

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Victoria Park Apartments Phase 3 **FILE #** 16-015-194
 2. **APPLICANT:** Nova Classical Academy **HEARING DATE:** March 24, 2016
 3. **TYPE OF APPLICATION:** Appeal of a Planning Administrator decision
 4. **LOCATION:** 763 Kay Ave, SW corner at Mercer Way
 5. **PIN & LEGAL DESCRIPTION:** 142823210045, Victoria Park Lot 1 Blk 6
 6. **PLANNING DISTRICT:** 9 **PRESENT ZONING:** T3M
 7. **ZONING CODE REFERENCE:** §66.344(c); §61.701
 8. **STAFF REPORT DATE:** March 17, 2016 **BY:** Bill Dermody
 9. **DATE RECEIVED:** March 3, 2016
-

- A. **PURPOSE:** Appeal of Planning Administrator approval of changes to the Victoria Park Master Plan to allow a 49 ½ ft. high apartment building.
- B. **PARCEL SIZE:** 160 feet (Kay Avenue) x 142 feet (Mercer/Victoria) = 22,720 square feet
- C. **EXISTING LAND USE:** Vacant
- D. **SURROUNDING LAND USE:**
School to the southwest (T3M), vacant land to the northwest (T3M, designated for residential), apartments to the northeast (T3M), and a parking lot and railroad tracks to the southeast (T3M).
- E. **ZONING CODE CITATION:** §66.344(c) governs changes to a master plan; §61.701 provides for appeals of planning administrator approvals to the Planning Commission.
- F. **HISTORY/DISCUSSION:** The site was zoned T3M in 2005 as part of the 65-acre Victoria Park Master Plan rezoning (ZF# 05-093694). The 2005 Master Plan included the following:
 - Nearly 840 units of housing, with some commercial along 7th Street
 - 245 apartment units
 - 233 condominium units
 - 178 townhome units
 - 120 senior units (of various subtypes)
 - 25 single-family detached units
 - 30 units in accessory structures (i.e. garages)
 - 20 units in mansion-style buildings
 - 5,000 sq. ft. of retail in a mixed-use building along W. 7th Street
 - A central park located, in part, on the subject site and the adjacent school site
 - Building heights ranging from 2-10 stories, with most being 2-4 stories

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.

In 2007, a minor modification of the Victoria Park Master Plan was approved by the Planning Administrator, which:

- Added 30 senior units along Otto Avenue (part of Shalom Home campus);
- Subtracted 13 townhome units from 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 to 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, including:
 - 162 apartment units (leaving ~83)
 - 100 condominium units (leaving ~133)
 - 92 townhome units (leaving ~86)
 - 13 single-family detached units (leaving ~12)
 - 15 units in accessory structures (leaving ~15)
 - 10 units in mansion homes (leaving ~10)

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 buildings with approximately 213 units were approved (ZF# 12-069736) on land identified by the amended Victoria Park Master Plan for townhomes (approximately 48 units).

In total, the current Victoria Park Master Plan allows for approximately 623 residential units, as compared with 840 units in the original 2005 version.

G. **DISTRICT COUNCIL RECOMMENDATION:** The Fort Road Federation recommends that the appeal be granted and the Planning Administrator's decision be overturned.

H. **FINDINGS:**

1. In a letter dated February 18, 2016, the Planning Administrator approved two modifications of the Victoria Park Master Plan: a change in building type from townhome to rental apartments, and an increase in the maximum building height from 40' to 49'6". The Victoria Park Master Plan's maximum building height governs the *entire* building, regardless of how close to the setback lines it is located.

