applicant requests a variance reducing the minimum opening percentage for doors and windows (Sec. 63.110) for a proposed new building due to practical difficulties arising from circumstances unique to the property.

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 the attached narrative providing supporting information for Items 1-4.

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

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

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

☒ Required site plan is attached

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

Applicant's Signature

Date

6-26-25

7 July 2025

Milwaukee Headquarters
10501 W. Research Drive
Suite 100
Milwaukee, WI 53226
P: 414-771-3390
F: 414-771-4490

Madison Branch
406 Science Drive
Suite 204
Madison, WI 53711
P: 608-819-8511

Minneapolis Branch
7825 Washington Ave S
Suite 635
Minneapolis, MN 55439
P: 952-686-6511

Chicago Branch
150 N. Wacker Drive
Suite 1650
Chicago, IL 60606
P: 312-876-9500

Dixon Branch
101 W. 1st Street
Suite 502
Dixon, IL 61021
P: 815-846-4680

Boston Branch
265 Franklin Street
Suite 1702
Boston, MA 02110
P: 617-963-5178

Applicant

Thomas Dobbs, R.A., Vice President
Bloom Hay Dobbs
2324 University Ave. S., Suite 200
St. Paul, MN 55114
tdobbs@bloomcos.com
612-338-4590

on behalf of-

The Friends of Nova Classical Academy
1455 Victoria Way
St. Paul, MN 55102
Attention: Jesse Prins, Facility Manager
jprins@novaclassical.org
651-209-6320

To

Planning Commission
City of St. Paul, Planning and Economic Development
City Hall Annex, 25 W 4th Street, Suite 1300
Saint Paul, MN 55102
651-266-6565

Subject: Variance Request for Reduction in Façade Openings Associated with Lot Adjacent to 1455 Victoria Way

Dear Planning Commissioners:

Please accept our application packet requesting a variance in the T3M zoning district for the proposed project associated with Nova Classical Academy at 1455 Victoria Way, St. Paul, MN, on behalf of the Friends of Nova Classical Academy. The project is located at the 1.14-acre triangular parcel just north of the school (PID 142823210064). The Applicant requests a reduction in the facade opening percentage for the proposed building as described herein due to practical difficulties arising from circumstances unique to the property.

Please contact me if I can provide clarification regarding anything in our application packet or to share comments.

Sincerely,



Thomas Dobbs, RA, CID, NCARB, LEED AP
Vice President, Bloom Hay Dobbs

Zoning Variance Application – Supporting Information

Variance Requested: Reduction in Façade Openings

Applicant: The Friends of Nova Classical Academy

Project: Two-Story Educational Building with Storm Shelter

Address: No Current Address – PID 142823210064; associated with 1455 Victoria Way

Zoning District: T3 Traditional Neighborhood with Master Plan Overlay (T3M)

Project Summary

Nova Classical Academy, a public charter school (K-12) offering a classical education, is proposing through their Affiliated Building Company, the Friends of Nova Classical Academy, the construction of a two-story building. This structure will feature a storm shelter and connect to the existing school via a skyway over Mercer Way. The site plan generally includes a bus parking lot, a stormwater pond, and other related improvements, as detailed in the attached drawings.

The existing school facility, located at 1455 Victoria Way on a 3.11-acre parcel (PID 142823210063), includes an 89,214-square-foot, three-story structure that includes a soccer field and playground. The building's facade is made up of colored precast concrete and curtainwall.

The entire school site is located on the former Koch Tank site, which had substantial contamination. From 1937 to 1996, the site was occupied by portions of two bulk petroleum storage facilities. The City of St. Paul purchased the Koch Tank Farm Area site in 2004 and placed clean fill on the area. The site is capped with 10-14 feet of clean fill over a geotextile membrane, which separates a layer of consolidated concrete that encapsulates previous lead contamination. MPCA requirements state that the separation membrane must not be disturbed.

The school site remained undeveloped until the existing school building's construction began in 2011; the building was completed in 2012. Since then, numerous environmental assessments and investigations have been conducted. The site has been partially remediated for its current use, as required by the MPCA, and further studies are underway to ensure the proposed addition meets all MPCA requirements.

The Friends of Nova Classical Academy acquired an adjacent undeveloped 1.14-acre (approximately 49,819 square feet) triangular parcel across Mercer Way north of the existing school building (PID 142823210064) in 2016 from Brighton Victoria Park, LLC. The site is bound by local streets (Mercer Way, Madson St., and Kay Ave.), and has only front yards due to its irregular shape. This parcel is designated for a proposed two-story, 19,598 gross square feet school building. A skyway is proposed to connect the new school facility to the existing facility for student safety. The new building will house an ICC-500 compliant storm shelter that will also function as an instructional fitness facility, academic support services, learning spaces, staff areas, and accessory spaces. Additionally, a minor interior renovation will take place in the existing school building as part of the project. The project will not increase student enrollment or staffing, and no increase in enrollment is planned.

The existing school and the proposed building are within the City of St. Paul's T3 with Master Plan (T3M) - traditional neighborhood district. A K-12 School (Institutional/Civic use) is a permitted use within the zoning ordinance.

The Minnesota State Building Code designates the building addition as an E (Educational) occupancy. As required for E occupancy, the addition will include a storm shelter that complies with ICC-500 standards. The new facility will significantly enhance student safety during storm events by accommodating the entire

school population. Currently, the school lacks a storm shelter but has an agreement with Shalom Home for emergency sheltering.

The main entrance of the new school building will face the existing school on Mercer Way. The building facade will define the building's character by incorporating precast concrete in various colors and patterns, metal panels, curtain walls, and windows, echoing the adjacent school building's facade. Precast concrete was selected as the primary envelope material because it meets ICC-500 storm shelter structural and code requirements and provides a visual relationship with the existing school facade. Multiple roof lines will offer additional visual interest. Pedestrian-scale glazing using "blocks of material types" will create visual interest and a sense of entry, defining the main entry on the first level of Mercer Street. The incorporation of additional colors and textures will further break the building form into smaller "blocks" to create interest and relate to a human scale. The skyway will span Mercer Way, connecting the two buildings from a central location on the second floor of each building. The skyway will be clad in metal panels with appropriately sized windows.

An attractively landscaped site with sidewalks, a shallow storm water detention pond, a parking area, sidewalks, bike parking, plantings, and screening, will activate the currently undeveloped lot. The new bus drop-off and pick-up parking area adjacent to the storm shelter will benefit the neighborhood by alleviating traffic congestion on Mercer Way and Madson Street during student arrival and dismissal times and increasing safety for students. The parking area will not be used to store buses. When not in use during arrival and dismissal times, it may serve as vehicular parking for the school. The parking area, building entrances, and sidewalks along Mercer Way will interconnect via an accessible pedestrian route. The angled one-way-style parking area may provide for vehicle parking overflow for the school during times when buses are not needed.

The ICC-500 Storm Shelter is required to meet Minnesota State Building Code requirements. The requirements apply to any educational building addition to a school site located within a designated 250-mph wind zone, which creates a new occupancy greater than 50 people, to have an ICC-500 Community Storm Shelter. Natural light will be provided through the use of tubular daylighting devices in the roof.

An ICC-500 Storm Shelter is defined as a building, structure, or portion(s) thereof, constructed in accordance with ICC 500, for the purpose of providing safe refuge from storms that produce high winds, such as tornadoes and hurricanes. As such, the structure (walls, roof, openings/vents, and doors) are designed to withstand high winds, rains, load combinations, and to prevent debris impacts (meeting missile impact criteria) far exceeding typical building structural requirements. Per ICC-500 requirements, the number of doors is to be based on the occupant load for normal occupancy of the space and to allow the occupants to egress.

The City of St. Paul's applicable zoning requirements at 63.110, require all exterior walls facing a public street for sidewalk to comprise at least 15% of the facade area. In order to meet ICC-500 requirements, however, providing window coverage in the storm shelter's portion of the facade becomes an unreasonable hardship.

Several scenarios were explored for the building, which proved to be excessively expensive and thus a hardship for the Owner.

1. The estimated cost to install opaque inoperable windows at the shelter facade that have only the appearance of windows (fake windows) for the purpose of meeting the opening requirements is approximately \$360,000 plus design fees. The decorative windows would not provide an opening through the precast meaning they wouldn't provide any natural light or ventilation. They would be

installed in the surface layers of the concrete precast, leaving the structural wythe of precast intact to meet ICC-500 requirements. They would slightly diminish the R-value of the façade and provide no value to the structure other than giving an appearance of windows. This cost represents a significant cost proving to be an unreasonable hardship for the school.

2. To provide windows that bring light into the shelter space that meet the ordinance opening requirements and also comply with the ICC-500 requirements, windows could be installed that have storm shutters behind each window on the interior. The windows in this building would not open to provide any ventilation. Rather, the shutters, when opened, would allow some natural light to enter the shelter. As previously noted, light will be provided through the use of ICC-500 roof/ceiling solar tubes. The cost of the window/shutter option is an estimated minimum cost of \$1,150,000 plus design fees. This also represents an unreasonable burden to the school, and the benefits to the shelter are not significant. The R-value of the envelope is lessened by adding the windows.

The estimated costs for the decorative windows described above demonstrate an unreasonable hardship for the applicant, provided by the project architect are as follows:

1. Non-functional fake window option: \$360,000 minimum (\$120,000 per facade over 3 sides) for an "opaque" installation where the precast would remain on the back of the wall. These windows would have no function and would not allow light to enter the building. Additional A/E fees will also be incurred for this option.
2. Transparent window option: \$1,150,000 as a minimum (\$383,333 per facade over 3 sides). This assumes the 15% opening area needed per wall, spread over 8 openings of approximately 85sf each. Cost includes \$360,000 for the windows (same as the prior option), plus \$720,000-\$800,000 for ICC-500 compliant shutters behind the glazing to allow light to pass through into the shelter when open. The windows would not open allowing fresh air into the space. Additional A/E fees will also be incurred for this option.

The minimum opening percentage reasonably achievable on the storm shelter façade, as requested in this variance is .7% due to practical difficulties unique to the property and not caused by the Owner, as outlined in the supporting information that follows. On the non-storm shelter facades and the skyway portions of the building, the 15% minimum opening percentage requirement will be met. Please see the attached drawings for reference.

(Related): The project is also subject to separate entitlements including requests for a master plan amendment, a skyway clearance reduction, an air rights vacation, an encroachment permit, and variance requests for a setback increase, a parking lot frontage width increase, a parking lot yard location exception, FAR variance, and an interior parking landscaping exception, addressed separately.

Required Findings

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.**

There are substantial and compelling practical difficulties in meeting the 15% minimum façade opening requirement for this building:

State-Mandated ICC-500 Design Standards: Under the Minnesota State Building Code, all new educational buildings serving over 50 occupants in wind zone III are required to include ICC-500 compliant storm shelters. These shelters must meet stringent performance criteria, including resistance to high wind pressures and debris impacts. Openings such as windows and glazed doors

are generally prohibited or severely limited on shelter walls, as they compromise the structural integrity of the protective envelope.

Conflict with Zoning Requirements: The façade opening requirement under Sec. 63.110 is intended to ensure transparency, visual interest, and pedestrian scale—objectives that the project addresses on the non-shelter portions of the building. However, these goals are in direct conflict with the essential life-safety function and material standards of ICC-500 shelters.

Design Integration with Adjacency: Despite the opening limitations on shelter walls, the design employs architectural techniques to ensure visual interest. This includes varied textures, multiple roof lines, strategic articulation of wall planes, and the use of high-quality materials such as colored precast concrete and curtainwall on other non-shelter façades. These mitigate the absence of glazing on specific walls and preserve the overall architectural character.

It would be infeasible—and in direct conflict with state code—to meet both the ICC-500 requirements and the 15% façade opening mandate on shelter walls, in a reasonable manner. This constitutes a clear and well-documented practical difficulty.

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

The conflict between the ICC-500 shelter code required design and the City's façade opening requirement arises from the following unique, non-self-imposed conditions:

Code-Driven Requirement for ICC-500 Compliance: The shelter is required solely due to its educational use, occupancy size, and location within a 250-mph wind zone. This mandate originates from national safety standards and state code enforcement—factors outside the control of the landowner.

Lot Geometry: The irregular parcel shape (with frontage on all sides and no back or rear yard) results in a lot with local streets (see attached exhibit) on all sides, with a 15% opening percentage zoning requirement on all sides of the building. The physical and regulatory limitations are the product of the site's history and are not attributable to the applicant.

Together, these conditions create a unique condition in which the practical difficulty exists where full compliance with both zoning and building code standards is infeasible given the overall cost causing an unreasonable hardship.

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

The variance will not authorize any new use. The property is zoned T3 with a Master Plan overlay (T3M), and educational institutions such as K–12 public charter schools are explicitly permitted. The requested variance simply provides necessary flexibility to comply with building safety regulations while delivering an approved and beneficial civic use. (See enclosed zoning map attachment.)

The proposed storm shelter enhances the health and safety of students, staff, and the public, and aligns with the spirit of zoning regulations by delivering a well-designed, community-service project.

As a permitted use in the zoning district, the school building harmonizes with the zoning code's general intent and purpose, as indicated below.

T3 Zoning District Intent: (Reference Sec. 66.314)

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) A mix of uses, including residential, commercial, civic and open space uses in close proximity to one another;*
- b) A mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes;*
- c) A system of interconnected streets and paths that offer multiple routes for motorists, pedestrians and bicyclists, and are connected to existing and future streets;*
- d) A system of open space resources and amenities; and incorporation of environmental features into the design of the neighborhood.*

The T3 district is also intended for smaller sites in an existing mixed-use neighborhood center where some of the above elements already exist, or in an area identified in the comprehensive plan as a potential "urban village" site. The above elements may be found within the T3 district or adjacent to it; the intent is that all would be present within a reasonable walking distance.

The school provides a valuable resource for the neighborhood as a K-12 public charter school option. The T3 district encourages higher-density, pedestrian-friendly mixed-use development, including civic and institutional (inclusive of K-12 school) uses. The proposed variance benefits the neighborhood and meets the intent of the T3 Zoning district by providing:

- A mix of uses, including civic and residential elements. The school complements the predominantly residential area and other uses, adding the diversity of uses needed for an "urban village".
- A pedestrian-friendly environment with improved pathways and transit access.
- A safe and sustainable urban development.

City zoning ordinances are an extension of the City's adopted Comprehensive Plan per Minnesota Statutes. The City of St. Paul 2040 Comprehensive Plan recommends people centered land use policies that provide for the flexible and adaptable implementation of Zoning Ordinances, most notably policy LU-7 which call for flexible zoning to respond to changes, conditions, and opportunities, and LU-33 which promotes amenities for neighborhood scale Institutional uses, to include schools.

The variance requests for this project are supported by the following opportunities, Core Values, Focus Areas, Priorities, Goals, and Policies contained in the City of St. Paul 2040 Comprehensive Plan:

Challenges and Opportunities

Equity – How we grow, develop and invest over the next 20 years must be done in a way that reduces racial disparities in jobs, income, housing cost burden, education and homeownership.

Economic development – To address our equity, diversity and growth goals, the City and its economic development partners must capture innovations in the marketplace (including service delivery, job training, education and new business sectors) that lead to a growing, adapting, strong local and regional economy. Saint Paul's racial and ethnic diversity is a unique asset that should be tapped to fuel economic growth, especially as it brings innovative economic models to our neighborhoods.

Fostering the next generation – If a city is going to grow, innovate and prosper, it must provide opportunities for its youth to grow, innovate and prosper. The same physical systems that need to accommodate an aging population need to accommodate a young population. This is especially important in the areas of education and employment and innovation.

Core Values

Equity and opportunity. We are a city where opportunities in education, employment, housing, health and safety are equitably distributed and not pre-determined by race, gender identity, sexual orientation or age; we are a city that creates opportunities for all residents to achieve their highest potential.

People-centered. We are a city that puts people first, recognizes and celebrates our complex and interrelated histories, and treasures our young and older residents as integral members of our community.

Focus Areas

Equitable cities create opportunities for all residents to achieve their highest potential. How Saint Paul grows, develops and invests over the next 20 years must be done in a way that reduces racial disparities in jobs, income, education and homeownership.

Urban design is the thoughtful arrangement of the public realm, or the public spaces between buildings (including parks, streets and sidewalks). Good urban design – the interaction between private development and public space – fosters activity, connection, beauty, safety, and economic value.

Priorities

Livability, equity and sustainability. When we asked about regional themes established by the Metropolitan Council, you said livability, equity and sustainability are the most important for Saint Paul. Other regional themes we will incorporate into the updated Comprehensive Plan include prosperity and stewardship.

Land Use Chapter

Goals

5. Infrastructure for all ages and abilities.
6. Efficient, adaptable and sustainable land use and development patterns and processes.
8. People-centered urban design.

Policies

Policy LU-5. Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities

Policy LU-7. Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities

Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.

Policy LU-33. Promote amenities that support those who live and work in Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing

choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities.

To summarize, the project is a permitted use in the City of St. Paul's Zoning Code and is supported by the 2040 Comprehensive Plan Values, Focus Areas, Priorities, Goals, and Policies. Refer to the map exhibit included for a visual representation of the zoning district.

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

Although the variance requests reduced transparency on one or more façades, it will not detract from the character of the neighborhood for the following reasons:

Integrated Design: The shelter is visually consistent with the existing school building and surrounding civic and residential architecture. Its design incorporates visually dynamic elements such as color variation, articulation, and materials that offer visual interest in the absence of transparent openings.

Pedestrian Scale and Street Activation: Non-shelter facades will include pedestrian-scale glazing and entry features along Mercer Way. Thoughtful landscaping, sidewalks, and other elements will reinforce pedestrian connectivity and reduce any perceived blankness from reduced openings.

Contextual Compatibility: The surrounding neighborhood includes civic, residential, and commercial buildings, many with front-facing parking and areas of limited glazing. The proposed building meets or exceeds the aesthetic and safety standards of many nearby developments.

Public Benefit: The project offers substantial public value by delivering a long-needed storm shelter for the school's population, improving traffic circulation, and activating a vacant lot in a safe and intentional manner.

Conclusion

The applicant respectfully requests approval of a variance to reduce the minimum façade opening percentage on storm shelter-facing walls. Compliance with state-mandated ICC-500 standards makes full adherence to Sec. 63.110 infeasible. The proposed design maintains the neighborhood character, achieves architectural excellence, supports educational diversity, and promotes community safety.

The variance is narrowly tailored to enable the construction of a critical life-safety feature, and it does so in a manner that respects the zoning ordinance's broader goals and the City's long-term vision.

Please see the enclosed images which demonstrate that the planned improvements will not alter the essential character of the neighborhood. Also reference the attached maps and drawings.

(Continued on next page.)

Neighborhood Images



Nova Classical Academy's existing school building from Victoria Way



Nova Classical Academy from Victoria Way



Nova Classical Academy along Mercer Way and Madson Street.; image taken from the subject parcel.



Nova's building (gymnasium) and Nova's turf field in the foreground with Shalom apartments and Mississippi Market co-op parking area and store in the background.



Victoria Apartments and Nova Classical Academy from Kay Ave.



View of Nova Classical Academy and Nova's turf field, from Kay Ave.



Shalom Campus from Kay Ave.



Shalom Campus from Madson Way and Kay Ave.



Shalom Campus from the subject parcel near Mercer Way and Kay Ave.



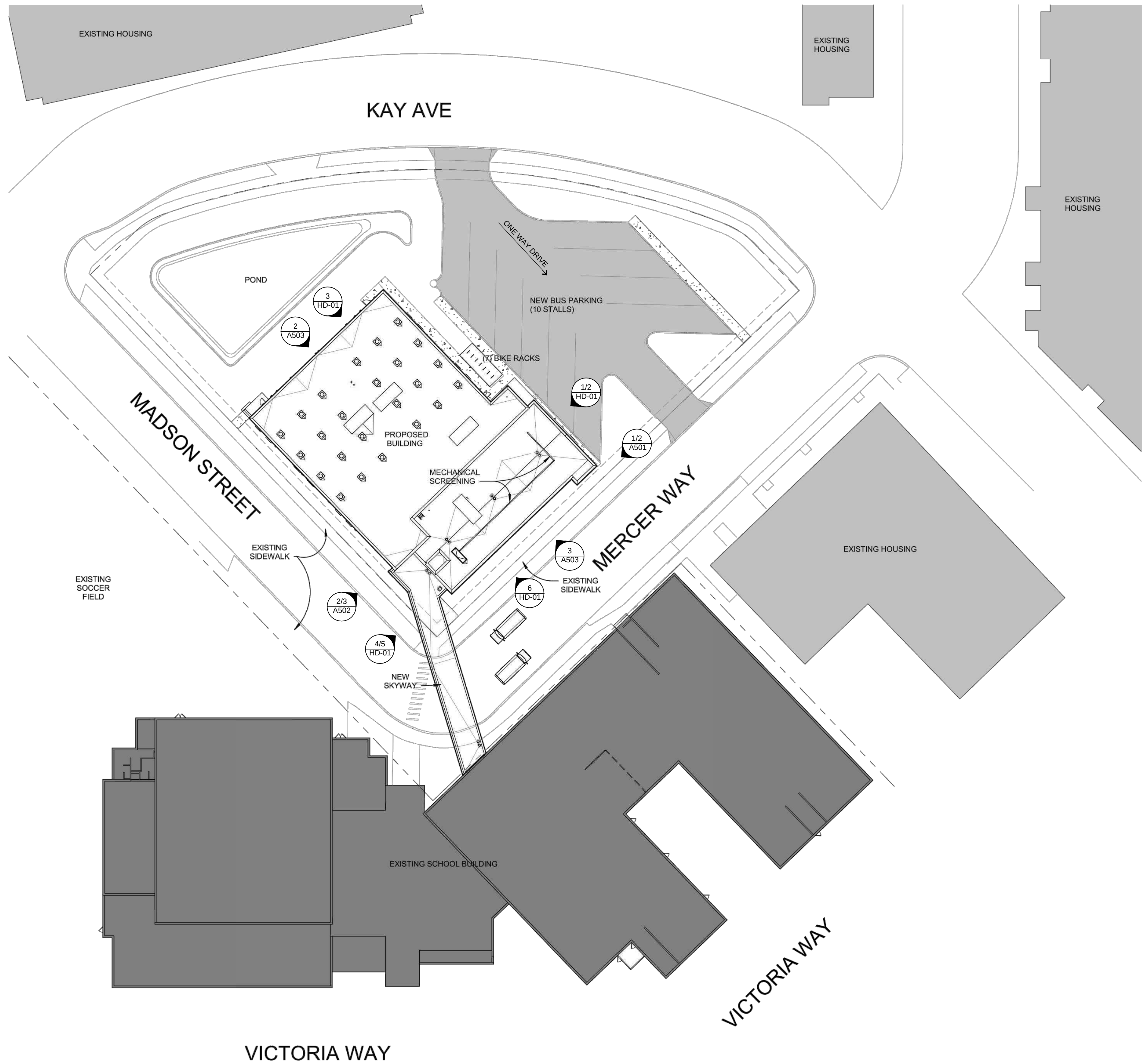
Shalom Campus and the subject parcel from the corner of Madson Way and Mercer Street.



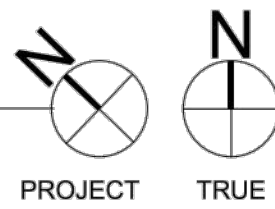
Townhomes and apartments to the northeast from Madson Street, viewed from across the subject undeveloped parcel.

Attachments:

1. Drawing Sheet: Architectural Site Plan
2. Drawing Sheet: HD01 Elevation Opening Calculations
3. Drawing Sheet: A501
4. Drawing Sheet: A502
5. Drawing Sheet: A503
6. Context Map: Project Location Map
7. Context Map: Enlarged Aerial Image Project Location Map
8. Context Map: Principal Zoning Map
9. Context Map: Zoning Overlay Map
10. Context Map: Roadway Classification and Frontage Map



1 SITE PLAN
1" = 30'-0"



**DD
DOCUMENT
Not For
Construction**

SHEET TITLE:
**OPNG VARIANCE
CALCULATION**

SHEET NUMBER:

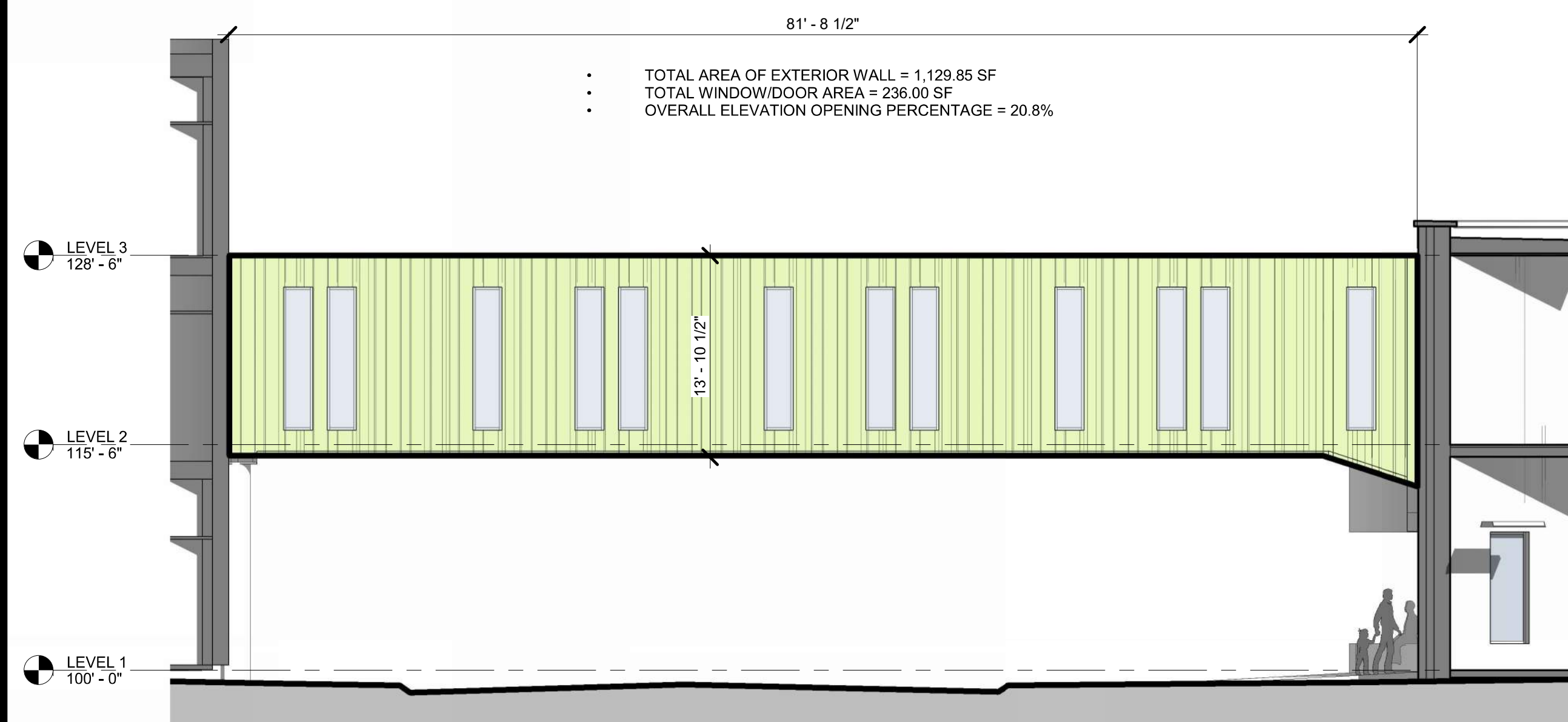
HD-01

AREA OF NON-SHELTER EXTERIOR WALLS = 8,273.31SF
AREA OF NON-SHELTER OPENINGS = 2,396.35SF
PERCENTAGE OF OPENINGS IN NON-SHELTER = 28.9%

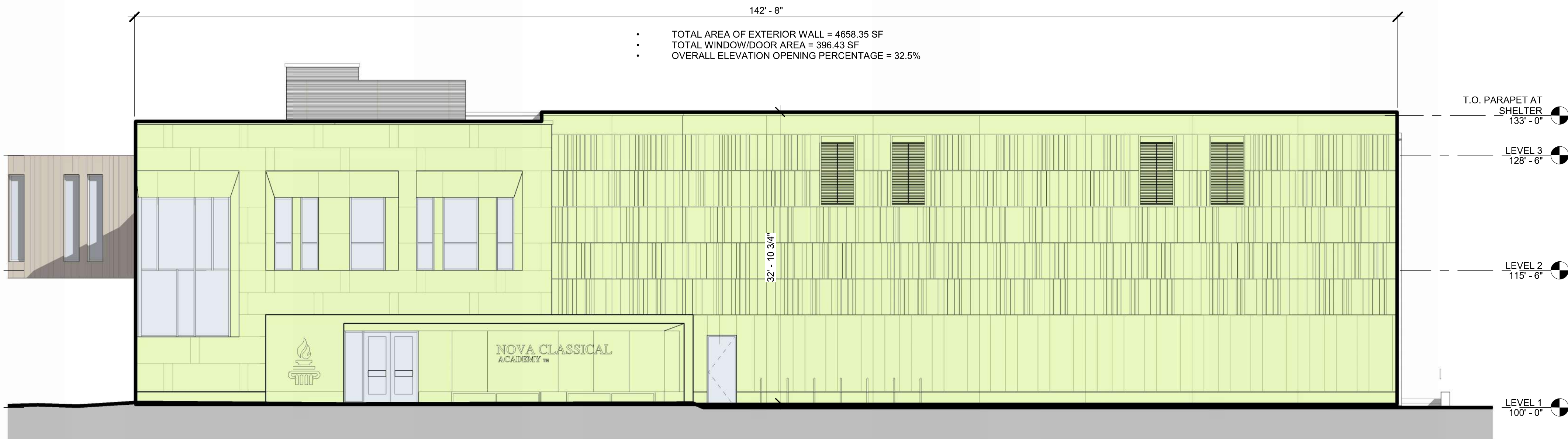
AREA OF SHELTER EXTERIOR WALLS = 10,386.03 SF
AREA OF SHELTER OPENINGS = 81.75SF
PERCENTAGE OF OPENINGS IN SHELTER = 0.7%

TOTAL AREA OF ALL EXTERIOR WALLS = 18,659.34 SF
TOTAL AREA OF ALL OPENINGS = 2,478.10SF
TOTAL OPENING PERCENTAGE (COMBINED) = 13.2%

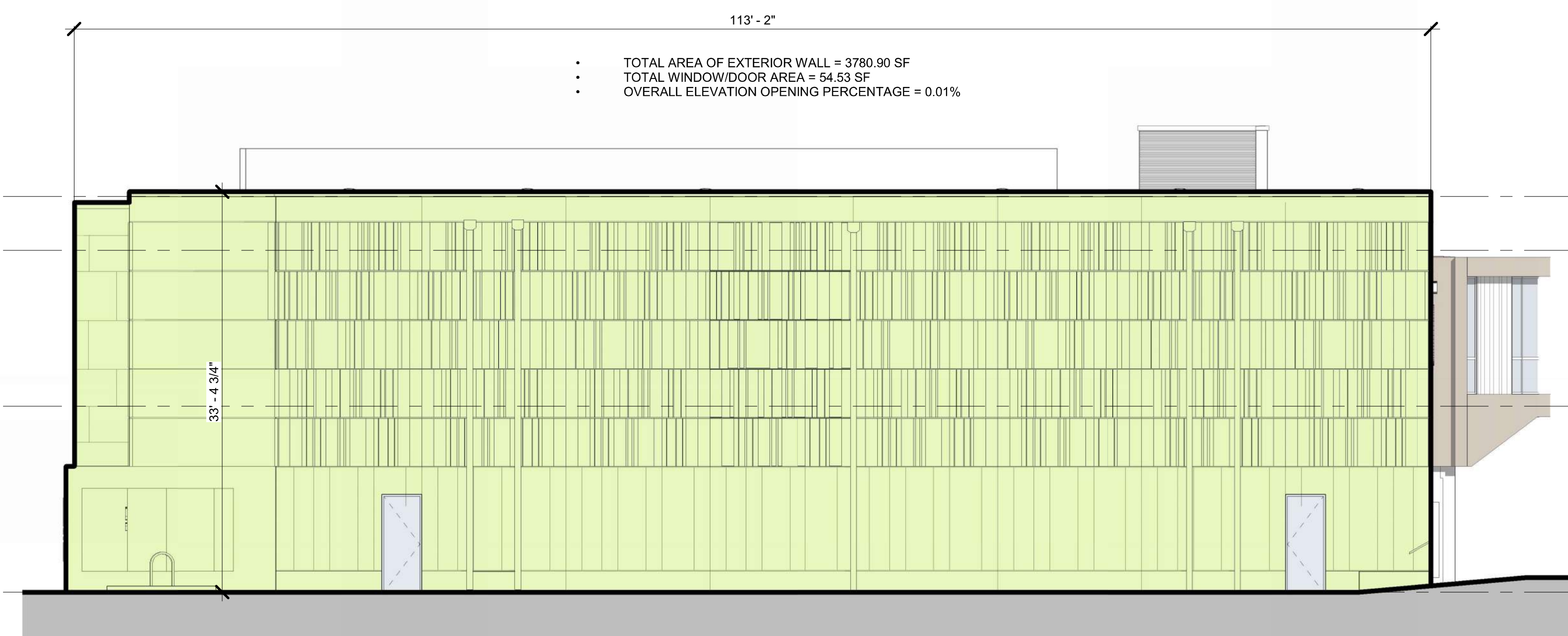
COLOR CODE	
	AREA OF EXTERIOR WALL
	AREA OF WINDOW/DOOR



① OPNG VARIANCE - SKYWAY OPPOSITE
1/8" = 1'-0"



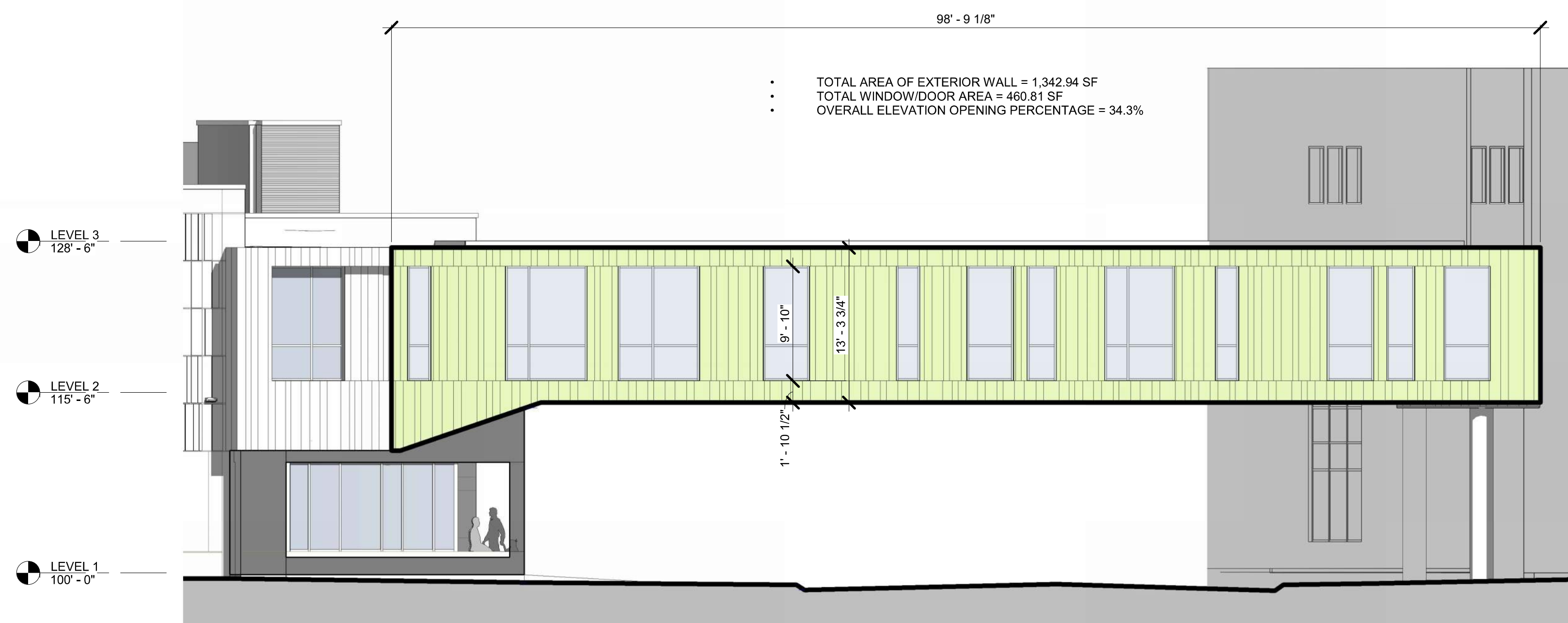
② OPNG VARIANCE - NORTHEAST - VIEW FROM KAY AVE.
1/8" = 1'-0"



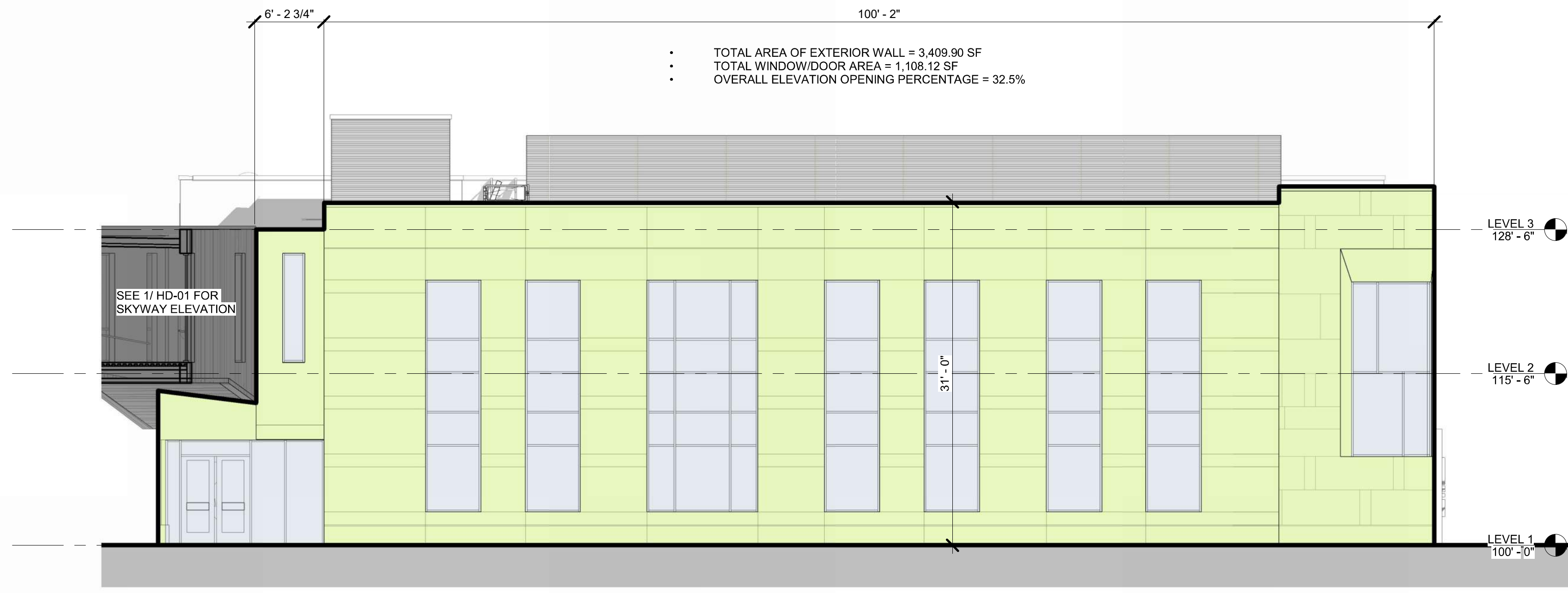
③ OPNG VARIANCE - NORTHWEST - VIEW FROM KAY AVE.
1/8" = 1'-0"



④ OPNG VARIANCE - SOUTHWEST - VIEW FROM MADSON STREET
1/8" = 1'-0"



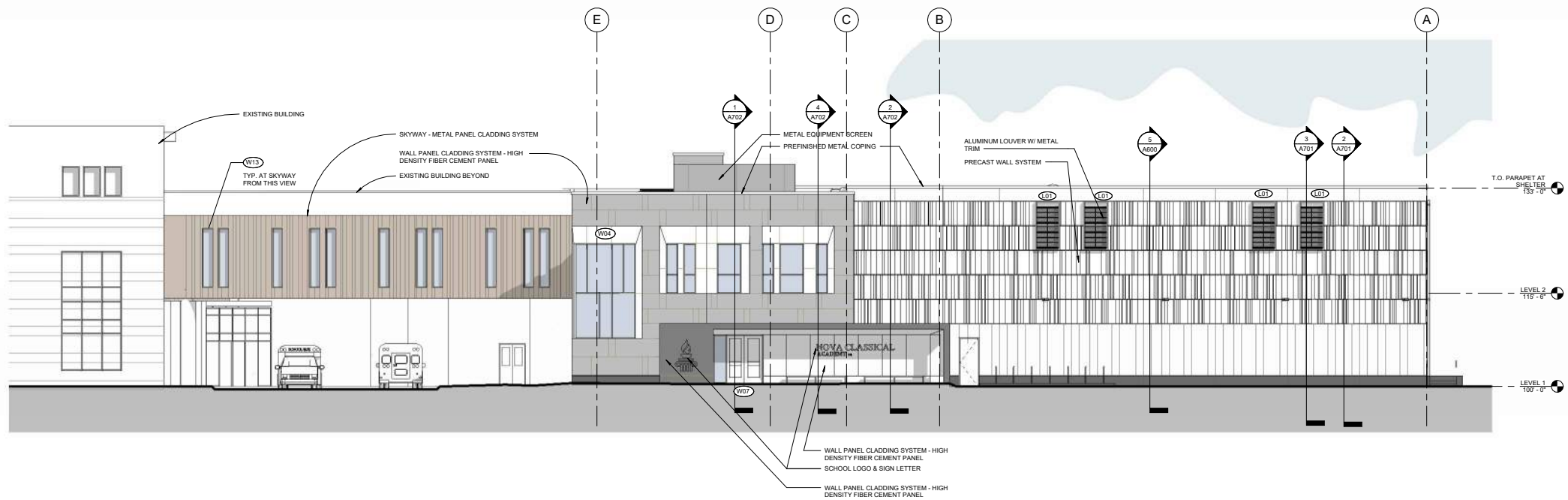
⑤ OPNG VARIANCE - SKYWAY
1/8" = 1'-0"



⑥ OPNG VARIANCE - SOUTHEAST - VIEW FROM MERCER WAY
1/8" = 1'-0"



① SKYWAY VIEW FROM MERCER ST.



② ELEVATION - NORTHEAST
1/8" = 1'-0"



William C. Bloom
224 University Ave. N.
St. Paul, MN 55104
Tel: 612.338.4990

NOVA CLASSICAL ACADEMY
1455 VICTORIA WAY
ST. PAUL, MN 55102
Phone: 651.209.6320

CONSULTANT

**NOT TO
SCALE**

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008.003
Date: 05/07/2025

I HEREBY CERTIFY THAT THIS PLAN,
SPECIFICATION OR REPORT WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM
A DULY LICENSED ARCHITECT UNDER THE LAWS OF
THE STATE OF MINNESOTA.