2. Minor plan modifications may be approved by the Planning Administrator, while major plan modifications require review by the Planning Commission and City Council. Minor plan modifications include changes of less than 10% in land area designated in a specific category, provided such changes are consistent with the intent of the master plan. §66.344(c)(2) states that "major modifications include changes of 10% or more in land area designated in a particular category; creation of a new public street or removal of a public street segment; removal of a park or open space area; or addition or removal of an entire block." Planning Administrator decisions are subject to appeal to the Planning Commission. Review by the City Council would only occur if: (a) an appeal of the Planning Commission's decision is filed; or (b) the Planning Commission determines that the proposed changes constitute a major modification.
3. The Victoria Park Master Plan's land use category of Mixed Residential (as shown in Plate 6) is not being changed, and so the threshold of 10% land area change that would constitute a major plan modification is not met. Also, the change in building type (Plate 7) from townhomes to apartments is consistent with the master plan's intent, including as stated in Core Design and Planning Principle #1 ("The site is urban in character, in terms of block size, block arrangement and density."), Principle #4 ("There is a range of housing types, prices and styles."), and Principle #5 ("The neighborhood is well-designed so that relatively high densities are provided in medium-rise, human-scaled buildings."). Therefore, due to both the lack of land use category change and consistency with master plan intent, the change in building type constitutes a minor modification of the Victoria Park Master Plan.
4. The proposed increase in height from 40' to 49'6" allows for one additional story for the residential use, totaling approximately 13 additional residential units. The additional units constitute approximately a 2% increase in residential units for the master plan area, which is a minor change that is consistent with the master plan's intent.
5. A building height increase is not included in the list of changes in §66.344(c)(2) that constitute a major master plan modification, and the change in maximum building height for this site from 40' to 49'6" is not similar to the changes listed in §66.344(c)(2) as constituting a major master plan modification.
6. The total impact of the building type change and the height increase is to allow approximately 37 additional residential units on the site, which will allow a total of approximately 650 residential units in the Victoria Park Master Plan as compared to the 2005 vision that anticipated approximately 840 units. The total proposed changes to the Victoria Park Master Plan constitute a minor amendment and are consistent with the master plan's intent.
7. The applicant has not yet applied for City site plan review and approval for the proposed apartment development. The number and type of dwelling units proposed will be specified as part of the site plan to be submitted for City review and approval, and parking to meet the parking requirement for the unit mix will be shown. For multiple-family dwelling units, the Zoning Code generally requires 1 parking space per efficiency or 1-bedroom unit, 1.5 spaces per 2- or 3-bedroom unit, and 2 spaces per unit with 4+ bedrooms (dens count as bedrooms). In the T3M zoning district, this parking requirement may be reduced by 25%. Also, in T3M, on-street parking located along a property's frontage may be used toward that property's parking requirements. At the March 10 public hearing, the applicant stated an anticipated unit mix that would result in a parking requirement of 52 spaces. Approximately 18 parking spaces could be provided on the adjoining streets, though the applicant stated on March 10 that they

anticipate relying on only 6 street spaces. It is anticipated that a traffic study, which City staff have already requested, will be required as part of site plan review.

- I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends that the Planning Administrator's approval of changes to the Victoria Park Master Plan to allow a 49 ½ ft. high apartment building on Lot 1, Block 6, at 763 Kay Avenue be upheld and that the appeal be denied.

Attachments:

1. Appeal application
2. Planning Administrator decision
3. Request for Planning Administrator decision
4. 2011 Victoria Park Master Plan
5. 2007 Victoria Park Master Plan
6. Ordinance 05-456 & original 2005 Victoria Park Master Plan
7. Maps



APPLICATION FOR APPEAL
 Department of Planning and Economic Development
 Zoning Section
 1400 City Hall Annex
 25 West Fourth Street
 Saint Paul, MN 55102-1634
 (651) 266-6589

Zoning Office Use Only
 File #: 16-015194
 Fee: 520.00
 Tentative Hearing Date:
To Be Scheduled
 PD=9
 # 142823210045

APPELLANT

Name Nova Classical Academy/Eric Williams
 Address 1455 Victoria Way W.
 City St. Paul St. MN Zip 55102 Daytime Phone 651-209-6320

PROPERTY LOCATION

Zoning File Name _____
 Address / Location Lot 1, Block 6, corner of Kay Avenue and Victoria Way

TYPE OF APPEAL: Application is hereby made for an appeal to the:

Planning Commission, under provision of Chapter 61, Section 701, Paragraph c of the Zoning Code, of a decision made by the Planning Administrator or Zoning Administrator

OR

City Council, under provision of Chapter 61, Section 702, Paragraph a of the Zoning Code, of a decision made by the Planning Commission

Date of decision: February 18, 20 16 File Number: _____

GROUND FORS APPEAL: Explain why you feel there has been an error in any requirement, permit, decision or refusal made by an administrative official, or an error in fact, procedure or finding made by the Planning Commission.

1. The modifications requested constitute a major rather than a minor modification. Major modifications include "changes of 10% or more in land area designated in a specific category." This proposal increases the height of the building by almost 20%. Changing from townhomes to an apartment building increases the number of units from 13 to 50, which is a 385% increase in capacity.

2. These changes are not consistent with the core design and planning principles of the Victoria Park Master Plan; further explanation is attached.

Attach additional sheets if necessary

CK 051798

Appellant's Signature Date 12/25/14 City Agent

add 2/20/15



NOVA CLASSICAL ACADEMY

Great Thought Inspiring Great Thinkers

February 25, 2016

Department of Planning and Economic Development
Zoning Section
1400 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Dear Planning and Zoning staff,

Nova Classical Academy appeals the decision of the Planning Director and requests that the Planning Commission reconsider the modifications to the *Victoria Park Master Plan* approved in the February 18th letter from Donna Drummond to Joe McElwain.

In the letter, Ms. Drummond grants two changes: an increase in height from 40' to 49.6', and a change in the buildings from townhomes to apartments. The original master plan shows 13 townhomes on that plot of land; changing it to an apartment building adds far more cars to Mercer Street, which is already extremely congested.

Because Nova Classical Academy is a charter school and attracts students from outside of St. Paul, a substantial number of students each day are not able to ride the school buses but instead arrive in cars. There are two spots for drop-off and pick-up: along Victoria Way, which is also where the school buses pull up, and along Mercer Street. Both streets see extremely heavy traffic during those two times each day. Because Mercer is a residential-scale street and somewhat narrow, during drop-off and pick-up, Mercer does not readily allow access to two-way traffic. This problem gets markedly worse after snowfalls or during shift changes at Shalom Home. The previous Nova administration asked the City of St. Paul to make Mercer a one-way street officially, but this request was declined. Most Nova parents treat it as if it is a one-way street during drop-off and pick-up times. For anyone passing through the area, these times of day require a great deal of patience.

The current plan for the apartment building puts the driveway (entering and exiting from their proposed underground garage) onto Mercer Street. This will create significant problems. Before Chase Development is granted permission to deviate from the Master Plan and add not 13 cars but 50 to this particular spot in Victoria Park, a traffic study needs to be completed, both to assess ways to remedy the impact on vehicle traffic and also to assess the impact on pedestrian safety, especially as pedestrian-friendliness is one of the explicit goals of the Master Plan.

There are several ways traffic problems could be remedied. First of all, Mercer Street could be widened (there is an undeveloped piece of land bordered by Mercer Street and Kay Avenue) although this would go against some of the principles of a traditional urban neighborhood as discussed in the Master Plan and make the area less friendly to pedestrians. Mercer Street could also be restricted to one-way traffic. Possibly some of the problems could be alleviated by moving the entrance/exit for the underground parking to Kay Avenue, although Kay Avenue is also quite busy during drop-off and pick-up for the school and shift changes for Shalom Home. Or the development could be kept to the original plan of townhomes rather than apartments. (Probably several of these solutions will be needed.)

One of the core aspects of the Master Plan is that it provides for a mix of housing types and uses. The street layout really requires that mix of housing types in order to stay viable. Typically in a mixed-use urban neighborhood, larger apartment buildings such as this one are located on wider, busier streets specifically to avoid this sort of the sort of congestion. There is a large apartment building going in at the corner of Otto and Shepard: that's a good location for such a building. This corner is well-suited to the townhomes in the existing Master Plan.

The current Master Plan shows predominantly townhomes along Victoria Street S. and Mercer St. between Kay and Otto, with space also reserved for single-family detached houses. In fact, only twelve townhomes have been built, and no detached houses; the rest has been developed into apartments.

Please consider these issues carefully and take another look at the development that has been completed so far before approving more apartment buildings in the Victoria Park neighborhood.

I welcome any further conversations you would like to have about this issue.

Sincerely,



Eric Williams
Nova Classical Academy
1455 Victoria Way
St. Paul, MN 55102



NOVA CLASSICAL ACADEMY

Great Thought Inspiring Great Thinkers

February 25, 2016

Department of Planning and Economic Development, Zoning Section
1400 City Hall Annex 25 West Fourth Street
Saint Paul, MN 55102

Grounds for Appeal:

1. The modifications requested constitute a major rather than a minor modification. Major modifications include "changes of 10% or more in land area designated in a specific category." This proposal increases the height of the building by almost 20%. Changing from townhomes to an apartment building increases the number of units from 13 to 50, which is a 385% increase in capacity.