PRINT NAME
SIGNATURE
LICENSE NO.
05/07/2025
DATE

**DD
DOCUMENT
Not For
Construction**

SHEET TITLE:
**BUILDING ELEVATIONS-
NORTHEAST**

SHEET NUMBER:

A501

**NOT TO
SCALE**

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008.003
Date: 05/07/2025

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LICENSE NO.
DATE
05/07/2025

**DD
DOCUMENT
Not For
Construction**

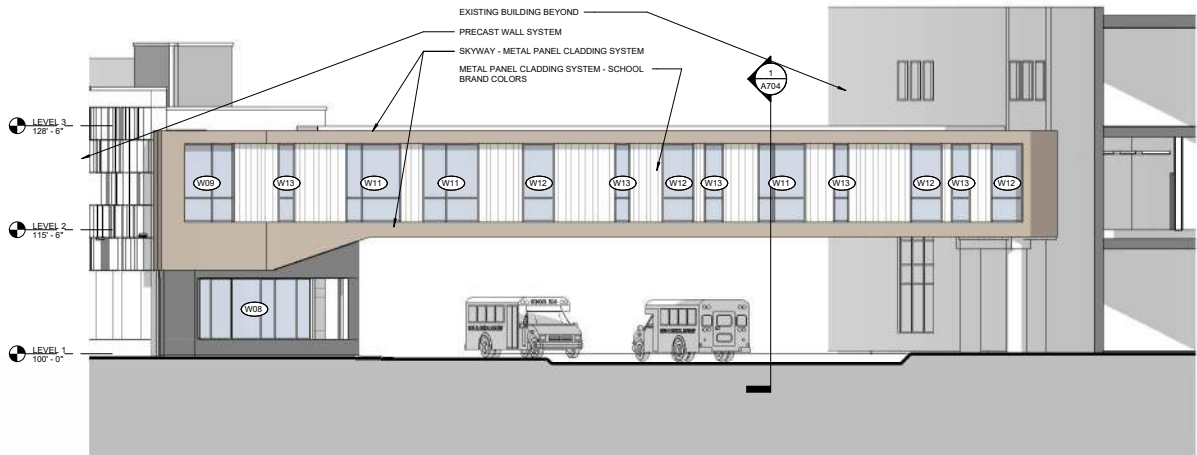
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**BUILDING ELEVATIONS -
SOUTHWEST**

SHEET NUMBER:

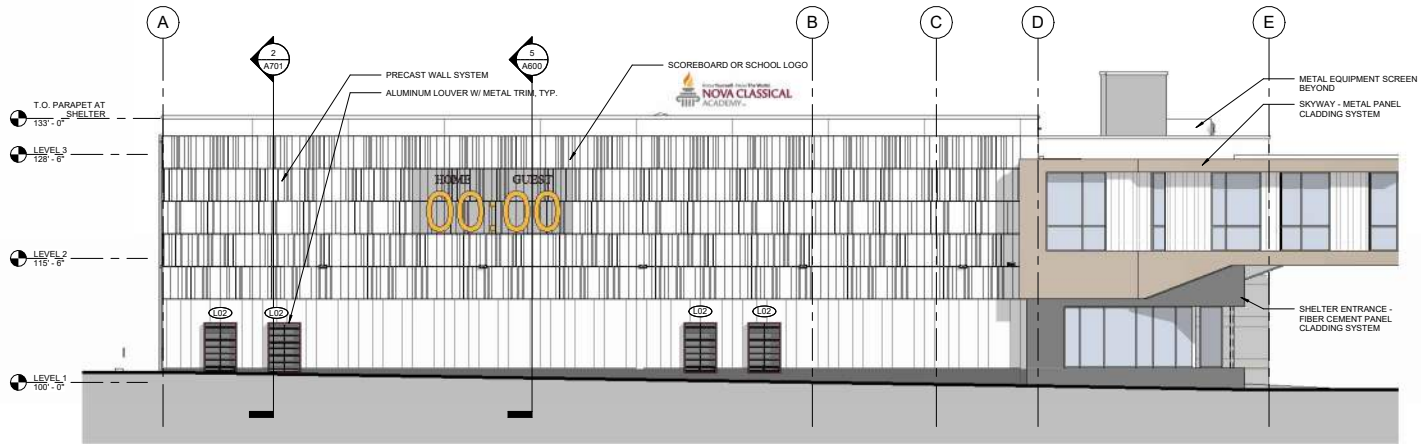
A502



① SKYWAY - SHELTER ENTRANCE VIEW



② SKYWAY ELEVATION
1/8" = 1'-0"



③ ELEVATION - SOUTHWEST
1/8" = 1'-0"



④ SKYWAY - SHELTER VIEW FROM MAIN BUILDING



William C. Bloom
224 University Ave. N.
St. Paul, MN 55104
Tel: 612.338.4990

NOVA CLASSICAL ACADEMY
1455 VICTORIA WAY
ST. PAUL, MN 55102
Phone: 651.209.6320

CONSULTANT

NOT TO
SCALE

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008.003
Date: 05/07/2025

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SPECIFICATION OR REPORT WAS PREPARED BY ME
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THE STATE OF MINNESOTA.

PRINT NAME
SIGNATURE
LICENSE NO.
05/07/2025
DATE

DD
DOCUMENT
Not For
Construction

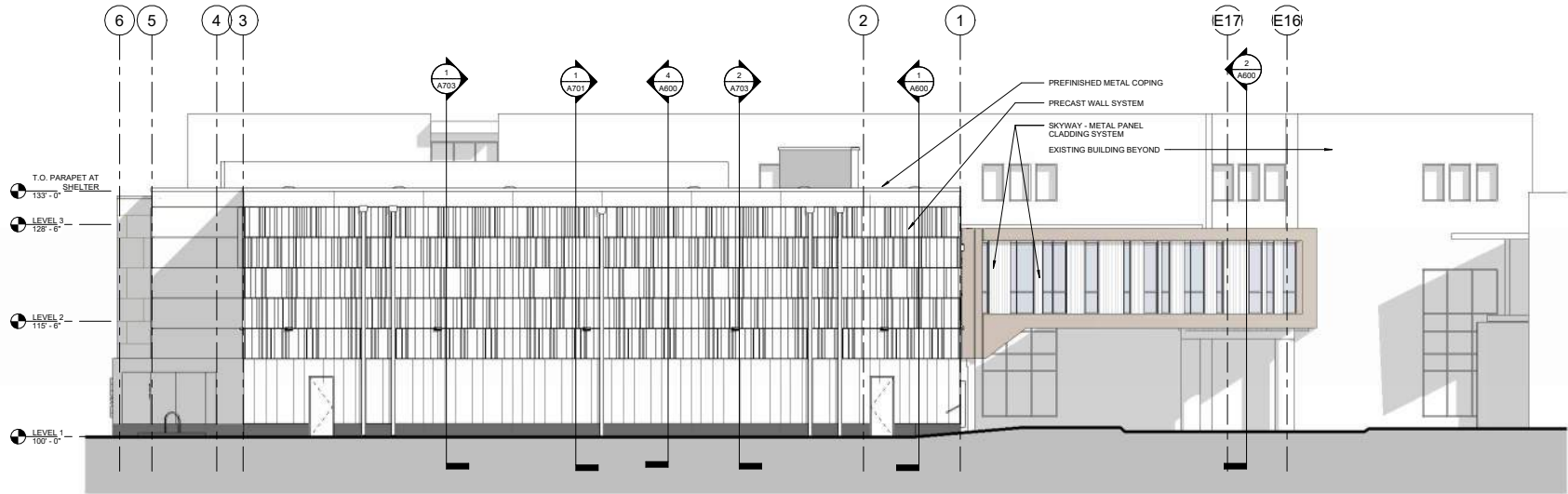
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BUILDING ELEVATIONS -
NORTH WEST & SOUTHEAST

SHEET NUMBER:

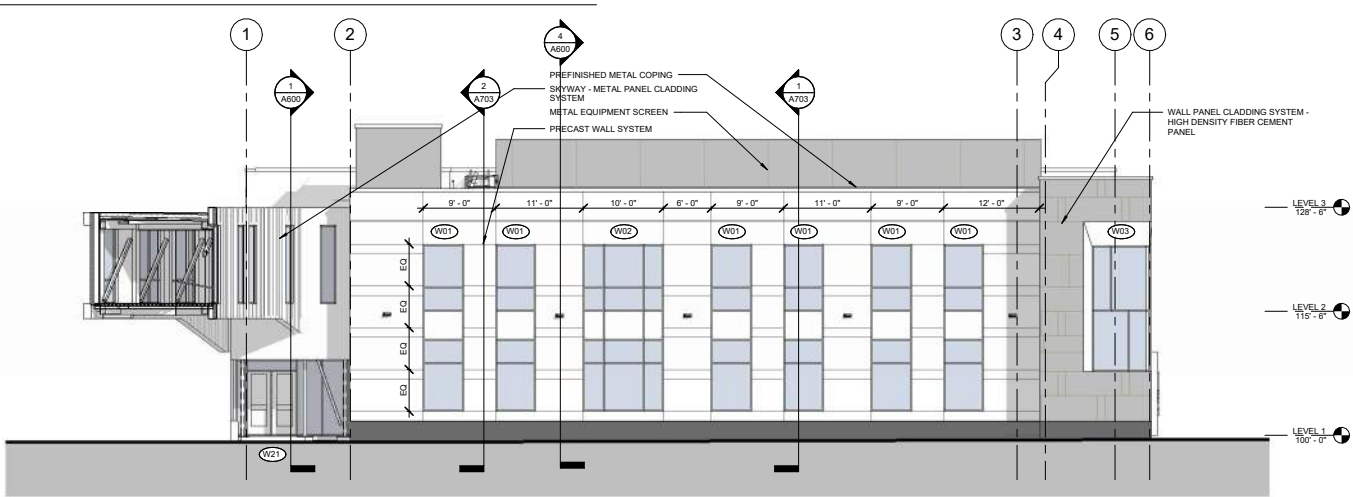
A503



1 SKYWAY VIEW - FROM NORTH

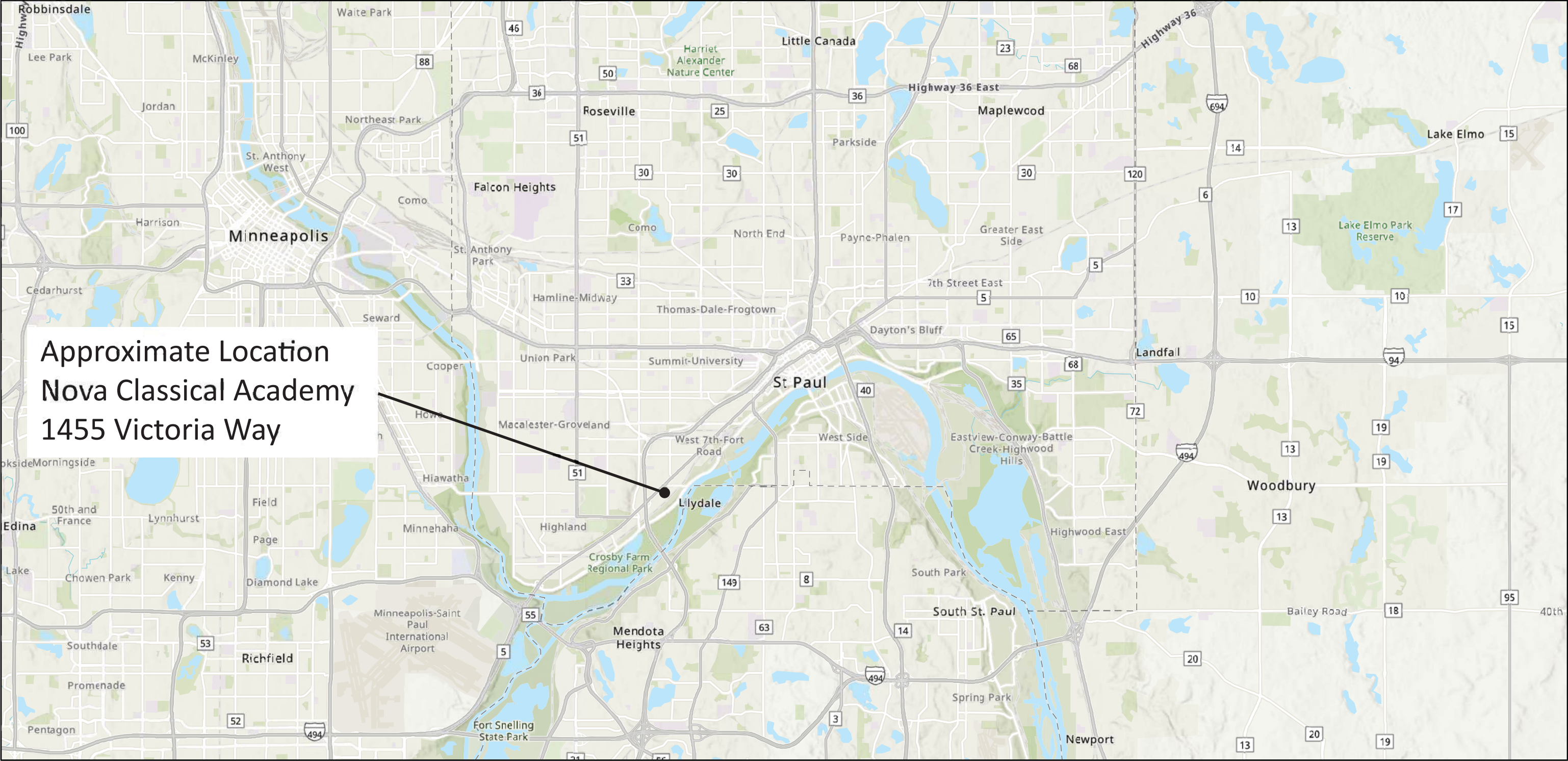


2 ELEVATION - NORTHWEST
1/8" = 1'-0"

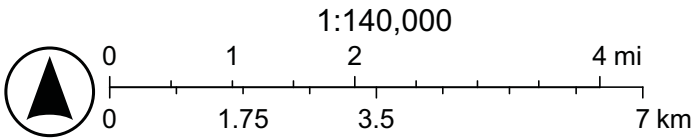


3 ELEVATION - SOUTHEAST
1/8" = 1'-0"

Project Location Map

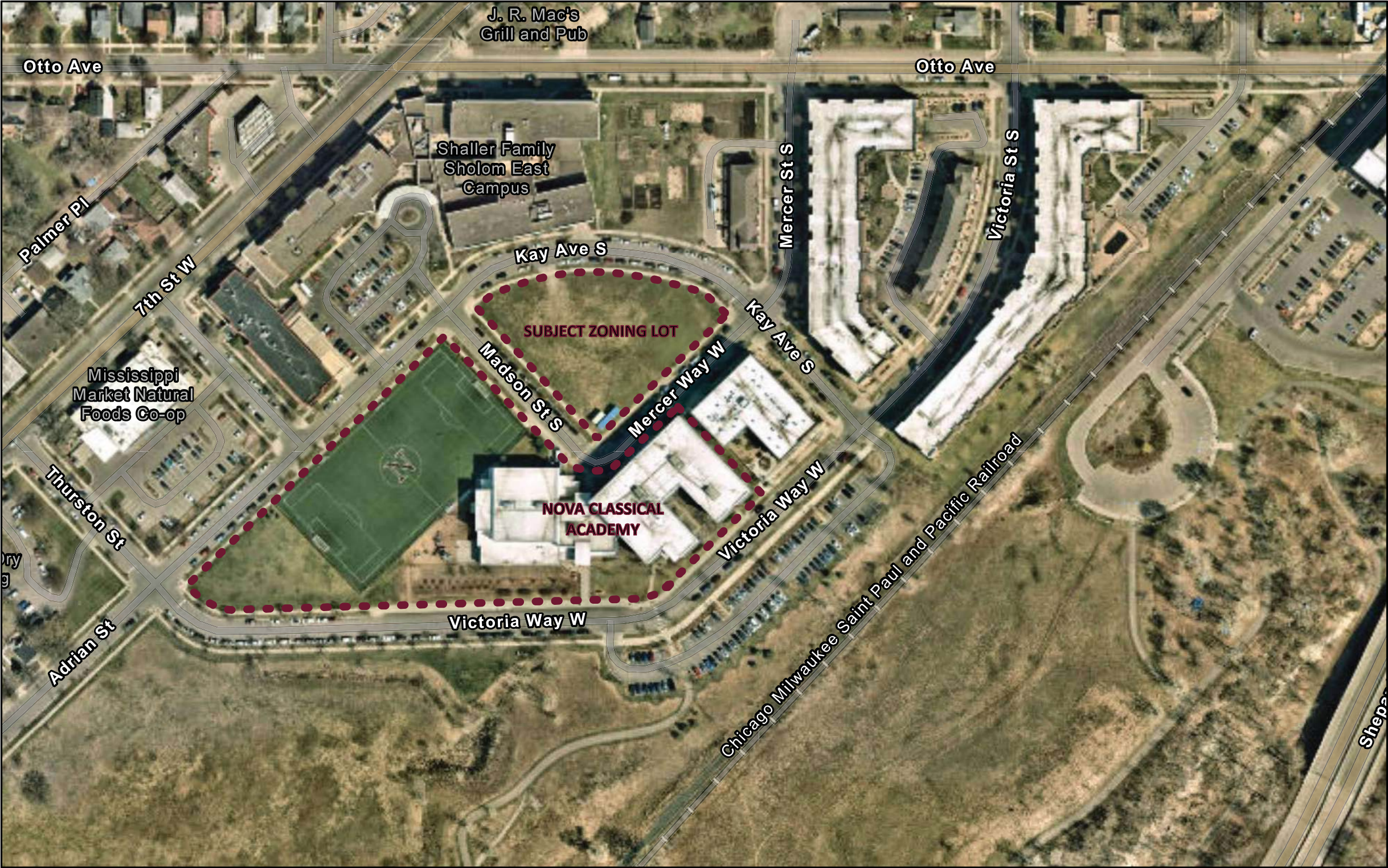


2/19/2025



Esri, CGIAR, USGS, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Enlarged Aerial Image Project Location Map

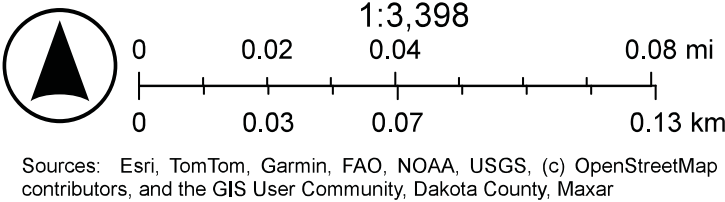


4/1/2025

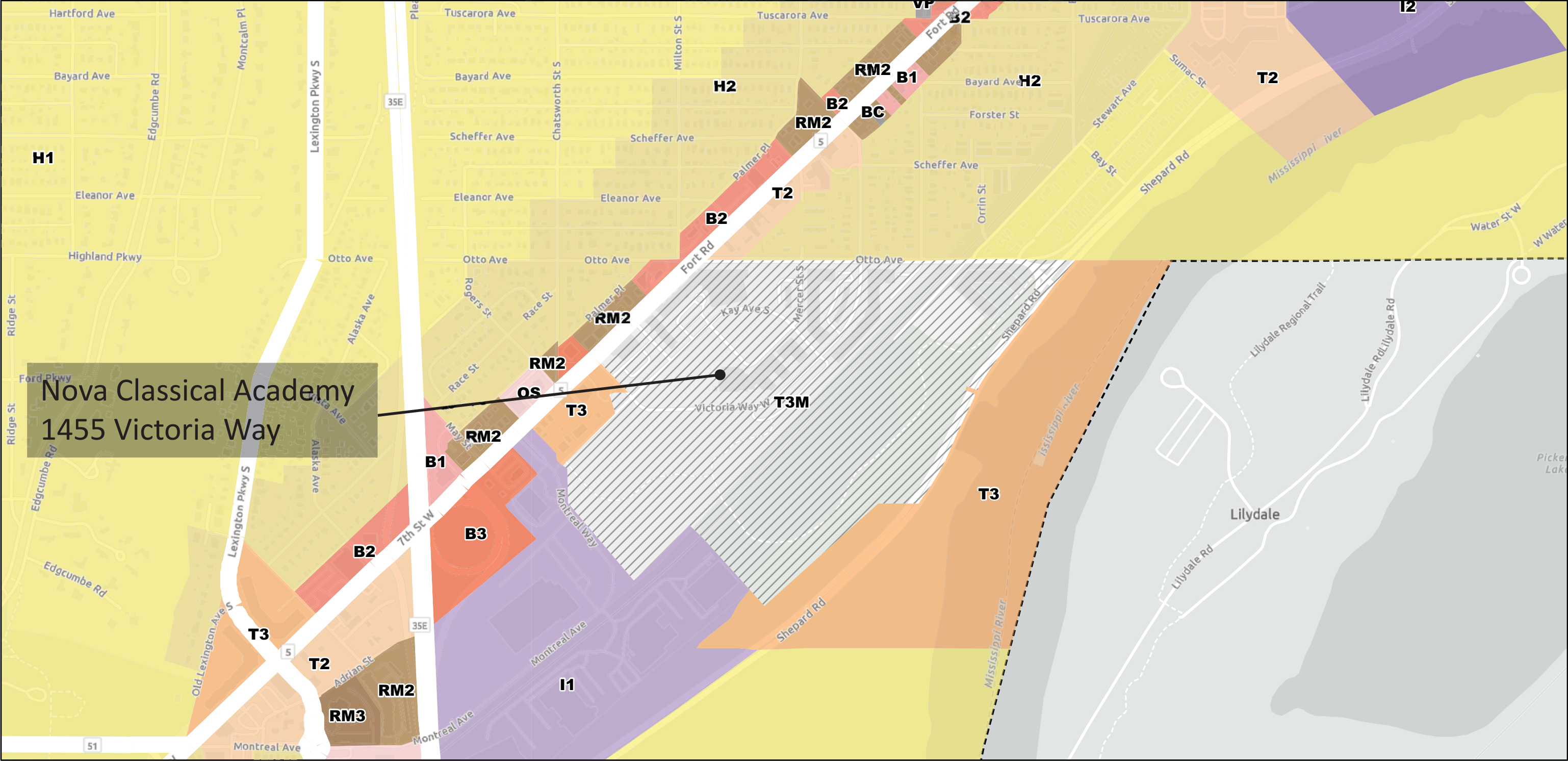
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Low Resolution 15m Imagery

High Resolution 60cm Imagery
High Resolution 30cm Imagery

Citations
60cm Resolution Metadata

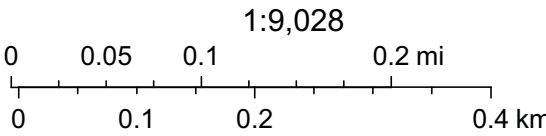


Principal Zoning Map



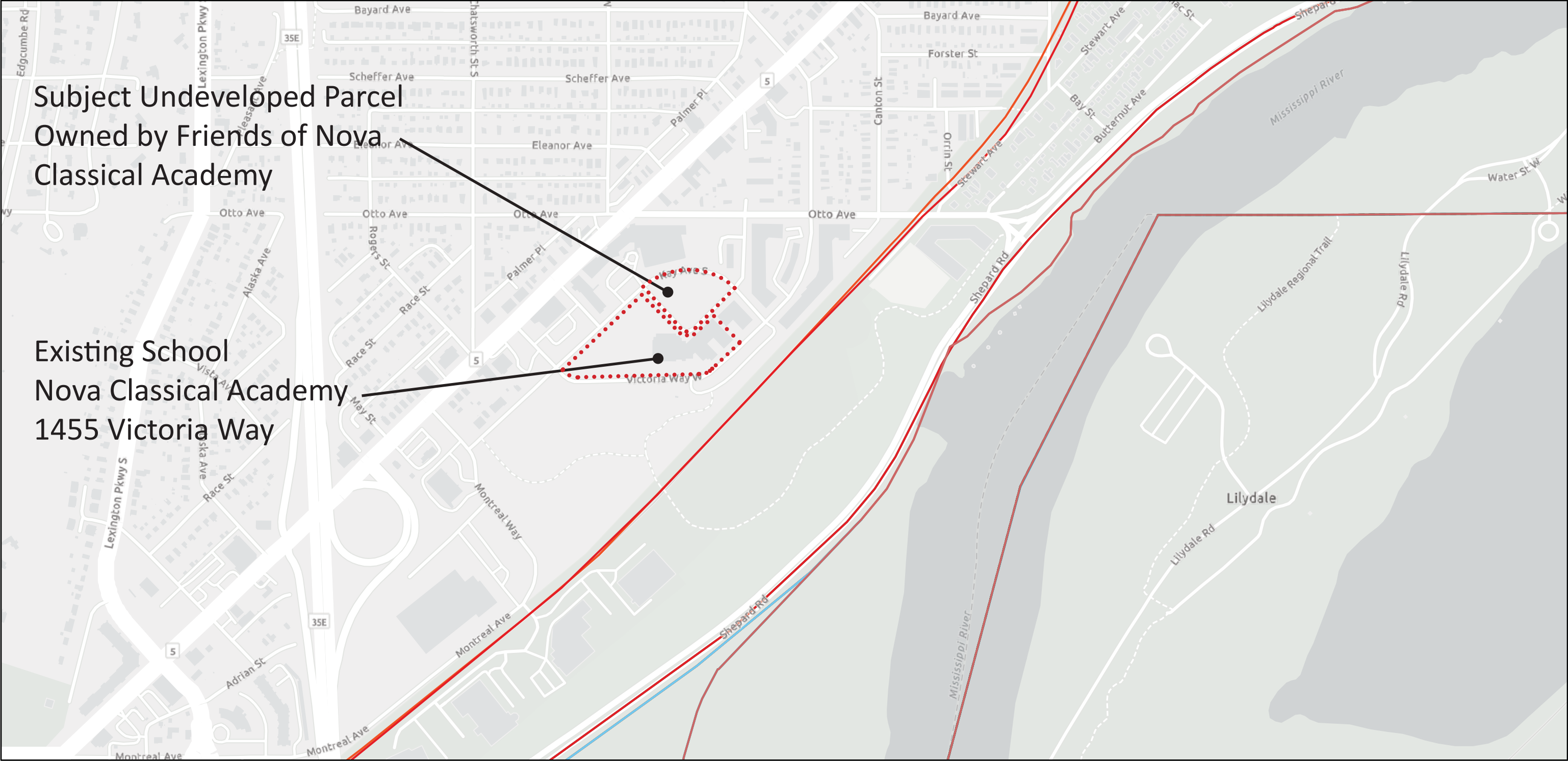
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Interstates		H2 Residential		T3M T3 with Master Plan		B3 General Business
State Highway		RM2 Multiple-Family		OS Office-Service		I1 Light Industrial
Major Streets		RM3 Multiple-Family		B1 Local Business		I2 General Industrial
Principal Zoning		T2 Traditional Neighborhood		BC Community Business (converted)		VP Vehicular Parking
		H1 Residential		T3 Traditional Neighborhood		B2 Community Business
						Saint Paul City Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Zoning Overlay (ArcGIS Web Map)



9/20/2024, 1:36:01 PM

Interstates

State Highway

Major Streets

Floodplain Management Overlay Zoning

FW Floodway

FF Flood Fringe

Future Mississippi River Corridor Critical Area Overlay Zoning

CA-ROS Rural and Open Space

CA-UM Urban Mixed

Mississippi River Corridor Critical Area Overlay Zoning

RC1 River Corridor Floodway Overlay District

RC2 River Corridor Flood Fringe Overlay District

RC4 River Corridor Urban Diversified Overlay District

Saint Paul City Boundary

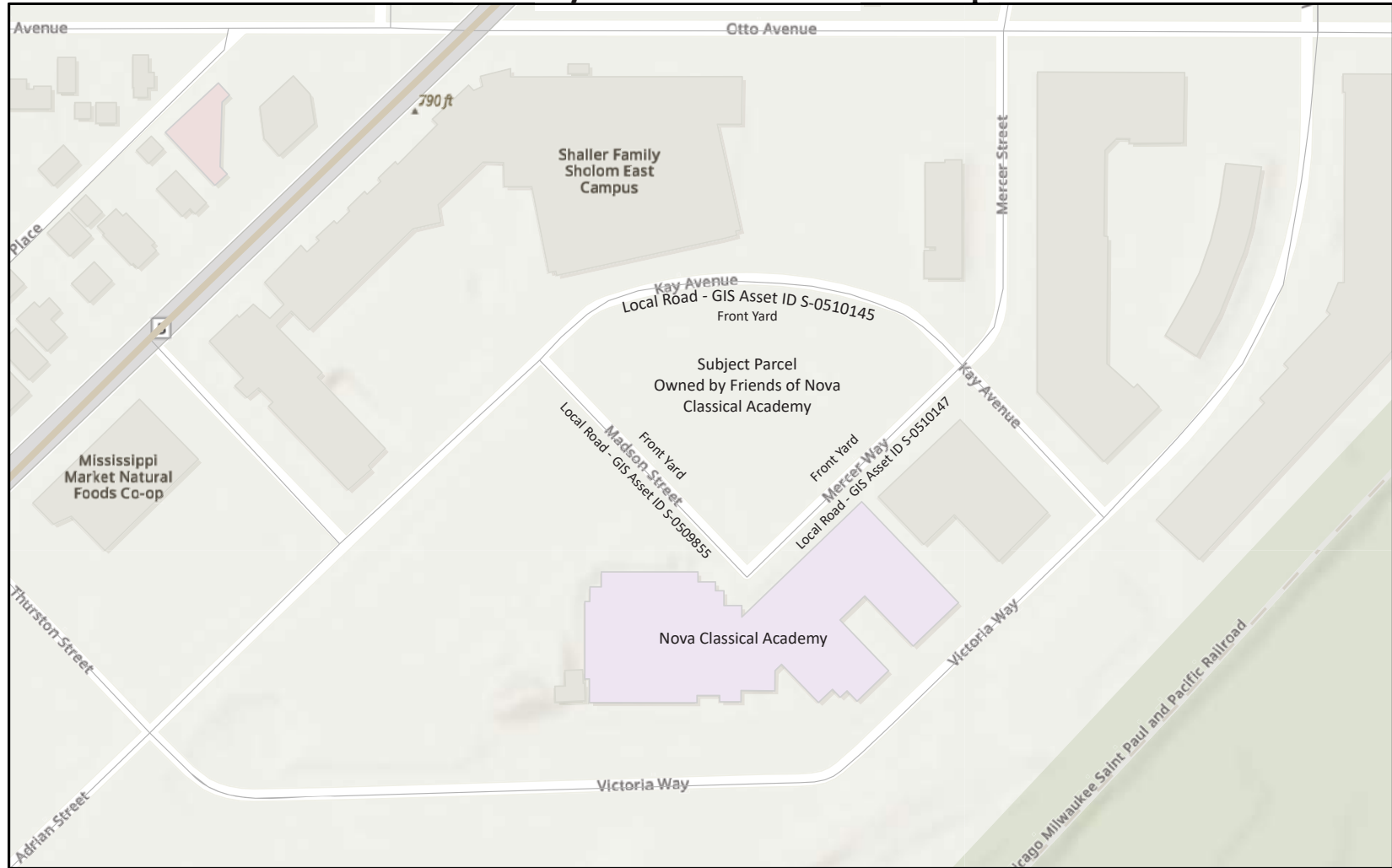
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0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Esri Community Maps Contributors, County of Dakota, County of Ramsey, Metropolitan Council, MetroGIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

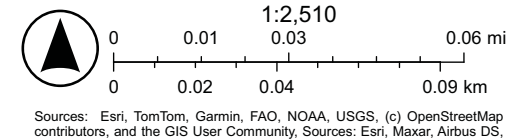
Roadway Classification and Yard Map



4/29/2025

State Highway World_Hillshade
 Minor Streets

SOURCE: Online, <https://information.stpaul.gov/maps/stpaul::minor-streets>; 4/29/25





ZONING VARIANCE APPLICATION

To Board of Zoning Appeals

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

To Planning Commission

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

Zoning Office Use Only

File # _____

Fee Paid \$ _____

Received By / Date _____

Tentative Hearing Date _____

APPLICANT

Name The Friends of Nova Classical Academy

(must have ownership or leasehold interest in the property, contingent included)

Address 1455 Victoria Way City St. Paul State MN Zip 55102

Email JPrins@novaclassical.org Phone 651-209-6320

Name of Owner (if different) Nova Classical Academy Email _____

Contact Person (if different) _____ Email _____

Address _____ City _____ State _____ Zip _____

PROPERTY INFO

Address / Location Undeveloped pie-shaped parcel north of 1455 Victoria Way

PIN(s) & Legal Description PID: 142823210064. See the attached exhibit containing the legal description.
(attach additional sheet if necessary)

Lot Area ~1.14 Acres Current Zoning T3M

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 See the attached document.

_____. State the requirement and variance requested. The applicant requests
dimensional and yard variances due to practical difficulties arising from circumstances unique to the property. See the attached
narrative outlining the four related variances requested in this application.

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 the attached narrative providing supporting information for Items 1-4.

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

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

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

☒ Required site plan is attached

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

Applicant's Signature

Date

6-26-25



7 July 2025

Milwaukee Headquarters
10501 W. Research Drive
Suite 100
Milwaukee, WI 53226
P: 414-771-3390
F: 414-771-4490

Madison Branch
406 Science Drive
Suite 204
Madison, WI 53711
P: 608-819-8511

Minneapolis Branch
7825 Washington Ave S
Suite 635
Minneapolis, MN 55439
P: 952-686-6511

Chicago Branch
150 N. Wacker Drive
Suite 1650
Chicago, IL 60606
P: 312-876-9500

Dixon Branch
101 W. 1st Street
Suite 502
Dixon, IL 61021
P: 815-846-4680

Boston Branch
265 Franklin Street
Suite 1702
Boston, MA 02110
P: 617-963-5178

Applicant

Thomas Dobbs, R.A., Vice President
Bloom Hay Dobbs
2324 University Ave. S., Suite 200
St. Paul, MN 55114
tdobbs@bloomcos.com
612-338-4590

-on behalf of-

The Friends of Nova Classical Academy
1455 Victoria Way
St. Paul, MN 55102
Attention: Jesse Prins, Facility Manager
jprins@novaclassical.org
651-209-6320

Subject: Request for a Combined Request for Dimensional and Related Variances Associated with the Lot Adjacent to 1455 Victoria Way

Dear Planning Commissioners:

Please accept our variance application packet, on behalf of the Friends of Nova Classical Academy, for several variances to include a frontage increase, setback increase, a yard variance, and a parking landscaping variance as described herein due to practical difficulties arising from circumstances unique to the property at the ~1.14-acre triangular parcel north of the school (PID 142823210064). The proposed project is in the T3M zoning district and is associated with Nova Classical Academy at 1455 Victoria Way, St. Paul, MN.

Please contact me if I can provide clarification regarding anything in our application packet or to share comments.

Sincerely,

Thomas Dobbs, RA, CID, NCARB, LEED AP
Vice President, Bloom Hay Dobbs

Zoning Combined Variances Application – Supporting Information

Variances Requested: a setback increase, a parking lot frontage width increase, a parking lot yard location exception, and an interior parking landscaping exception

Applicant: The Friends of Nova Classical Academy

Project: Two-Story Educational Building with Storm Shelter

Address: No Current Address – PID 142823210064; associated with 1455 Victoria Way

Zoning District: T3 Traditional Neighborhood with Master Plan Overlay (T3M)

I. Project Summary

The Friends of Nova Classical Academy, the Affiliated Building Company and landowner in connection with Nova Classical Academy, a public K–12 charter school committed to a classical curriculum, seeks a series of area variances to allow the development of a two-story building addition on a 1.14-acre triangular parcel located immediately north of the existing school campus. The proposed structure will serve as an ICC-500 compliant storm shelter and educational facility and will be connected to the existing building via a second-story skyway spanning the corner of Madson Street and Mercer Way. Currently, the school lacks a storm shelter but has an agreement with Shalom Home for emergency sheltering.

The proposed project will feature a storm shelter, locker rooms and restrooms associated with the storm shelter, office space, meeting space, flexible classroom space, and accessory areas. Within the shelter, two practice courts will serve dual purposes as flexible spaces, supporting physical education classes and providing indoor recess options during inclement weather. A fitness mezzanine area will offer an elevated view of the shelter's main floor. Furthermore, the project includes a minor interior renovation in the existing school building.

The new school building's main entrance will be oriented facing the existing school on Mercer Way. A skyway, clad in metal panels with appropriately sized windows, will bridge Mercer Way, connecting the two buildings from a central location on the second floor of each building.

The building's facade will define its character through the incorporation of precast concrete in various colors and patterns, metal panels, curtain walls, and windows. This design choice aims to echo the adjacent school building's facade. Precast concrete was selected as the primary envelope material, as it satisfies ICC-500 storm shelter structural and code requirements while establishing a visual connection with the existing school facade. The incorporation of multiple roof lines will enhance visual appeal. Pedestrian-scale glazing, employing "blocks of material types," will generate visual interest and a sense of entry, defining the main entry on the first level of Mercer Street. The strategic use of additional colors and textures will further divide the building form into smaller "blocks" to create visual interest and relate to a human scale.

An attractively landscaped site, complete with sidewalks, a shallow storm water detention pond, a parking area, sidewalks, bike parking, plantings, and screening, will revitalize the currently undeveloped lot. The new bus drop-off and pick-up parking area, situated adjacent to the storm shelter, aims to improve neighborhood conditions by alleviating traffic congestion on Mercer Way and Madson Street during student arrival and dismissal times, thereby enhancing student safety. It

is important to note that the parking area will not be used for bus storage but may serve as vehicular parking for the school when not in use for arrival and dismissal. An accessible pedestrian route will seamlessly connect the parking area, building entrances, and sidewalks along Mercer Way.

The site is bounded on all sides by public streets — Kay Avenue, Madson Street, and Mercer Way — and is characterized by an irregular triangular geometry. These features result in significant limitations that prevent conventional compliance with zoning requirements. (Refer to the exhibit attached for a map of the zoning district.

The project provides the following benefits to the community:

- It advances sustainability, resilient infrastructure, and people-centered design.
- It promotes equity by offering a tuition-free K–12 option in a growing and diverse neighborhood.
- It adds value to underutilized land with a high-performing school that enhances the area's livability.

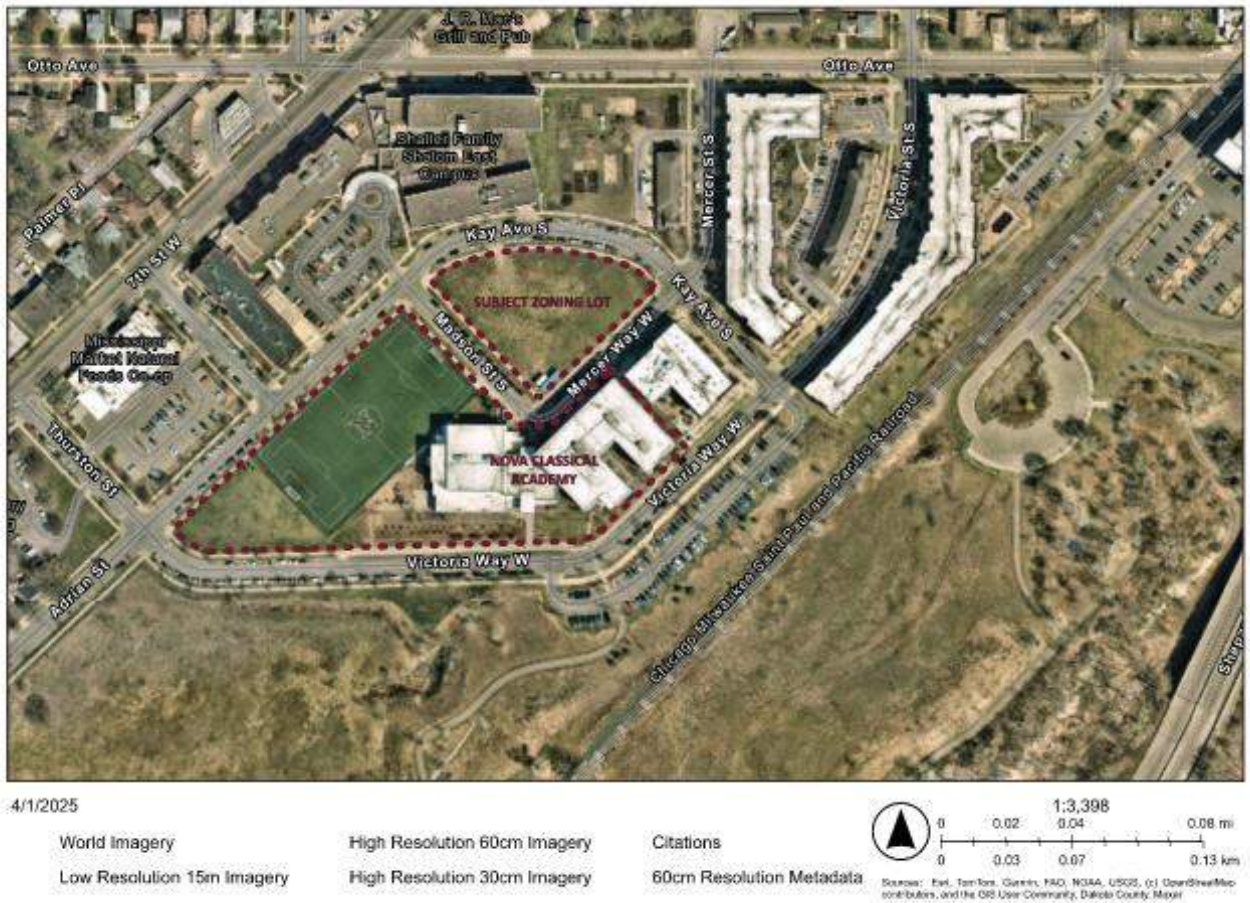
This application respectfully requests the following dimensional and yard variances, which are expanded upon in the required findings section:

1. Front Yard Setback Increase (Sec. 66.331): From a maximum of 10 feet to a maximum of 139 feet along Kay Avenue, due to practical difficulties arising from circumstances unique to the property. See the attached Drawing Sheet, A100 - Architectural Site Plan exhibit, other attachments, and supporting information.
2. Parking Lot Frontage Width Increase (Sec. 66.342.a.2): From 60 feet to 97 feet for frontage along Mercer Way and to 180 feet (in a straight diagonal line, not an arc) for frontage along Kay Avenue, due to practical difficulties arising from circumstances unique to the property and bus geometry requirements. See the attached Civil Paving and Geometric Plan exhibit, other attachments, and supporting information.
3. Bus Parking Area in Front Yard (Sec. 63.312; 66.342.a; 66.343): Locate parking in front yard due to the absence of side and rear yards, due to practical difficulties arising from circumstances unique to the property. See the attached Context Map: Roadway Classification and Yard Map, other attachments, and supporting information.
4. Omit Parking Area Interior Landscaping (Sec. 63.314 (c/e). Relief from requirement to include interior landscaping due to bus turning and parking geometry requirements and practical difficulties arising from circumstances unique to the property. See the attached Drawing Sheet, C401 - Civil Site Plan and Turning Movements, other attachments, and supporting information.

(Related): The project is also subject to separate entitlements including requests for a master plan amendment, a skyway clearance reduction, an air rights vacation, an encroachment permit, and additional variance requests to include an opening reduction and a FAR decrease, each addressed separately.

(Continued on Next Page)

Location Map



II. Required Findings

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.**

This project faces multiple practical difficulties in complying with dimensional and area regulations, arising from circumstances that are both unique and not self-imposed. These include:

Irregular Lot Shape and Street Frontage on All Sides: The site is bound by local streets: Kay Avenue, Mercer Way, and Madson Street. The lot's irregular pie shape configuration results in a lot with only front yards. The irregular pie shaped geometry of the parcel and its bounding by three local streets create the unusual condition of having only front yards and no sides or rear yard. This renders standard requirements for rear/side yard parking and consistent building setbacks infeasible. (See attached Exhibit)

- a. **Contaminated Subsurface Conditions:** The site, part of the former Koch Tank Farm, is subject to MPCA-mandated contamination caps. Excavation is restricted due to a geotextile barrier over a consolidated solidified contaminated containment layer. Additionally, groundwater has typically been observed at just under 9 feet below grade,

which further limits subsurface construction. These environmental and groundwater constraints make it impossible to install underground stormwater tanks, infiltration structures, or other deep stormwater infrastructure that would otherwise reduce the surface footprint. The cap is a unique condition that exists from a portion of the former Koch tank farm, limiting the use of the school site. (See attached exhibit showing this is a unique condition.)

- b. Stormwater Management Requirements: Due to the shallow excavation limits, stormwater detention must be handled with broader, surface-level ponds that require more horizontal space, conflicting with typical yard and setback standards.
- c. Transportation Safety Considerations: The need for dedicated bus drop-off and pick-up areas—integral to school operation and student safety—requires frontage exceeding the T3 district's parking frontage limitations. Alternative solutions such as structured or underground parking are infeasible due to environmental and geometric constraints.

The practical difficulties related to each variance are further outlined below:

- a. Front Yard Setback Increase (Sec. 66.331): From a maximum of 10 feet to a maximum of 139 feet along Kay Avenue, due to practical difficulties arising from circumstances unique to the property. See the attached Drawing Sheet, A100 - Architectural Site Plan exhibit, other attachments, and supporting information.

The irregular lot with front yards only and no side and back yard results in a practical difficulty to meet the T3 zoning district required building front yard setback of 0-10 feet at the front yard. It is unreasonable to require the front yard setback to be met on all sides of the lot because it prohibits compliance with stormwater requirements which are only achievable with surface stormwater structures such as the shallow detention pond shown in the attached drawings (due to capped/encapsulated contamination). The strict enforcement of the front yard setback would prevent other site elements to be constructed on site, such as the bus arrival and departure parking area. The applicant seeks an increase of the required building setback on Kay Avenue to facilitate essential circulation of buses through and in the parking area and to meet stormwater requirements. These modifications allow reasonable and necessary use of the property while protecting public health and safety, while providing a valuable civic use. No other feasible stormwater system could meet both the City's stormwater requirements and environmental (MPCA) constraints.

- b. Parking Lot Frontage Width Increase (Sec. 66.342.a.2): From 60 feet to 97 feet for frontage along Mercer Way and to 180 feet (in a straight diagonal line, not an arc) for frontage along Kay Avenue, due to practical difficulties arising from circumstances unique to the property and bus geometry requirements. See the attached Civil Paving and Geometric Plan exhibit, other attachments, and supporting information.

The parking frontage limitation in the T3 district is sixty (60) feet. The dimensional requirements needed to accommodate personal vehicles are indicated in the visual exhibits in the zoning code for parking areas at Sec. 63.505. Apparently, the maximum frontage allowed for parking is related to the dimensional layout patterns shown in that section of the zoning ordinance. Due to the site's irregular shape, there is frontage on all sides of the undeveloped lot. For bus parking and turning, additional space is

needed beyond what would be needed for personal vehicle parking lots. These combined conditions result in a practical difficulty due to the unique circumstances of the site. As a result, there is a need for increased frontage along Mercer Way of 97 feet and along Kay Ave. of 180 feet. Further, parking for buses is not practically and reasonably moved above grade level to an elevated parking area, nor is a subgrade bus parking area feasible due to contamination and dimensional requirements for buses.

- c. Bus Parking Area in Front Yard (Sec. 63.312; 66.342.a; 66.343): Locate parking in front yard due to the absence of side and rear yards, due to practical difficulties arising from circumstances unique to the property. See the attached Context Map: Roadway Classification and Yard Map, other attachments, and supporting information.