2. These changes are not consistent with the core design and planning principles of the *Victoria Park Master Plan*:

* The Master Plan states "the site is urban in character, in terms of block size, block arrangement and density." Traditional urban neighborhoods such as this one include a variety of housing, including houses, small apartment buildings, and large apartment buildings. However, larger apartment buildings in traditional urban neighborhoods typically border higher-capacity streets. At 50 units, this adds significantly more cars to the surrounding streets than the 13 townhomes planned for the site initially and will overwhelm the capacity of Mercer Street.

* The Master Plan states, "A connected street network will accommodate pedestrians, cars and bicycles; connect with adjacent streets; and set the urban form of the neighborhood." Mercer Street has serious capacity problems already during drop-off and pickup times at Nova Classical Academy, and adding cars for 50 new units will create major problems in flow that will frustrate residents and create a serious traffic hazard to pedestrians and bicycles in the area.

* The Master Plan states, "There is a range of housing types, prices and styles." Plate 7 of the Master Plan shows townhomes and single-family detached houses along Mercer Street and Victoria Street. There are no single-family detached houses, and only a small number of townhomes; mostly those streets are filled with apartment buildings. Now Chase proposes to add yet another large apartment building. To meet the goal of variety, the neighborhood urgently needs more townhomes and detached houses. The whole purpose of master plans is to balance the preferences of developers with an approach that meets the needs of the neighborhood in the long term.

Mercer Street and Victoria Way are used by Nova Classical Academy parents and school buses for drop-off and pick-up, which already strains the capacity of Mercer Street. It is treated as a one-way street by most Nova parents, and simply getting in and out between 8:30 and 8:45 a.m., or between 3:40 and 4 p.m., require a great deal of patience. The school posts staff members to direct traffic which helps, but would not solve the problem for the 50 additional cars that Chase proposes to add to this block. Before any plans go forward, a traffic study is urgently needed.

Sincerely,

Eric Williams, Nova Classical Academy



—copy—



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6565
Facsimile: 651-266-6549*

February 18, 2016

Joe McElwain
Chase Real Estates
2140 County Road 42 West
Burnsville, MN 55337

Dear Mr. McElwain:

Thank you for your letter of February 8, 2016 requesting a minor modification of the *Victoria Park Master Plan* for your parcel on Lot 1 Block 6, at the corner of Kay Avenue and Victoria Way. You are requesting two changes to the Master Plan: 1) on Plate 7, a change in building type from townhome to rental apartments (although your proposed building will have all market-rate units, not a mix of market-rate and affordable units as noted on Plate 7b); and 2) on Plate 8, an increase in the maximum permitted building height from 40' to 49'6".

BACKGROUND

The Saint Paul Zoning Code; Section 66.344(c), provides for both major and minor modifications to T3 master plans. Major modifications include 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 or removal of an entire block. They require approval by the City Council following review, public hearing and recommendation by the Planning Commission. Minor plan modifications include changes of less than 10% in land area designated in a specific category, provided such changes are consistent with the intent of the master plan. They may be approved by the Planning Administrator. For proposed changes not specifically listed in Sec. 66.344(c), the Planning Administrator may determine whether they are major or minor.

PLANNING ADMINISTRATOR DETERMINATION

Based on my review of your request and in consultation with my staff, I hereby determine that:

1. The changes you are proposing to the *Victoria Park Master Plan* constitute a minor modification.
2. Both proposed changes - an increase in height of 9'6" for your proposed building and a change in building type from townhome to rental apartment - are consistent with the core design and planning principles noted on p. 5 of the *Victoria Park Master Plan*.

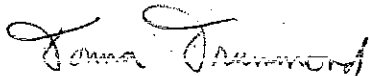
Your proposed modifications are hereby approved. I understand that you have also applied for a Conditional Use Permit to increase the height of your proposed building from 45' to 49'6". The Planning Commission will rule on that application separately.

As provided by the Zoning Code in Section 61.701(c), my decision as Planning Administrator may be appealed to the Planning Commission within 10 days of the date of this letter.

Joe McElwain
February 18, 2016
Page Two

Please feel free to contact me with any questions.