Requirements to locate the parking area in the side or rear yard are not possible. The site is bounded by local streets: Kay Avenue, Mercer Way, and Madson Street. The lot's irregular pie shape configuration results in a lot with only front yards. The irregular pie shaped geometry of the parcel and its bounding by three local streets create the unusual condition of having only front yards and no sides or rear yard. This renders standard requirements for rear/side yard parking infeasible. Allowing parking in the front yard, as indicated in the attached drawings, is reasonable.

Parking is located in the facing yards of adjacent properties in the neighborhood such as the co-op grocery store, Shalom Home, and the alley for townhomes along Kay Ave.

- d. Omit Parking Area Interior Landscaping (Sec. 63.314 (c/e). Relief from requirement to include interior landscaping due to bus turning and parking geometry requirements and practical difficulties arising from circumstances unique to the property. See the attached Drawing Sheet, C401 - Civil Site Plan and Turning Movements, other attachments, and supporting information.

Zoning code requires the following: *Interior landscape. Parking facilities with more than twenty (20) parking spaces or six thousand (6,000) square feet of paving, whichever is less, shall provide fifteen (15) square feet of interior landscaped area for every one hundred (100) square feet of paving. Interior landscaping may not substitute for perimeter landscaping, but may join perimeter landscaping as long as it extends at least four (4) feet into the parking area from the perimeter landscape line.*

Due the practical difficulty created by the unique site geometry it is infeasible to meet this requirement while providing adequate area for bus parking and bus turning radii. Perimeter landscaping, screening, and walkways meeting zoning requirements will be provided.

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

The property exhibits several unique conditions not caused by the applicant, including:

Environmental Contamination: The site's history as a petroleum tank farm left it heavily contaminated. The City of Saint Paul and MPCA required the placement of a protective barrier to cap the contamination. This limits excavation depth and prohibits typical underground improvements. These limitations are a direct result of historical use and

environmental policy—not any action by the applicant. These limitations will apply to any future use of the property.

Geometric Configuration: The triangular lot shape, with streets on all sides, creates a planning anomaly where zoning code assumptions regarding side/rear yards and setback relationships cannot be satisfied.

Topography and Existing Infrastructure: Street alignments and surrounding development—including townhomes and senior living—further limit available development options. Strict application of all T3 zoning requirements would render the lot effectively undevelopable in a reasonable or functional manner.

Bus Parking Necessities: As a school serving grades K–12, Nova Classical Academy must accommodate school buses in a safe and accessible manner. The infeasibility of structured or underground bus parking not only due to contamination but also due to turning radii and site geometry which is not caused by the Owner.

These conditions, when combined, present a hardship not created by the Owner that prevents the property from being used in a manner consistent with its permitted use in the zoning code.

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

The proposed use—a public K–12 educational facility—is a permitted Institutional/Civic use within the T3M zoning district. The addition supports existing operations without increasing enrollment or staffing and is entirely consistent with both the permitted use table and the district’s overarching goals of mixed-use, pedestrian-friendly, community-serving development.

Importantly, the variance does not authorize any non-permitted use; it solely facilitates site planning necessary for a permitted civic function in a constrained site context.

As a permitted use in the zoning district, the school building harmonizes with the zoning code's general intent and purpose, as indicated below.

T3 Zoning District Intent: (Reference Sec. 66.314)

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) A mix of uses, including residential, commercial, civic and open space uses in close proximity to one another;*
- b) A mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes;*
- c) A system of interconnected streets and paths that offer multiple routes for motorists, pedestrians and bicyclists, and are connected to existing and future streets;*
- d) A system of open space resources and amenities; and incorporation of environmental features into the design of the neighborhood.*

The T3 district is also intended for smaller sites in an existing mixed-use neighborhood center where some of the above elements already exist, or in an area identified in the comprehensive plan as a potential "urban village" site. The above elements may be found

within the T3 district or adjacent to it; the intent is that all would be present within a reasonable walking distance.

The school provides a valuable resource for the neighborhood as a K-12 public charter school option. The T3 district encourages higher-density, pedestrian-friendly mixed-use development, including civic and institutional (inclusive of K-12 school) uses. The proposed variance benefits the neighborhood and meets the intent of the T3 Zoning district by providing:

- A mix of uses, including civic and residential elements. The school complements the predominantly residential area and other uses, adding the diversity of uses needed for an “urban village”.
- A pedestrian-friendly environment with improved pathways and transit access.
- A safe and sustainable urban development.

City zoning ordinances are an extension of the City’s adopted Comprehensive Plan per Minnesota Statutes. The City of St. Paul 2040 Comprehensive Plan recommends people centered land use policies that provide for the flexible and adaptable implementation of Zoning Ordinances, most notably policy LU-7 which call for flexible zoning to respond to changes, conditions, and opportunities, and LU-33 which promotes amenities for neighborhood scale Institutional uses, to include schools.

These variance requests for this project are supported by the following opportunities, Core Values, Focus Areas, Priorities, Goals, and Policies contained in the City of St. Paul 2040 Comprehensive Plan:

Challenges and Opportunities

Equity – How we grow, develop and invest over the next 20 years must be done in a way that reduces racial disparities in jobs, income, housing cost burden, education and homeownership.

Economic development – To address our equity, diversity and growth goals, the City and its economic development partners must capture innovations in the marketplace (including service delivery, job training, education and new business sectors) that lead to a growing, adapting, strong local and regional economy. Saint Paul’s racial and ethnic diversity is a unique asset that should be tapped to fuel economic growth, especially as it brings innovative economic models to our neighborhoods.

Fostering the next generation – If a city is going to grow, innovate and prosper, it must provide opportunities for its youth to grow, innovate and prosper. The same physical systems that need to accommodate an aging population need to accommodate a young population. This is especially important in the areas of education and employment and innovation.

Core Values

Equity and opportunity. We are a city where opportunities in education, employment, housing, health and safety are equitably distributed and not pre-determined by race, gender identity, sexual orientation or age; we are a city that creates opportunities for all residents to achieve their highest potential.

People-centered. We are a city that puts people first, recognizes and celebrates our complex and interrelated histories, and treasures our young and older residents as integral members of our community.

Focus Areas

Equitable cities create opportunities for all residents to achieve their highest potential. How Saint Paul grows, develops and invests over the next 20 years must be done in a way that reduces racial disparities in jobs, income, education and homeownership.

Urban design is the thoughtful arrangement of the public realm, or the public spaces between buildings (including parks, streets and sidewalks). Good urban design – the interaction between private development and public space – fosters activity, connection, beauty, safety, and economic value.

Priorities

Livability, equity and sustainability. When we asked about regional themes established by the Metropolitan Council, you said livability, equity and sustainability are the most important for Saint Paul. Other regional themes we will incorporate into the updated Comprehensive Plan include prosperity and stewardship.

Land Use Chapter

Goals

- 5. Infrastructure for all ages and abilities.
- 6. Efficient, adaptable and sustainable land use and development patterns and processes.
- 8. People-centered urban design.

Policies

Policy LU-5. Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities

Policy LU-7. Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities

Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.

Policy LU-33. Promote amenities that support those who live and work in Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities.

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

The subject property is located adjacent to open spaces and apartment complexes with parking areas, an assisted living facility with a parking area, a community garden, townhomes, and a co-op grocery store with a parking area. Parking is located in the facing yards of several adjacent properties. The existing school is also adjacent to Victoria Park.

The proposed use is permitted in the zoning district, and the school is a valuable contribution to the neighborhood.

The proposed use is consistent with the existing building and will not be injurious to neighbors; rather, the improvements will transform a vacant lot into an active beneficial use. The proposed building is attractive and consistent with the applicable building design requirements, except as indicated in the entitlements requested. The site will be nicely landscaped, and the parking area will include screening to meet city ordinances. The use is not detrimental to neighbors and will relieve traffic congestion caused by buses during arrival and dismissal times.

Accommodating the area needs for buses is reasonable and affords justice for the Owner allowing them to use their property for bus parking to alleviate traffic congestion and improve safety during arrival and dismissal times.

The images following the written portion of this request offer visual context of the surrounding area, existing school, and subject undeveloped lot demonstrating that the project will not alter the essential character of the surrounding area.

Conclusion

The applicant respectfully requests that the Planning Commission grant the variances requested. These requests are rooted in significant practical difficulties created by unique environmental and geometric constraints and are necessary to allow a reasonable, permitted use that strengthens community resilience, safety, and urban design goals.

The proposed project fully aligns with the goals and policies of the Saint Paul 2040 Comprehensive Plan and the intent of the T3 zoning district. The variance will not impair the use or enjoyment of neighboring properties. To the contrary, it will deliver meaningful benefits and advantages to the community.

Please see the attached images and drawings, which demonstrate that the planned improvements will not alter the essential character of the neighborhood.

(Continued on the next page.)

Neighborhood Images



Nova Classical Academy's existing school building from Victoria Way



Nova Classical Academy from Victoria Way



Nova Classical Academy along Mercer Way and Madson Street.; image taken from the subject parcel.



Nova's building (gymnasium) and Nova's turf field in the foreground with Shalom apartments and Mississippi Market co-op parking area and store in the background.



Victoria Apartments and Nova Classical Academy from Kay Ave.



View of Nova Classical Academy and Nova's turf field, from Kay Ave.



Shalom Campus from Kay Ave.



Shalom Campus from Madson Way and Kay Ave.



Shalom Campus from the subject parcel near Mercer Way and Kay Ave.



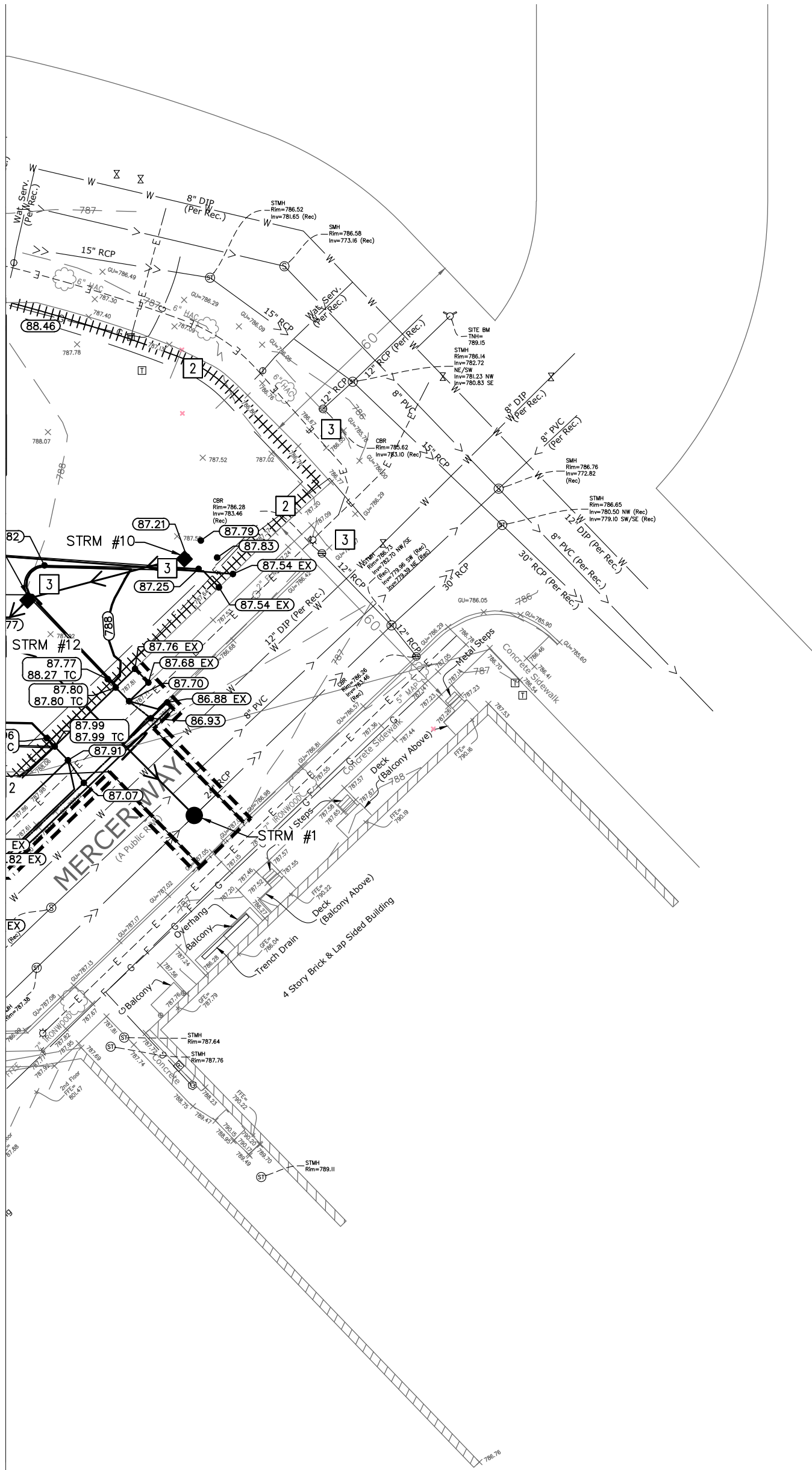
Shalom Campus and the subject parcel from the corner of Madson Way and Mercer Street.



Townhomes and apartments to the northeast from Madson Street, viewed from across the subject undeveloped lot.

Attachments:

1. Drawing Sheet C200: Civil Grading, Drainage, and Erosion Control Plan
2. Drawing Sheet C400: Civil Paving and Geometric Plan (Includes Parking Frontages and Setback)
3. Drawing Sheet C401: Civil Site Plan and Turning Movements
4. Drawing Sheet A100: Architectural Site Plan (Includes Building Setbacks)
5. Drawing Sheet B1608280: Area of Consolidated Soils by Braun Intertec
6. Certified Site Survey V1.0
7. Context Map: Project Location Map
8. Context Map: Enlarged Aerial Image Project Location Map
9. Context Map: Principal Zoning Map
10. Context Map: Zoning Overlay Map
11. Context Map: Roadway Classification and Yard Map



PLAN

3/CS00.

INSTALL INLET SEDIMENT PROTECTION. REFER TO DETAIL 4/CS00.

APPROXIMATE LOCATION OF TEMPORARY CONTAINED CONCRETE WASH OUT BIN. REFER TO THE MINNESOTA NPDES/SDS GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR MORE DETAILS. SELF-CONTAINED CONCRETE WASHOUTS ON CONCRETE DELIVERY TRUCKS IS AN ACCEPTABLE ALTERNATIVE TO ON-SITE CONTAINMENT.

BIOFILTRATION BASIN AND WATER QUALITY TREATMENT POND(S) ARE TO BE CONSTRUCTED AT THE END OF GRADING OPERATIONS ONCE THE TRIBUTARY AREA'S FINAL STABILIZATION HAS BEEN INSTALLED. REFER TO DETAIL 1/CS01 FOR BIOFILTRATION BASIN CROSS SECTION.

CONSTRUCTION TRAFFIC IN FILTRATION AREA(S) IS NOT ALLOWED AFTER AREA HAS BEEN EXCAVATED. PRIOR TO FINAL STABILIZATION, LOOSEN SOIL WITH MECHANICAL TILLER. FILTRATION AREA(S) ARE NOT APPROVED BORROW SITES AND ARE NOT TO BE USED FOR TEMPORARY SEDIMENT BASIN(S) ONCE BASIN(S) SUBGRADE ELEVATION HAS BEEN EXCAVATED. CONTRACTOR SHALL ENSURE THAT BASIN(S) FILTRATE AT A MINIMUM RATE OF 1-INCH PER HOUR USING A DOUBLE RING INFILTROMETER TEST BEFORE FINAL EXCAVATION. DOUBLE RING INFILTROMETER TEST SHALL BE SIGNED BY A REGISTERED GEOTECHNICAL ENGINEER AND SUBMITTED TO THE CITY AND ENGINEER FOR REVIEW BEFORE FINAL APPROVAL.

INSTALL MA/DOT 3885 CATEGORY 20 TEMPORARY STRAW FIBER EROSION CONTROL BLANKET.

SEMENT CONTROL LOG

PROPERTY LINE

SAWCUT LINE (APPROX.)

PROPOSED CONTOUR

DRAIN TILE

STORM SEWER

CATCH BASIN

MANHOLE

EROSION CONTROL BLANKET (TEMPORARY)

ROCK CONSTRUCTION ENTRANCE

SPOT ELEVATION

SOIL BORING

CONCRETE WASHOUT AREA

*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

ELEVATION

EXISTING

FINISHED FLOOR ELEVATION

HIGH WATER LEVEL

INVERT

LOWER FLOOR ELEVATION

MAXIMUM

MINIMUM

NORMAL WATER LEVEL

POLYVINYL CHLORIDE

REINFORCED CONCRETE PIPE

STORM SEWER STRUCTURE

TOP OF CURB

TOP OF SLOPE

TOP OF WALL

WASHOUT

WATER QUALITY ELEVATION

APPROXIMATE DISTURBED AREA IS 1.20 ACRES

NOTE: STORM SEWER INLETS NOT SHOWN ON PLAN MAY RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INSTALL INLET SEDIMENT PROTECTION PER DETAIL 4/CS00 ON ALL STORM INLETS THAT MAY RECEIVE RUNOFF.

WALKWAY NOTES:

1. GRADING CONTRACTOR IS TO COORDINATE WITH PAVING CONTRACTOR SO THAT ALL WALKS

2. ALL SIDEWALK LONGITUDINAL AND TRANSVERSE SLOPES ARE TO BE PER CODE.

ST. PAUL'S NOTES:

- INSPECTION CONTACT: THE DEVELOPER SHALL CONTACT THE RIGHT OF WAY INSPECTOR DAN BRADY AT (651) 465-4398 (TWO WEEK PRIOR TO BEGINNING WORK) TO DISCUSS TRAFFIC CONTROL, PEDESTRIAN SAFETY AND COORDINATION OF ALL WORK IN THE PUBLIC RIGHT OF WAY. NOTE: IF A TWO WEEK NOTICE IS NOT PROVIDED TO THE CITY, ANY RESULTING DELAYS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- SAFE WORK SITE REQUIREMENTS: THE CONTRACTOR SHALL PROVIDE A CONTINUOUS, ACCESSIBLE AND SAFE PEDESTRIAN WALKWAY THAT MEETS ADA AND MN MUTCD STANDARDS IF WORKING IN A SIDEWALK AREA, AND TRAFFIC CONTROL PER MN MUTCD REQUIREMENTS FOR WORK IN THE PUBLIC RIGHT OF WAY.
- NO PRIVATE FACILITIES IN THE RIGHT OF WAY: THE DEVELOPER IS STRICTLY PROHIBITED FROM INSTALLING PRIVATE ELECTRICAL WIRING, CONDUIT, RECEPTACLES AND/OR LIGHTING IN THE CITY'S RIGHT OF WAY. THIS INCLUDES STUBBING CONDUIT OR CABLE INTO THE PUBLIC RIGHT OF WAY TO ACCOMMODATE UTILITY FEEDS TO THE SITE. COORDINATE WITH EACH UTILITY PRIOR TO CONSTRUCTION TO DETERMINE FEED POINTS INTO THE PROPERTY. UTILITIES ARE RESPONSIBLE FOR SECURING EXCAVATION PERMITS TO RUN THEIR SERVICE INTO A SITE, AND (WHERE REQUIRED) SUBMITTING PLANS FOR REVIEW BY THE PUBLIC WORKS UTILITY REVIEW COMMITTEE.
- CITY OF ST. PAUL PERMIT REQUIREMENTS:
 - ORDERING OBSTRUCTION AND EXCAVATION PERMITS: CONTACT PUBLIC WORKS RIGHT OF WAY SERVICE DESK AT (651) 266-6151. IT IS STRONGLY RECOMMENDED THAT CONTRACTORS CALL FOR COST ESTIMATES PRIOR TO BIDDING TO OBTAIN ACCURATE COST ESTIMATES.
 - OBSTRUCTION PERMITS: THE CONTRACTOR MUST OBTAIN AN OBSTRUCTION PERMIT IF CONSTRUCTION (INCLUDING SILL FENCES) WILL BLOCK CITY STREETS, SIDEWALKS OR ALLEYS, OR IF DRIVING OVER CURBS.
 - EXCAVATION PERMITS: ALL DIGGING IN THE PUBLIC RIGHT OF WAY REQUIRES AN EXCAVATION PERMIT. IF THE PROPOSED BUILDING IS CLOSE TO THE RIGHT OF WAY, AND EXCAVATING INTO THE RIGHT OF WAY IS NEEDED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY INSPECTOR.
 - FAILURE TO SECURE PERMITS: FAILURE TO SECURE OBSTRUCTION PERMITS OR EXCAVATION PERMITS WILL RESULT IN A DOUBLE-PERMIT FEE AND OTHER FEES REQUIRED UNDER CITY OF ST. PAUL LEGISLATIVE CODES.
 - REQUIREMENTS TO WORK IN THE PUBLIC RIGHT OF WAY: ALL UTILITIES AND CONTRACTORS WORKING IN THE PUBLIC RIGHT OF WAY MUST BE REGISTERED, INSURED AND BONDED, AS RECOGNIZED BY THE PUBLIC WORKS SERVICE DESK. (651) 266-6151.
- ALL WORK ON CURBS, DRIVEWAYS, AND SIDEWALKS WITHIN THE PUBLIC RIGHT OF WAY MUST BE DONE BY A LICENSED AND BONDED CONTRACTOR UNDER A PERMIT FROM PUBLIC WORKS SIDEWALK SECTION (651) 266-9700. SIDEWALK GRADES MUST BE CARRIED ACROSS DRIVEWAYS.
- RESTORATION OF ASPHALT AND CONCRETE PAVEMENTS ARE PERFORMED BY THE PUBLIC WORKS STREET MAINTENANCE DIVISION. THE CONTRACTOR IS RESPONSIBLE FOR PAYMENT TO THE CITY FOR THE COST OF THESE RESTORATIONS. THE CONTRACTOR SHALL CONTACT PUBLIC WORKS STREET MAINTENANCE TO SET UP A WORK ORDER PRIOR TO BEGINNING ANY REMOVALS IN THE STREET AT (651) 266-9700. PROCEDURES AND UNIT COSTS ARE FOUND IN STREET MAINTENANCE'S "GENERAL REQUIREMENTS" - ALL RESTORATIONS" AND ARE AVAILABLE AT THE PERMIT OFFICE.
- SIGNS REGULATING PARKING AND/OR TRAFFIC ON PRIVATE PROPERTY (OUTSIDE OF THE PUBLIC RIGHT-OF-WAY ROW) SHALL BE FURNISHED AND INSTALLED BY THE PROPERTY OWNER OR CONTRACTOR AT NO COST TO THE CITY OF ST. PAUL. DEPARTMENT OF PUBLIC WORKS, REMOVAL OF EXISTING SIGNS WITHIN THE PUBLIC ROW THAT REGULATE TRAFFIC AND OR PARKING SHALL BE COMPLETED BY THE CITY AT THE EXPENSE OF THE DEVELOPMENT. NEW SIGNS OR THE RENOVATION OF EXISTING SIGNS, AS APPROVED BY PUBLIC WORKS TRAFFIC ENGINEERING, REGULATING PARKING AND/OR TRAFFIC IN THE PUBLIC ROW SHALL BE FURNISHED AND INSTALLED BY THE CITY AT THE EXPENSE OF THE DEVELOPMENT. ALL EQUIPMENT, MATERIALS, AND LABOR COSTS ASSOCIATED WITH THE CITY AFFECTING A COMPLETE SIGN INSTALLATION SHALL BE THE RESPONSIBILITY OF THE DEVELOPMENT. CONTACT CHRIS GULDEN OF PUBLIC WORKS 651-266-9778 TWO WEEKS IN ADVANCE OF NEEDED SIGN WORK.
- SEWER REMOVAL/ABANDONMENT PERMIT: LICENSE HOUSE DRAIN CONTRACTOR TO OBTAIN REMOVAL PERMITS FROM PUBLIC WORKS TO CUT OFF EXISTING SEWER CONNECTIONS SERVICES TO THE MAIN LINE. CALL ST. PAUL PW PERMIT DESK (651-266-6234) FOR INFORMATION ON OBTAINING THIS PERMIT.
- SEWER CONNECTION PERMIT: PLUMBING CONTRACTOR TO OBTAIN (SEWER CONNECTION PERMIT) TO CONSTRUCT NEW SANITARY AND STORM CONNECTION IN STREET FROM MAIN TO THE PROPERTY. CALL ST. PAUL PW PERMIT DESK (651-266-6234) FOR INFORMATION ON OBTAINING THIS PERMIT.
- ALL WATER MAIN AND SERVICES TO BE INSTALLED ACCORDING TO "SPRWS STANDARDS FOR INSTALLATION OF WATER MAINS", AND "SPRWS WATER CODE".
- SERVICES THAT ARE TO BECOME UNUSED UPON COMPLETION OF THE NEW SERVICE CONNECTION MUST BE CUT OFF BY THE CONTRACTOR AT THE MAIN PRIOR TO THE TURN ON OF THE NEW SERVICES. EXCAVATION AND RESTORATION BY CONTRACTOR.
- THE CONTRACTOR SHALL CONTACT MIKE LUSIAN, GENERAL FOREMAN, LIGHTING - SIGNAL MAINTENANCE, (651-266-9780), IF REMOVAL OR RELOCATION OF EXISTING FACILITIES IS REQUIRED OR IN THE EVENT OF DAMAGE TO THE LIGHTING OR SIGNAL UTILITIES. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY (AND RELATED COSTS) FOR ANY DAMAGE OR RELOCATIONS.
 - THE INSTALLATION OF PRIVATE ELECTRICAL WIRING, CONDUIT, RECEPTACLES AND/OR LIGHTING IS STRICTLY PROHIBITED IN THE CITY'S ROW (RIGHT OF WAY).
- CONTRACTOR IS TO CONTACT SAINT PAUL CITY FORESTER (651) 632-2436 PRIOR TO IMPACTING ANY BOULEVARD TREES.
 - EXISTING PUBLIC PROPERTY TREES ARE TO BE PROTECTED AT ALL TIMES. PUBLIC TREES DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE RESTORED OR REPLACED TO THE SATISFACTION OF, AND AT NO COST TO THE CITY, AS DETERMINED BY THE FORESTRY MANAGER. THE CONTRACTOR IS ADVISED TO DOCUMENT PRE-EXISTING CONDITIONS OF PUBLIC TREES AS WELL AS THE SURROUNDING BOULEVARD PRIOR TO CONSTRUCTION ACTIVITIES.
 - THE REMOVAL, PRUNING, AND/OR PLANTING OF TREES ON PUBLIC PROPERTY REQUIRES AN APPROVED FORESTRY TREE WORK PERMIT FROM THE CITY FORESTER (651-632-2436). ANY WORK MUST BE COMPLETED BY A LICENSED TREE CONTRACTOR.
 - PUBLIC PROPERTY TREES SHALL BE PROTECTED BY ESTABLISHING A TREE PROTECTION ZONE USING A 4" TALL FENCING INSTALLED AT THE DRIP LINE OF THE TREE. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE WORK AND MAINTAINED FOR THE DURATION OF THE PROJECT. PROPOSED WORK WITHIN, OR CHANGES TO THE LOCATION OF TREE PROTECTION FENCING SHALL BE REVIEWED BY THE CITY FORESTER PRIOR TO ALTERATION.
 - CONSTRUCTION SUPPLIES, MATERIALS, SPILLS, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED OR OPERATED WITHIN THE DRIP LINE OF ANY PUBLIC TREE OR WITHIN TREE PAVEMENT AREA OF BOULEVARD WITHOUT PRIOR WRITTEN APPROVAL FROM THE CITY FORESTER. IF THE BOULEVARD MUST BE USED FOR CONSTRUCTION ACTIVITIES, SITE ACCESS ROUTES, MATERIAL STORAGE, OR OTHER RELATED ACTIVITIES, PROTECTIVE MEASURES APPROVED BY THE CITY FORESTER SHALL BE TAKEN TO REDUCE SOIL COMPACTION AND DAMAGE TO PUBLIC TREES.
 - IN LOCATIONS WHERE PUBLIC TREES CANNOT BE PROTECTED TO THE DRIP LINE WITH TEMPORARY TREE PROTECTION FENCING, THE USE OF A 6" LAYER OF MULCH OR TRACK PADS WILL BE REQUIRED TO LIMIT SOIL COMPACTION AND PROTECT ROOT SYSTEMS WITHIN THE BOULEVARD WHEN ACCESS ROUTES OR MATERIAL STORAGE IS NECESSARY.
- BUSINESS SIGNS WILL REQUIRE A SEPARATE REVIEW AND SIGN PERMIT FROM THE DEPARTMENT OF SAFETY AND INSPECTIONS. SITE PLAN APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUSINESS SIGNS SHOWN ON THE SITE PLAN. CONTACT YAYA DATTI OF DSI ZONING (651) 266-9080 IF YOU HAVE ANY QUESTIONS ABOUT SIGNS.
- CARE MUST BE TAKEN DURING CONSTRUCTION AND EXCAVATION TO PROTECT ANY SURVEY MONUMENTS AND/OR PROPERTY IRONS. CALL SAM GIBSON OF PUBLIC WORKS SURVEYING (651-266-6075) IF YOU HAVE ANY QUESTIONS.
- AS PER THE CITY'S "STANDARD SPECIFICATION FOR STREET OPENINGS" POLICY, RESTORATION ON ROADWAY SURFACES LESS THAN 5 YEARS OLD WILL REQUIRE FULL WIDTH MILL AND OVERLAY OR ADDITIONAL DEGRADATION FEES.
- PAVEMENT RESTORATION COMPLETED BY THE ST. PAUL PUBLIC WORKS STREET MAINTENANCE DIVISION. ALL RELATED COSTS ARE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR. CONTACT KEVIN NELSON AT 651-266-9700 FOR ESTIMATE OF COSTS FOR PAVEMENT RESTORATION.
- PIPE MUST BE MECHANICAL JOINT UNDERNEATH THE BUILDING FOOTPRINT AND UP TO TEN FEET OUTSIDE OF THE BUILDING FOOTPRINT.
- A FOUR-SIDED TRENCH BOX IS REQUIRED ON ALL EXCAVATIONS DEEPER THAN 5 FEET WHERE UNDERGROUND WORK OR INSPECTION IS TO BE PERFORMED BY SPRWS. FOR ALL WET TAPS TO BE PERFORMED BY SPRWS, A MINIMUM TRENCH BOX SIZE OF 8 FEET HIGH X 8 FEET WIDE X 10 FEET LONG IS REQUIRED. LADDERS ARE REQUIRED AND MUST EXTEND 3 FEET ABOVE THE SURFACE OF THE TRENCH. SIDEWALKS, PAVEMENTS, DUCTS AND APPURTENANT STRUCTURES SHALL NOT BE UNDERMINED UNLESS A SUPPORT SYSTEM OR ANOTHER METHOD OF PROTECTION IS PROVIDED. TRENCHES IN EXCESS OF 20 FEET IN DEPTH MUST BE SIGNED OFF BY A REGISTERED PROFESSIONAL ENGINEER. EXCAVATED MATERIAL MUST BE KEPT A MINIMUM OF 2 FEET FROM THE EDGE OF THE TRENCH.
- SERVICE CONNECTIONS SHALL BE INSTALLED WITH 8 FEET OF COVER AS PER THE ESTABLISHED GRADE FROM THE MAIN TO THE PROPERTY LINE OR, IF APPLICABLE, TO THE UTILITY EASEMENT LINE. WHEN SOLID ROCK CONDITIONS ARE ENCOUNTERED, WATER SERVICES MAY BE INSTALLED WITH 6.5 FEET OF COVER. AT THIS DEPTH, THE NEED FOR INSULATION WILL BE DETERMINED BY SPRWS INSPECTORS.
- PIPE MATERIAL FOR 8" DUCTILE IRON PIPE MUST BE CLASS 52, PIPE MATERIAL FOR 6" AND 4" DUCTILE IRON PIPE MUST BE CLASS 53. THE EXTERIOR OF DUCTILE IRON PIPE SHALL BE COATED WITH A LAYER OF ARC-SPRAYED ZINC PER ISO 8179. THE INTERIOR CEMENT MORTAR LINING SHALL BE APPLIED WITHOUT ASPHALT SEAL COAT. PIPE MUST BE WRAPPED IN V-BIO POLYWRAP ENCASMENT AND SHALL BE INSTALLED UTILIZING MODIFIED METHOD A AS RECOMMENDED BY DIPPAL. DISC-ANCHORING SHALL BE TAPED AT EACH JOINT AND AROUND THE MIDDLE OF THE PIPE.
- MAINTAIN 3 FEET VERTICAL SEPARATION BETWEEN WATER AND SEWER PIPES OR A 18" SEPARATION WITH 4" OF INSULATION. WHERE A WATER SERVICE OR MAIN IS OFFSET OVER A STORM SEWER, INSULATION SHALL BE PLACED BOTH OVER THE TOP OF THE WATER PIPE AND BETWEEN THE WATER PIPE AND THE STORM SEWER. REFER TO STANDARD PLATE D-10. WHERE A WATER MAIN OR SERVICE IS WITHIN 6 FEET OF A CATCH BASIN, MANHOLE OR OTHER OUTLET THAT IS SUBJECT TO COLD, INSULATION SHALL BE PLACED BETWEEN THE STRUCTURE AND THE WATER PIPE. ABOVE OR BELOW A STORM SEWER, INSULATION SHALL BE PLACED BETWEEN THE WATER PIPE AND THE STORM PIPE. WHERE A WATER SERVICE OR MAIN IS OFFSET OVER A STORM SEWER, INSULATION SHALL BE PLACED BOTH OVER THE TOP OF THE WATER PIPE AND BETWEEN THE WATER PIPE AND THE STORM SEWER. REFER TO STANDARD PLATE D-10. WHERE A WATER MAIN OR SERVICE IS WITHIN 6 FEET OF A CATCH BASIN, MANHOLE OR OTHER OUTLET THAT IS SUBJECT TO COLD, INSULATION SHALL BE PLACED BETWEEN THE STRUCTURE AND THE WATER PIPE.
- REFER TO SPRWS "STANDARDS FOR THE INSTALLATION OF WATER MAINS" STANDARD PLATE D-11 FOR RESTRAINED PIPE REQUIREMENT.
- ALL WATER SERVICE VALVE BOXES WITHIN CONSTRUCTION AREA MUST BE EXPOSED AND BROUGHT TO GRADE UPON COMPLETION OF CONSTRUCTION.
- ALL PIPE WORK INSIDE OF PROPERTY TO BE PERFORMED BY A PLUMBER LICENSED BY THE STATE OF MINNESOTA AND CERTIFIED BY THE CITY OF SAINT PAUL. SPRWS REQUIRES SEPARATE OUTSIDE AND INSIDE PLUMBING PERMITS FOR EACH NEW WATER SERVICE.
- PIPES INSTALLED WITH LESS THAN 2% SLOPE SHALL BE INSTALLED UTILIZING LASER EQUIPMENT.
- ALL STORM WATER PIPING INSTALLED BETWEEN THE BUILDING AND THE STORM WATER RETENTION SYSTEM SHALL BE INSPECTED AND TESTED PRIOR TO BACKFILLING. CONTACT THE DEPARTMENT OF SAFETY AND INSPECTIONS AT 651-266-9006 TO SCHEDULE AN INSPECTION WITH THE AREA PLUMBING INSPECTOR.
- STRIPING UNRESOLVED GENERAL RESTORATION SHALL BE COMPLETED IMMEDIATELY FOLLOWING FINAL PAVEMENT RESTORATION. ROADWAY STRIPING IMPACTED BY WORK ZONE SHALL BE REPLACED IN-KIND AT NO COST TO THE ROAD AUTHORITY. IF THERE ARE QUESTIONS AS TO THE TYPE OF STRIPING MATERIAL TO BE USED, CONTACT CHRIS GULDEN (651) 266-9778 IN THE CITY'S TRAFFIC OPERATIONS SECTION PRIOR TO CONSTRUCTION.
- CONTRACTOR TO MAINTAIN ACCESS TO THE FIRE DEPARTMENT CONNECTION FOR FIRE DEPARTMENT PERSONNEL AT ALL TIMES DURING THE CONSTRUCTION PERIOD.
- ANY PUBLIC INFRASTRUCTURE DAMAGE RESULTING FROM THE CONTRACTORS ACTIVITIES, INCIDENTAL OR OTHERWISE, SHALL BE REPAIRED/REPLACED TO THE SATISFACTION OF THE CITY AT NO COST TO THE CITY.
- NOTIFY GAREM CHAPLE AT 651-266-6882 A MINIMUM OF 2 WEEKS PRIOR TO SCHEDULING WORK BY SPRWS CONSTRUCTION CREW.
- THE FOLLOWING WORK IN THE RIGHT-OF-WAY SHALL BE PERFORMED BY SPRWS ON AN ACTUAL COST BASIS: (1) CONNECTION TO THE PUBLIC MAIN FOR ANY INSTALLATION THAT IS OFF A PUBLIC MAIN LARGER THAN 12" OR OF MATERIAL NOT MADE OF IRON. (2) INSPECTION OF CONTRACTOR INSTALLED MAINS AND SERVICES. (3) CONSTRUCTION OF TEMPORARY SERVICES IF NECESSARY. AN ESTIMATE WILL BE PROVIDED FOR THIS WORK AND PAYMENT IN THE AMOUNT OF THE ESTIMATE MUST BE RECEIVED BEFORE THE WORK CAN BE SCHEDULED. ALL OTHER WORK, INCLUDING EXCAVATION, RESTORATION, CUTOFFS, AND PIPEWORK TO BE PERFORMED BY THE CONTRACTOR.
- SANITARY AND/OR STORM SEWER SERVICE PASSING WITHIN OR FEET OF THE BUILDING ARE COVERED BY THE MN PLUMBING CODE. SPECIFICATION FOR PIPE MATERIAL, SELECTION AND NOTES FOR REQUIRED AIR TEST OF THE PIPING, COMPLIANT WITH THE MN STATE PLUMBING CODE, MUST BE SHOWN ON THE PLAN. IF UNDERGROUND INFILTRATION SYSTEM IS WITHIN 10 FEET, PROVIDE PLUMBING INSPECTOR APPROVAL.
- SUBMIT MANHOLE SHOP DRAWINGS FOR REVIEW. THE SHOP DRAWINGS NEED TO BE SUBMITTED/APPROVED PRIOR TO ISSUING CONNECTION PERMITS.
- ALL STORMWATER PIPING CONNECTIONS INSTALLED BETWEEN THE BUILDING AND THE STORM WATER RETENTION SYSTEM SHALL BE INSPECTED END TESTED PRIOR TO BACK FILLING. CONTACT THE DEPARTMENT OF SAFETY AND INSPECTIONS AT (651) 266-9009 TO SCHEDULE AN INSPECTION WITH THE AREA PLUMBING INSPECTOR.

HAY DOBBS

NOVA CLASSICAL ACADEMY
1455 VICTORIA WAY
ST. PAUL, MN 55102

CONSULTANT

BKBM 6120 Earle Brown Drive
Suite 700 Minneapolis, MN 55430 Phone: 763.843.0420
bkbm.com

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BKBM Project No. 24226-S

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008-003
Date: 05/07/2025
BKBM Project Number: 24226-S

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 PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

JOEL W. MAIER	PRINT NAME
	SIGNATURE
19181	LICENSE NO.
05/07/2025	DATE

DD DOCUMENT Not For Construction

SHEET TITLE:
GRADING, DRAINAGE, AND EROSION CONTROL PLAN

SHEET NUMBER:

C200

ALL RED DIMENSIONS AND NOTES ARE ADDED TO THE CIVIL DRAWING BY
BLOOM HAY DOBBS, AND ARE NOT BY THE CIVIL ENGINEER.

[illegible]

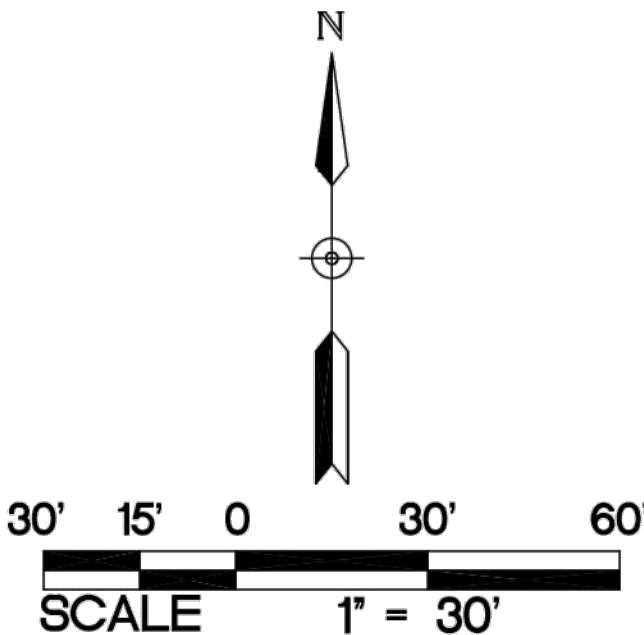
PAVING NOTES:

1. CONTRACTOR SHALL FOLLOW ALL CITY OF ST. PAUL STANDARDS AND SPECIFICATIONS.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
3. ALL CURB AND GUTTER IS TO BE B612 CONCRETE CURB AND GUTTER UNLESS NOTED OTHERWISE.
4. NO SIDEWALK IS TO HAVE MORE THAN A 2% CROSS SLOPE OR MORE THAN A 5% LONGITUDINAL SLOPE.
5. REFER TO ARCHITECTURAL PLANS FOR PROPOSED BUILDING LAYOUT.
6. FOLLOW ALL CITY OF ST. PAUL RULES, REGULATIONS, AND SPECIFICATIONS WHEN WORKING IN PUBLIC RIGHT OF WAY.
7. STRIPE PARKING LOT AS SHOWN, ALL BUS PARKING STALLS ARE TO BE 14 FEET WIDE BY 52 FEET LONG, UNLESS NOTED OTHERWISE.
8. THE CONTRACTOR IS TO CONTACT THE CITY OF ST. PAUL FIRE MARSHALL FOR THE EXACT PLACEMENT OF FIRE LINES, YELLOW-PAINTED CURBING, AND NO PARKING AREAS FOR FIRE PROTECTION PURPOSES.
9. REFER TO STRUCTURAL PLANS FOR SToop DETAILS. ALL WALKS ARE TO BE CENTERED ON THE DOORS.
10. INSTALL APPROPRIATE EXPANSION MATERIAL WHERE CONCRETE IS ADJACENT TO BUILDING FACE.
11. ALL EXPANSION AND ISOLATION JOINTS SHALL BE SEALED PER SPECIFICATIONS.
12. MATCH NEV PAVEMENT, CURB AND GUTTER, AND SIDEWALK INTO EXISTING. NO ABRUPT GRADE TRANSITIONS OR PONDING OF WATER WILL BE ALLOWED.
13. SAWCUT EXISTING PAVEMENT; SIDEWALK, AND CURB AND GUTTER TO NEAREST JOINT. COORDINATE REMOVAL LIMITS WITH SITE-DEMOLITION CONTRACTOR AND CONSTRUCTION MANAGER.
14. INSTALL DRIVE ENTRANCE TO CITY OF ST. PAUL STANDARDS AND SPECIFICATIONS. FOLLOW ALL CITY OF ST. PAUL REQUIREMENTS FOR TRAFFIC CONTROL.

KEYED NOTES ARE DENOTED BY NO ON PLAN.

1. INSTALL B612 CONCRETE CURB AND GUTTER. REFER TO DETAIL 3/C502.
2. INSTALL NOSE-DOWN CURB SECTION. REFER TO DETAIL 6/C502.
3. INSTALL BITUMINOUS PAVEMENT. REFER TO DETAIL 4/C502.
4. INSTALL CONCRETE WALK. REFER TO DETAIL 5/C502.
5. INSTALL CONCRETE DRIVE ENTRANCE. REFER TO DETAIL 1/C502.
6. STOP. REFER TO STRUCTURAL PLANS AND DETAILS.
7. INSTALL NEW BITUMINOUS PAVEMENT TO MATCH EXISTING PAVEMENT FOR DRIVING PAVEMENT. REFER TO DETAIL 4/C502.
INTENT IS TO MATCH EXISTING PAVEMENT CROSS SECTION
8. INSTALL CONCRETE CURB AND GUTTER TO MATCH EXISTING CURB STYLE AND SECTION. REFER TO DETAIL 2/C502.
9. INSTALL CONCRETE STRIP WITH HANDRAIL. REFER TO DETAIL 8/C502.
10. CONCRETE CURB WALL.

*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

[illegible]

Midtown Commons
2324 University Ave. W,
Suite 200
St. Paul, MN 55114
Tel. 612.338.4590

CONSULTANT

BKBM
Structural & Civil Engineers

6120 Earle Brown Drive
Suite 700 Minneapolis,
MN 55430 Phone:
763.843.0420
bkbm.com

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BKBM Project No. 24226.5

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008.003
Date: 05/07/2025
BKBM Project Number: 24426.50

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 PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MINNESOTA.

JOEL W. MAIER	PRINT NAME
	SIGNATURE
19181	LICENSE NO.
05/07/2025	DATE

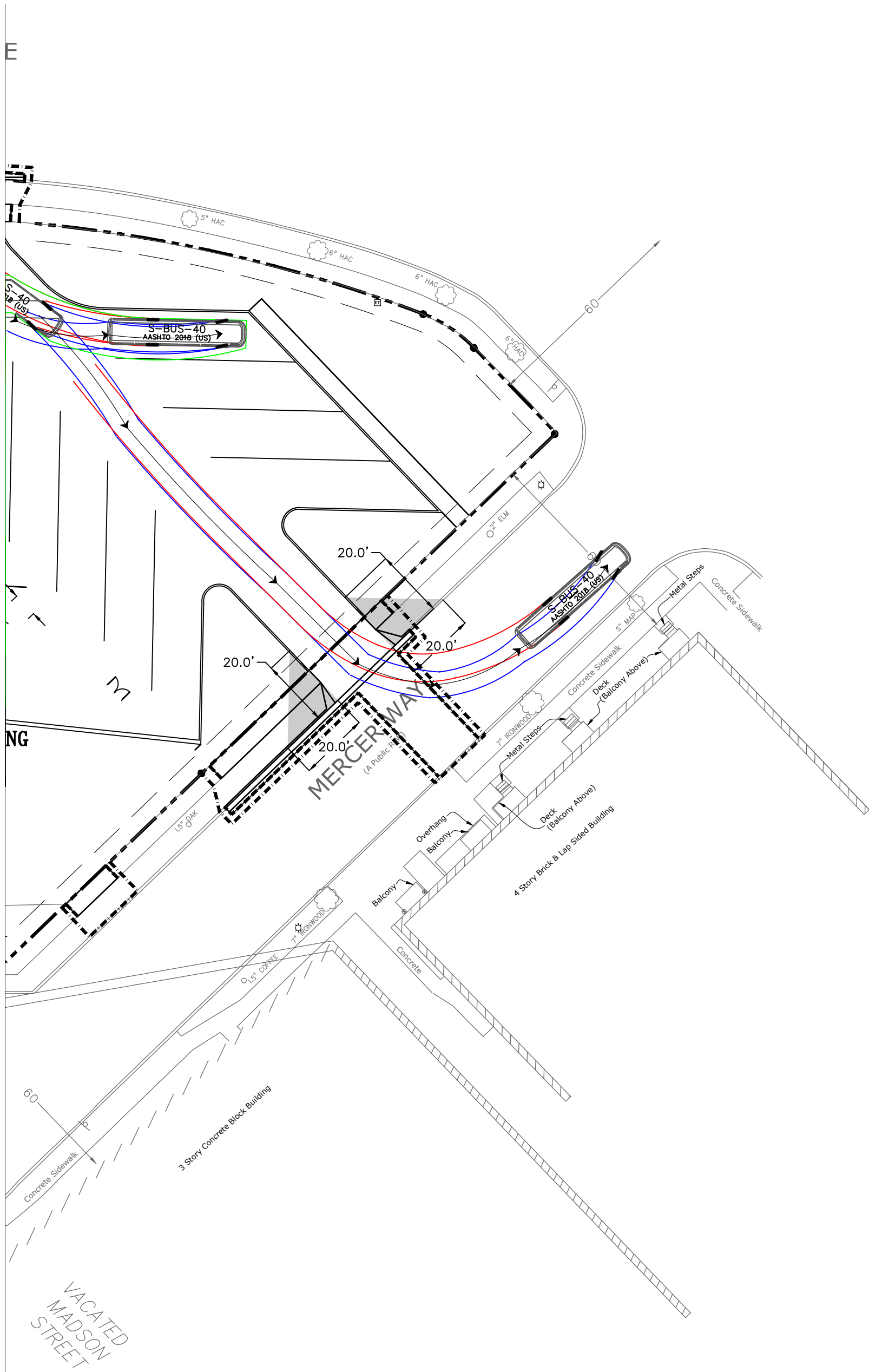
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DOCUMENT
Not For
Construction**

SHEET TITLE:
**PAVING AND GEOMETRIC
PLAN**

SHEET NUMBER:

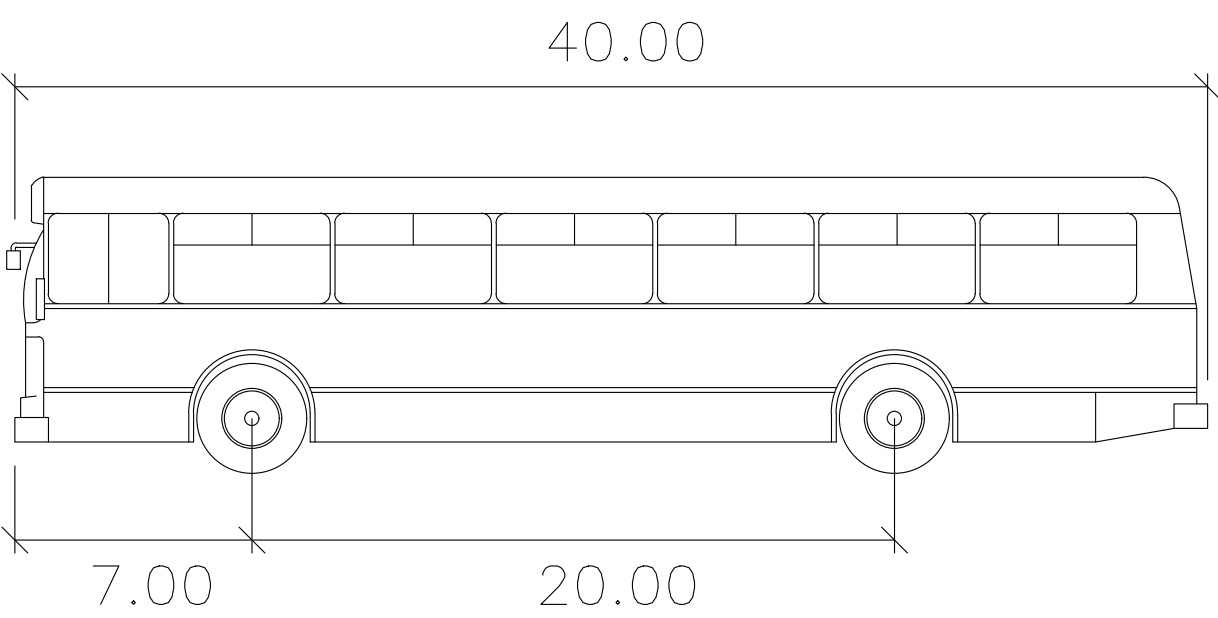
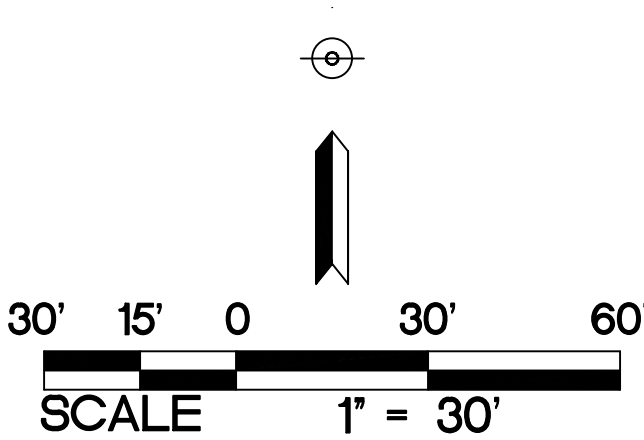
C400

2008 HAY DOERS, P.A. -
CONFIDENTIAL



TURNING MOVEMENTS

SAWCUT LINE (APPROX.)	-----
SIGHT TRIANGLE	□
*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.	
LFE	Lower Floor Elevation
MAX	Maximum
MIN	Minimum
R	Radius
TYP	Typical
MN MUTCD	Minnesota Manual on Uniform Traffic Control Devices



S-BUS-40
feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4



Midtown Commons
2324 University Ave. W.
Suite 200
St. Paul, MN 55114
Tel. 612.338.1099

NOVA CLASSICAL ACADEMY
1455 VICTORIA WAY
ST. PAUL, MN 55102

CONSULTANT

BKBM 6120 Earle Brown Drive
Suite 700 Minneapolis,
MN 55430 Phone: 763.843.0420
Structural & Civil Engineers bkbm.com

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BKBM Project No. 24226-S

Project Name: NOVA CLASSICAL ACADEMY
IMPROVEMENTS & EXPANSION
Project Number: 23008-103
Date: 05/07/2025
BKBM Project Number: 24426-50

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 PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MINNESOTA.

JOEL W. MAIER

PRINT NAME

SIGNATURE

19181

LICENSE NO.

05/07/2025

DATE

DD
DOCUMENT
Not For
Construction

SHEET TITLE:

**CIVIL SITE PLAN AND
TURNING MOVEMENTS**

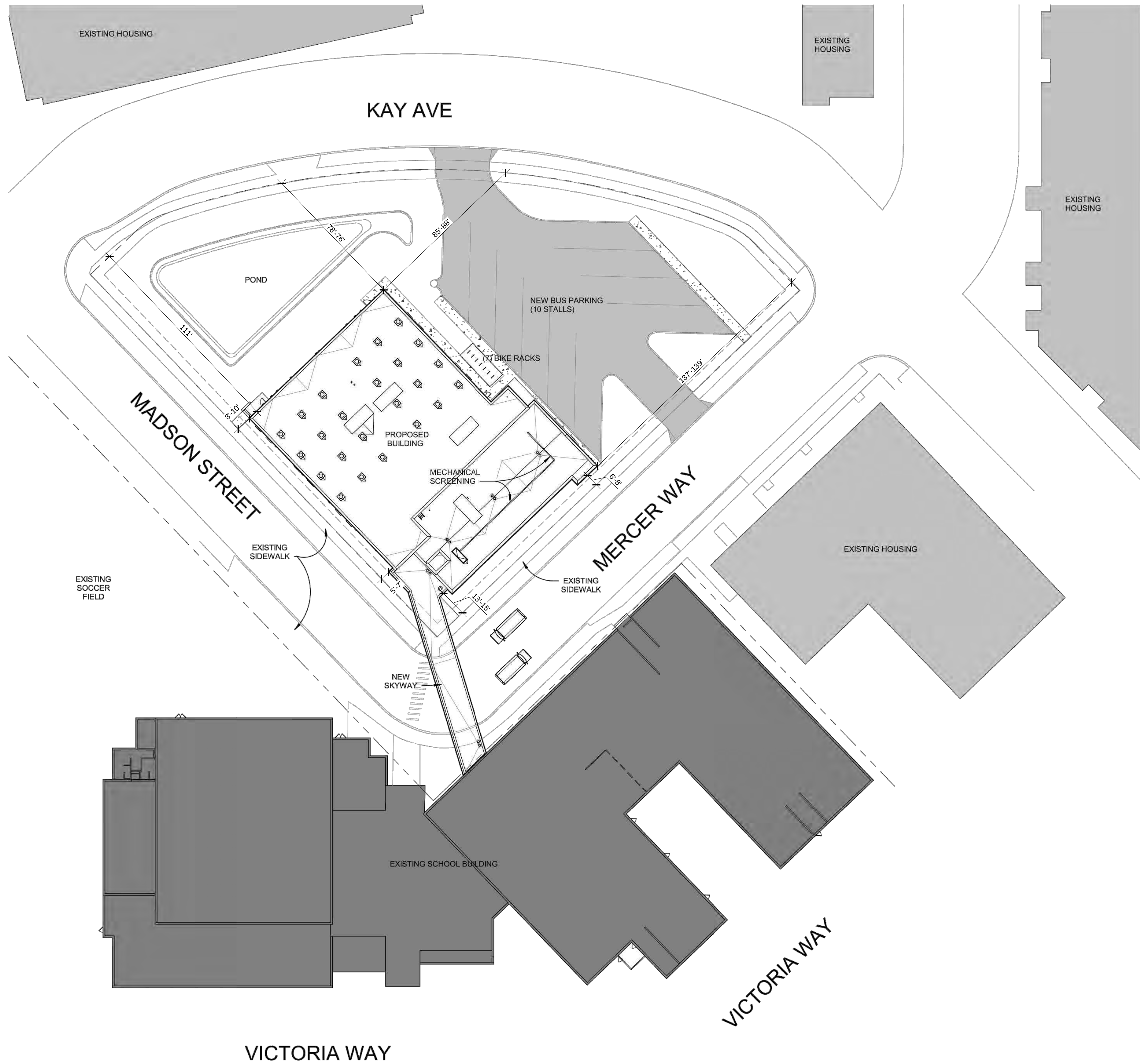
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C401

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DOCUMENT
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Construction

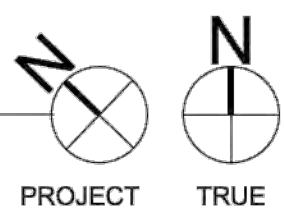
SHEET TITLE:
ARCHITECTURAL SITE PLAN

SHEET NUMBER:
A100



① SITE PLAN
1" = 30'-0"

NOTE: THE DIMENSIONS SHOWN REFLECT MAXIMUM AND MINIMUM SETBACKS ACHIEVABLE FOR THIS PROJECT WITHIN A SMALL RANGE. THE RANGE IS REFLECTED DUE TO THE SURVEY TOLERANCE OF +/- ONE FOOT AND ALLOWS FOR REFINEMENT OF THE PLANS WITHIN THE REFLECTED RANGE DURING THE CONSTRUCTION DOCUMENT PHASE OF THE PROJECT.



Nova Classical Academy

Unassigned - Mercer Way, Madison Street, Kay Avenue,
St. Paul, Ramsey County, Minnesota 55102

Nova Classical Academy

1455 Victoria Way, St. Paul, Minnesota 55102

PROJECT

CLIENT

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, 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.

ROY L. SYSTOLE
DATE 3-28-2025 LICENSE NO. 44565

QA/QC

FIELD CREW	MS/IMG
DRAWN BY	DS
REVIEWED BY	CJ
UPDATED BY	

VICINITY MAP



REVISION SUMMARY

DATE	DESCRIPTION
4-8-25	Comments

PROJECT NO. - 25088.00

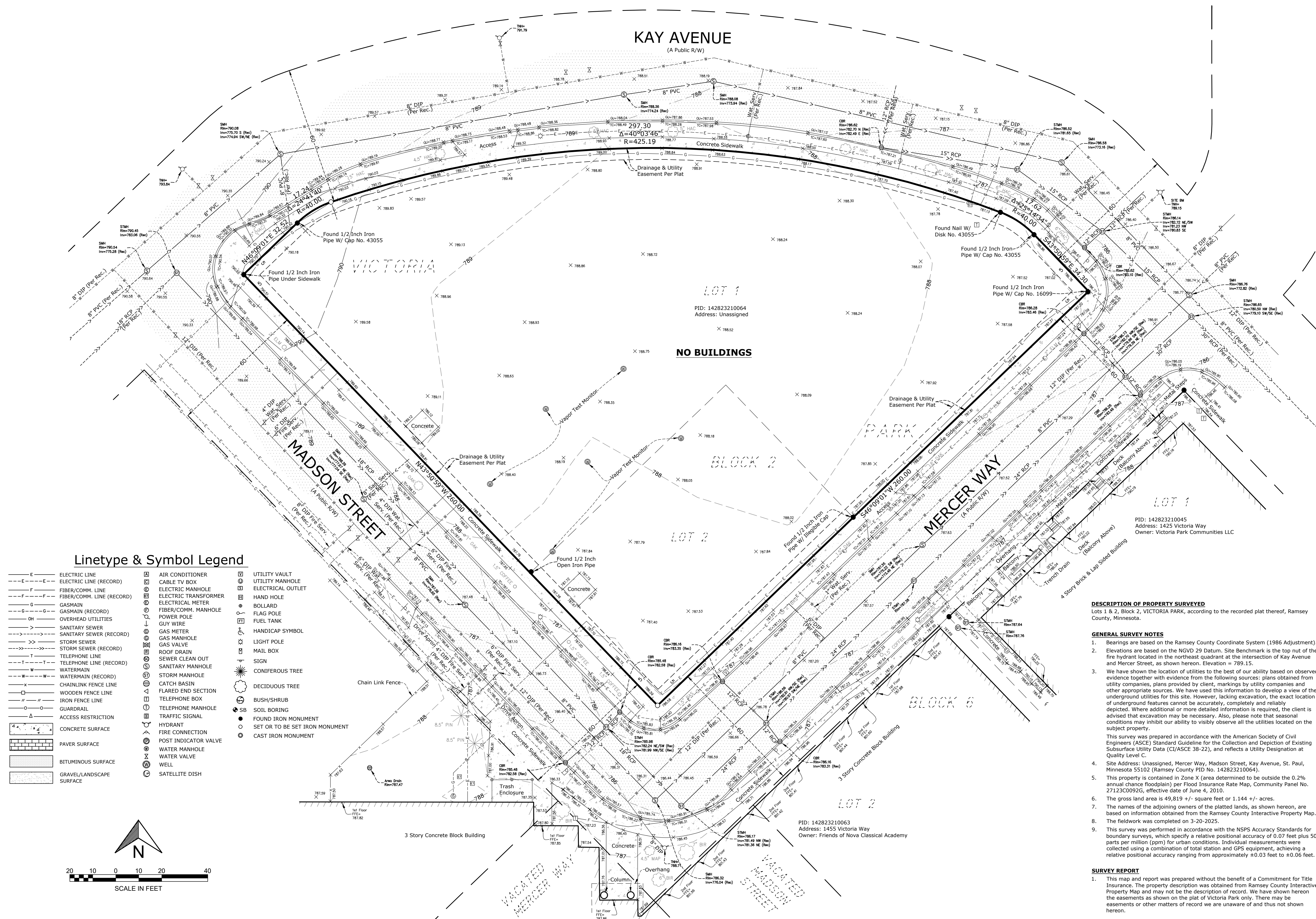
BOUNDARY &
TOPOGRAPHIC
SURVEY

V1.0

©COPYRIGHT 2025 CIVIL SITE GROUP INC.

KAY AVENUE

(A Public R/W)



Linetype & Symbol Legend

—E—E—E—	ELECTRIC LINE	⊠	AIR CONDITIONER	⊠	UTILITY VAULT
---E---E---	ELECTRIC LINE (RECORD)	⊠	CABLE TV BOX	⊠	UTILITY MANHOLE
---F---F---	FIBER/COMM. LINE	⊠	ELECTRIC MANHOLE	⊠	ELECTRICAL OUTLET
---F---F---	FIBER/COMM. LINE (RECORD)	⊠	ELECTRIC TRANSFORMER	⊠	HAND HOLE
---G---G---	GASMAIN	⊠	ELECTRICAL METER	⊠	BOLLARD
---G---G---	GASMAIN (RECORD)	⊠	FIBER/COMM. MANHOLE	⊠	FLAG POLE
---OH---OH---	OVERHEAD UTILITIES	⊠	POWER POLE	⊠	FUEL TANK
---S---S---	SANITARY SEWER	⊠	GAS METER	⊠	HANDICAP SYMBOL
---S---S---	SANITARY SEWER (RECORD)	⊠	GAS MANHOLE	⊠	LIGHT POLE
---SS---SS---	STORM SEWER	⊠	GAS VALVE	⊠	MAIL BOX
---SS---SS---	STORM SEWER (RECORD)	⊠	ROOF DRAIN	⊠	SIGN
---T---T---	TELEPHONE LINE	⊠	SEWER CLEAN OUT	⊠	CONIFEROUS TREE
---T---T---	TELEPHONE LINE (RECORD)	⊠	SANITARY MANHOLE	⊠	DECIDUOUS TREE
---W---W---	WATERMAIN	⊠	CATCH BASIN	⊠	BUSH/SHRUB
---W---W---	WATERMAIN (RECORD)	⊠	FLARED END SECTION	⊠	SOIL BORING
---X---X---	CHAINLINK FENCE LINE	⊠	TELEPHONE BOX	⊠	FOUND IRON MONUMENT
---X---X---	WOODEN FENCE LINE	⊠	TELEPHONE MANHOLE	⊠	SET OR TO BE SET IRON MONUMENT
---X---X---	IRON FENCE LINE	⊠	HYDRANT	⊠	CAST IRON MONUMENT
---X---X---	GUARDRAIL	⊠	POST INDICATOR VALVE	⊠	
---X---X---	ACCESS RESTRICTION	⊠	FIRE CONNECTION	⊠	
---X---X---	CONCRETE SURFACE	⊠	POST INDICATOR VALVE	⊠	
---X---X---	PAVER SURFACE	⊠	WATER MANHOLE	⊠	
---X---X---	BITUMINOUS SURFACE	⊠	WATER VALVE	⊠	
---X---X---	GRAVEL/LANDSCAPE SURFACE	⊠	WELL	⊠	
---X---X---		⊠	SATELLITE DISH	⊠	



SCALE IN FEET
20 10 0 10 20 40

DESCRIPTION OF PROPERTY SURVEYED

Lots 1 & 2, Block 2, VICTORIA PARK, according to the recorded plat thereof, Ramsey County, Minnesota.

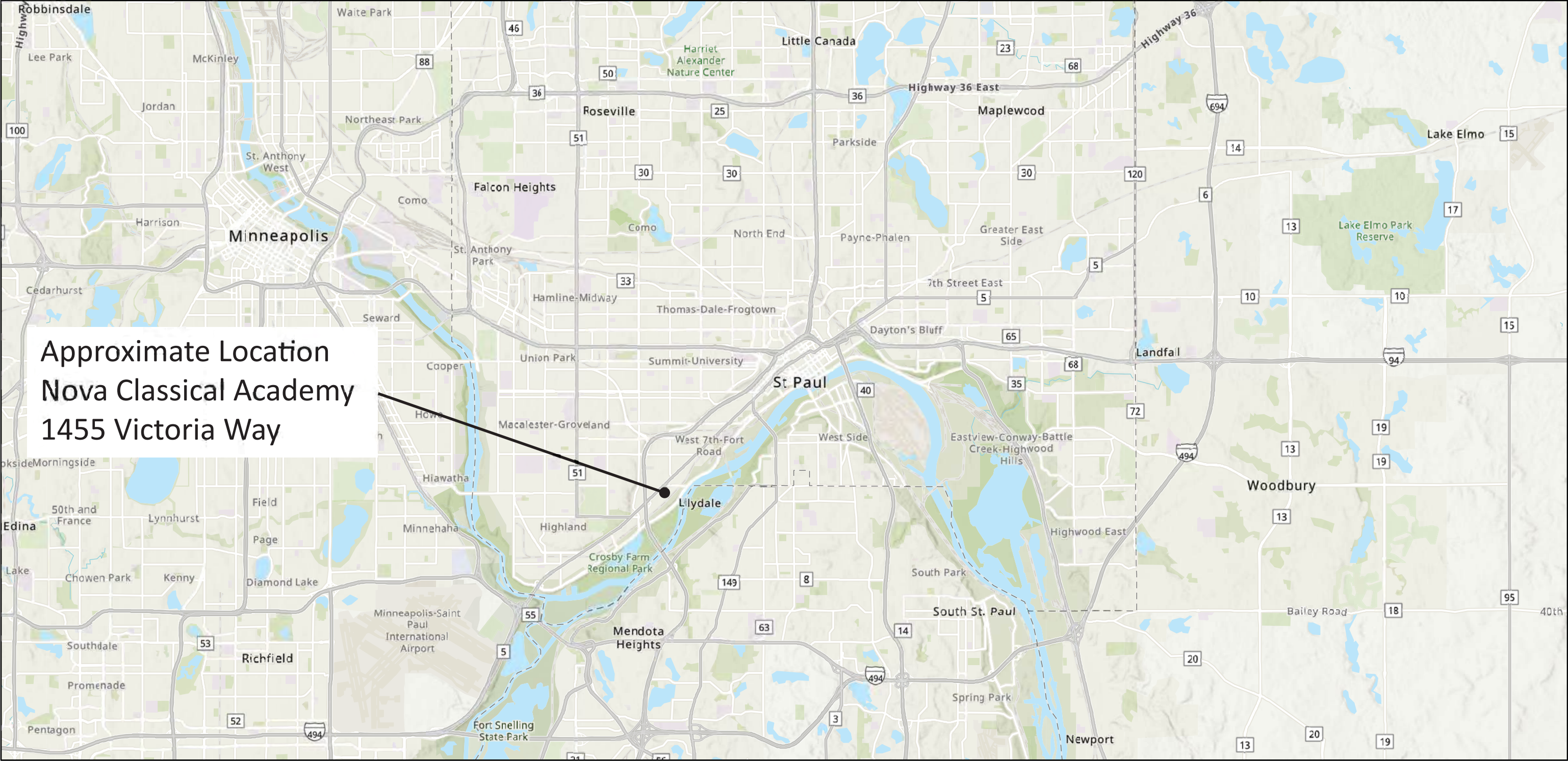
GENERAL SURVEY NOTES

- Bearings are based on the Ramsey County Coordinate System (1986 Adjustment).
- Elevations are based on the NGVD 29 Datum. Site Benchmark is the top nut of the fire hydrant located in the northeast quadrant at the intersection of Kay Avenue and Mercer Street, as shown hereon. Elevation = 789.15.
- 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.
- This survey was prepared in accordance with the American Society of Civil Engineers (ASCE) Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data (CI/ASCE 38-22), and reflects a Utility Designation at Quality Level C.
- Site Address: Unassigned, Mercer Way, Madison Street, Kay Avenue, St. Paul, Minnesota 55102 (Ramsey County PID No. 142823210064).
- 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. 27123C00925, effective date of June 4, 2010.
- The gross land area is 49,819 +/- square feet or 1.144 +/- acres.
- The names of the adjoining owners of the platted lands, as shown hereon, are based on information obtained from the Ramsey County Interactive Property Map.
- The fieldwork was completed on 3-20-2025.
- This survey was performed in accordance with the NSPS Accuracy Standards for boundary surveys, which specify a relative positional accuracy of 0.07 feet plus 50 parts per million (ppm) for urban conditions. Individual measurements were collected using a combination of total station and GPS equipment, achieving a relative positional accuracy ranging from approximately ±0.03 feet to ±0.06 feet.

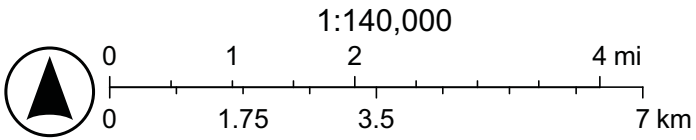
SURVEY REPORT

- This map and report was prepared without the benefit of a Commitment for Title Insurance. The property description was obtained from Ramsey County Interactive Property Map and may not be the description of record. We have shown hereon the easements as shown on the plat of Victoria Park only. There may be easements or other matters of record we are unaware of and thus not shown hereon.

Project Location Map



2/19/2025



Esri, CGIAR, USGS, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Enlarged Aerial Image Project Location Map

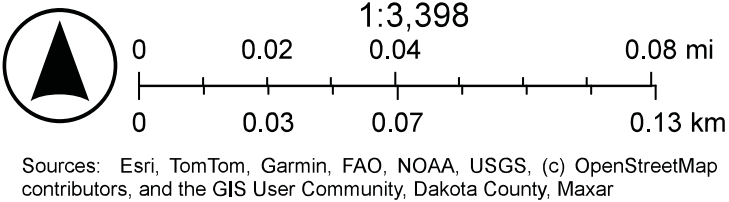


4/1/2025

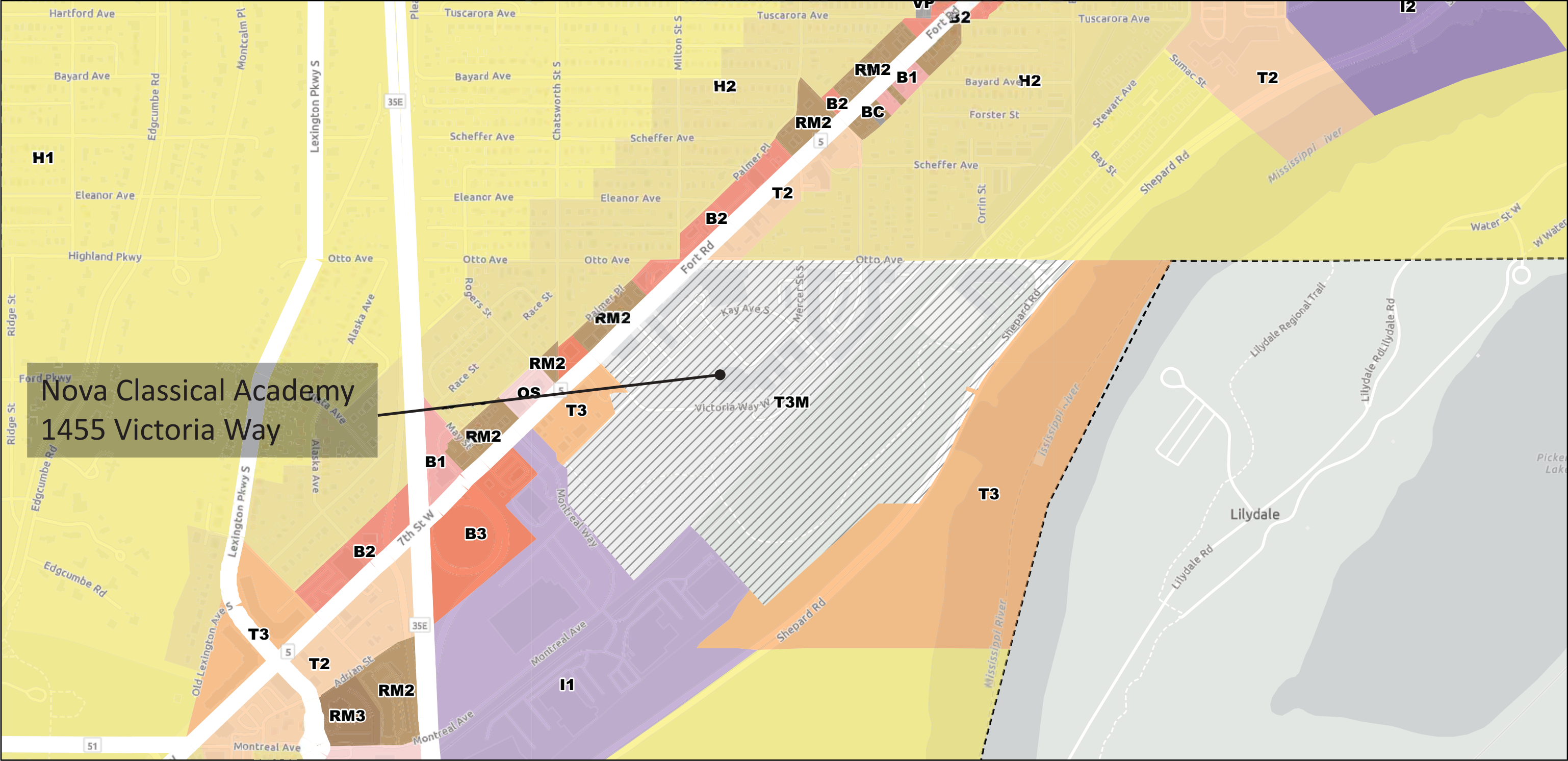
World Imagery
Low Resolution 15m Imagery

High Resolution 60cm Imagery
High Resolution 30cm Imagery

Citations
60cm Resolution Metadata



Principal Zoning Map



3/19/2025, 12:37:50 PM

Interstates

State Highway

Major Streets

Principal Zoning

H1 Residential

H2 Residential

RM2 Multiple-Family

RM3 Multiple-Family

T2 Traditional Neighborhood

T3 Traditional Neighborhood

T3M T3 with Master Plan

OS Office-Service

B1 Local Business

BC Community Business (converted)

B2 Community Business

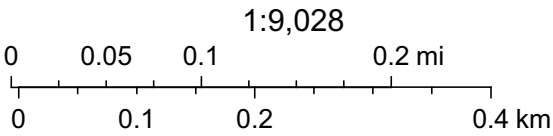
B3 General Business

I1 Light Industrial

I2 General Industrial

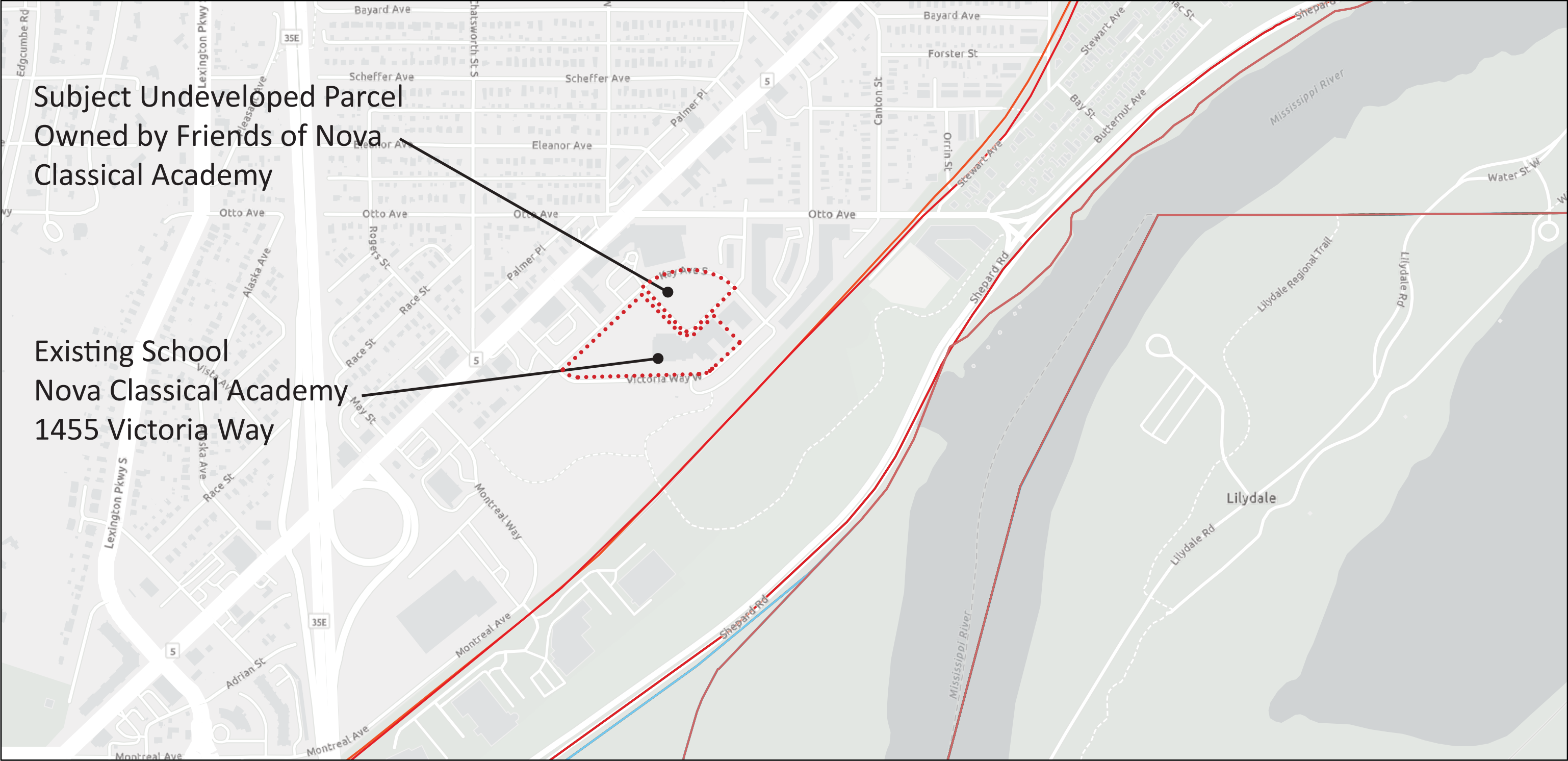
VP Vehicular Parking

Saint Paul City Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Zoning Overlay (ArcGIS Web Map)

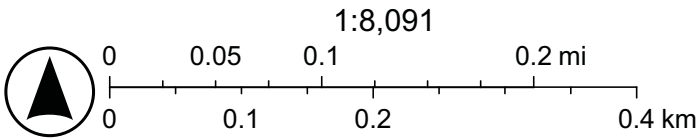


9/20/2024, 1:36:01 PM

Interstates
State Highway
Major Streets
Floodplain Management Overlay Zoning
FW Floodway

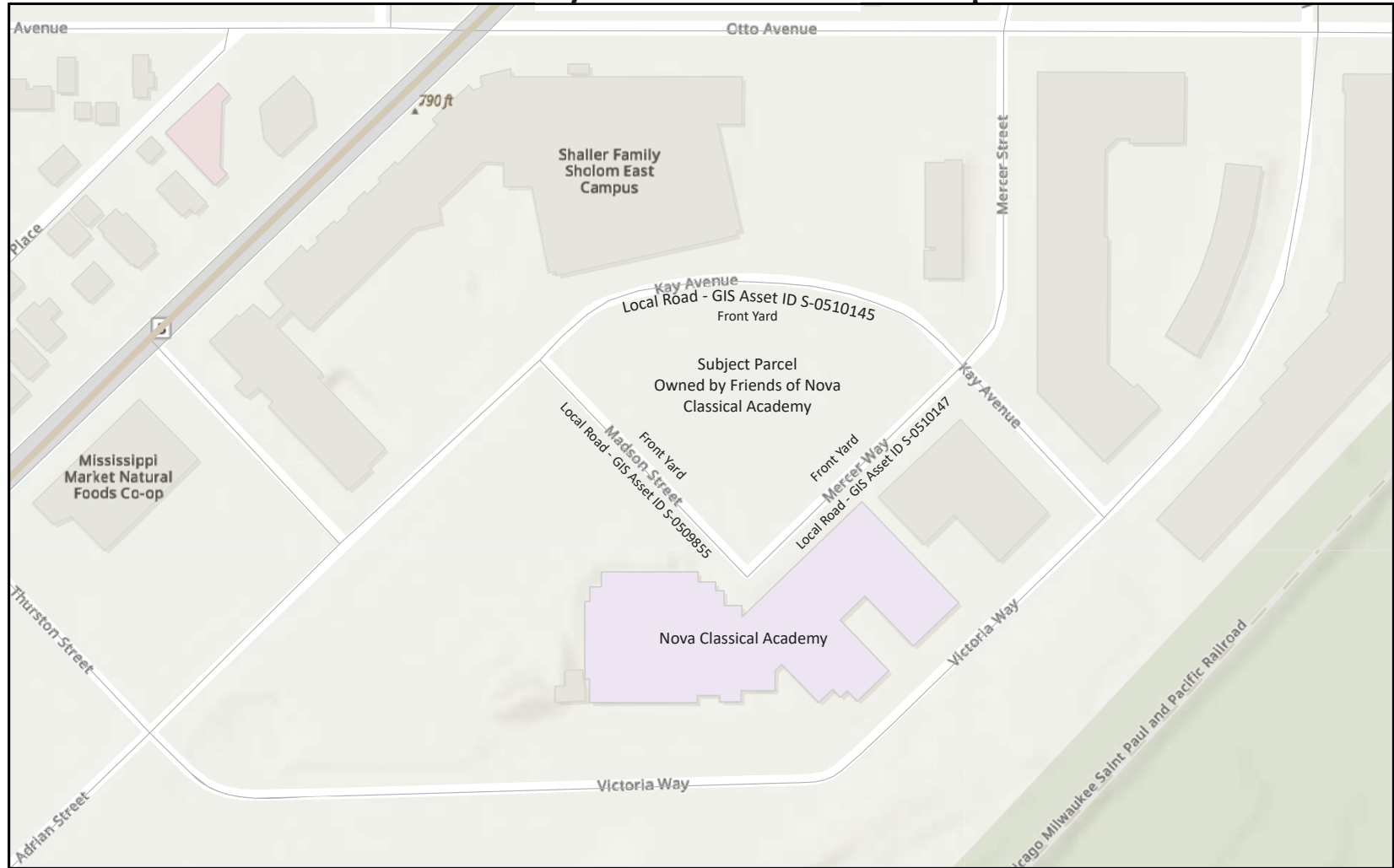
FF Flood Fringe
Future Mississippi River Corridor Critical Area Overlay Zoning
CA-ROS Rural and Open Space
CA-UM Urban Mixed

Mississippi River Corridor Critical Area Overlay Zoning
RC1 River Corridor Floodway Overlay District
RC2 River Corridor Flood Fringe Overlay District
RC4 River Corridor Urban Diversified Overlay District
Saint Paul City Boundary



Esri Community Maps Contributors, County of Dakota, County of Ramsey, Metropolitan Council, MetroGIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

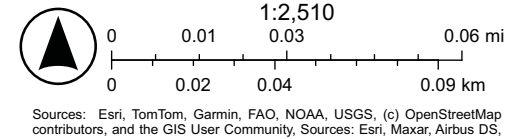
Roadway Classification and Yard Map



4/29/2025

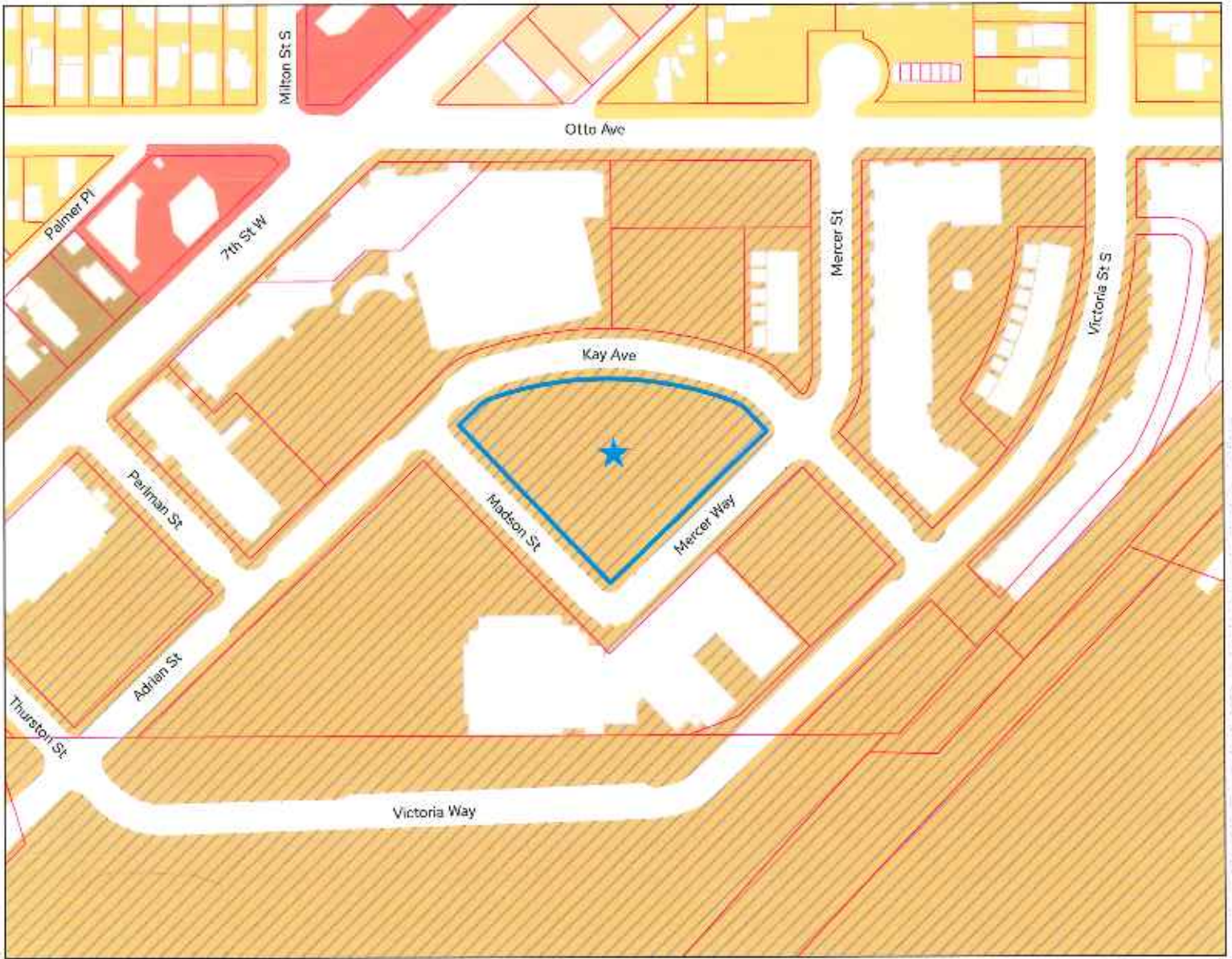
State Highway World_Hillshade
 Minor Streets

SOURCE: Online, <https://information.stpaul.gov/maps/stpaul::minor-streets>; 4/29/25



Zoning map

application number: 25-054-206 • type: Master Plan Amend • date: 07/21/2025 • planning district: 9



Subject parcel(s) are outlined in blue

Other parcels are outlined in pink

- | | | | |
|--------------------------------|--|------------------------------------|-------------------------------------|
| RL One-Family Large Lot | T1 Traditional Neighborhood | B3 General Business | F1 River Residential |
| H1 Residential | T2 Traditional Neighborhood | B4 Central Business | F2 Residential Low |
| H2 Residential | T3 Traditional Neighborhood | B5 Central Business Service | F3 Residential Mid |
| RM1 Multiple-Family | T3M T3 with Master Plan | IT Transitional Industrial | F4 Residential High |
| RM2 Multiple-Family | T4 Traditional Neighborhood | ITM IT with Master Plan | F5 Business |
| RM3 Multiple-Family | T4M T4 with Master Plan | I1 Light Industrial | F6 Gateway |
| | OS Office-Service | I2 General Industrial | VP Vehicular Parking |
| | B1 Local Business | I3 Restricted Industrial | PD Planned Development |
| | BC Community Business (converted) | | CA Capitol Area Jurisdiction |
| | B2 Community Business | | |