Sincerely,



Donna Drummond
Planning Administrator
651.266.6556

cc: Lucy Thompson, Principal City Planner
Jake Reilly, City Planner
Betty Moran, W. 7th/Fort Road Federation
Councilmember Rebecca Noecker



February 8, 2016

Donna Drummond, Planning Director
Dep't of Planning and Economic Development
City of Saint Paul, MN
CC: Lucy Thompson, Principal City Planner

Re: Victoria Park Phase 3; Victoria Park Master Plan Modification Request

Ms. Drummond:

Chase Real Estate is considering the development of a 4-story apartment building with approximately 50 market-rate units at our 0.52 acre site in Victoria Park: corner of Kay Ave and Victoria Way (Lot 1 Block 6 of Victoria Park per County plat). The project is considered 'Phase 3'. The site was purchased in 2011 as part of a larger, adjacent development site that today includes our Victoria Park Apartments and Townhomes. This was 'Phase 1' and includes 215 units in two buildings, completed the summer of 2014. Our 'Phase 2' development of 197 units is under construction along Shepard Road and scheduled to be complete this December, 2016.

This letter is to request a minor plan modification to the Victoria Park Master Plan (adopted and amended August 2011) to allow a height increase of 9'-1 1/2" above the permitted 40'-0" at this location per the Master Plan's Plate 8: 'Maximum Building Heights'. The master plan notes that "*Victoria Park will range from 2-10 stories, with most buildings in the 2-4 story range*". We are also proposing market-rate apartment homes versus 'townhomes' per Plate 7: 'Building Type'. Please see below for further clarification:

Building Height: (Plate 8)

The height of the building at its tallest point as measured per zoning code (from top of highest roof down to average grade plane height) is 49'-1 1/2". (See attached elevation). This request for increased height will meet the Victoria Park master plan in designing for residential buildings primarily in the 2-4 story range. The extra height requested is needed to construct a typical apartment building having 9'-0" ceilings. With a typical floor-to-floor height of 11'-0" in wood constructed buildings, in addition to a roof parapet and a Level 1 Floor stepped above outside grade, typical 4-story buildings are several feet taller than 40'. The proposed design (see elevation) shows a taller front entry corner with a higher brick parapet, and then stepping down to a 47'-1 1/2" height.

Building Type: (Plate 7)

The building layout per Plate 7 at our Phase 3 property indicates a u-shaped 'townhomes' development. After reviewing several site plan options, we determined the proposed L-shape building to provide the most functional and useful floor plan and the most respectful in providing additional setback from the adjacent Nova School building. Square buildings are more suitable for offices and very difficult for housing. Having such a small site available (122' x 140' in useable building footprint), we see underground parking and **apartment homes** as the highest and best use of the property. The corner courtyard will add visible features like canopies, planters and landscaping for a nice experience to pedestrians passing by.

Phase 3 key features:

- 4-story wood construction with subgrade parking garage.
- 50 +/- planned market-rate apartment units; primarily consisting of large One-Bedroom + Dens and mid-size Two-Bedroom units that are new plan offerings and will provide more variety to our existing apartments.

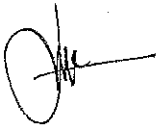
- Front Entrance will be located off of the primary street Victoria Way, up a set of stairs and accompanied by an accessible ramp.
- Exterior composed of brick and metal panel.
- Approximately 45 underground parking stalls.
 - Garage ramp located off of less busy Mercer Street.
- Corner exterior building courtyard to provide more setback from adjacent Nova School.
- Building setbacks of 10' around the perimeter to match adjacent Nova School setbacks.

Please note that I have meetings scheduled to present the project to the neighborhood groups and interested parties per this schedule:

- January 28th: Fort Road Federation, Board Executives
- February 8th: Nova School, Board Executives
- February 8th: Fort Road Federation, neighborhood meeting
- February 20th: Victoria Park, neighborhood meeting

Please consider these adjustments to the master plan as we hope to continue to invest in this neighborhood and see the urban vision and growth of this area continue. I have been working with Lucy Thompson and Tom Beach over the master plan and zoning characteristics. Let me know if I can be of further assistance for your review. Thank you.

Sincerely,



Joe McElwain
Development Manager, Architect
Chase Real Estate
2140 County Road 42 West
Burnsville, MN 55337

Attachments:

1. Site Plan
2. Building Elevation.w/ Height

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2203 W. DR. 42, SUITE 102, BIRMINGHAM, AL 35217
PHONE (205) 990-8044 FAX (205) 965-8214



VICTORIA PARK - PHASE III
PRELIMINARY SITE PLAN

FOR CHASE REAL ESTATE
2100 COUNTY ROAD 42 WEST, BIRMINGHAM, AL 35217

DRAWN BY
EPF

DATE
02/04/2016

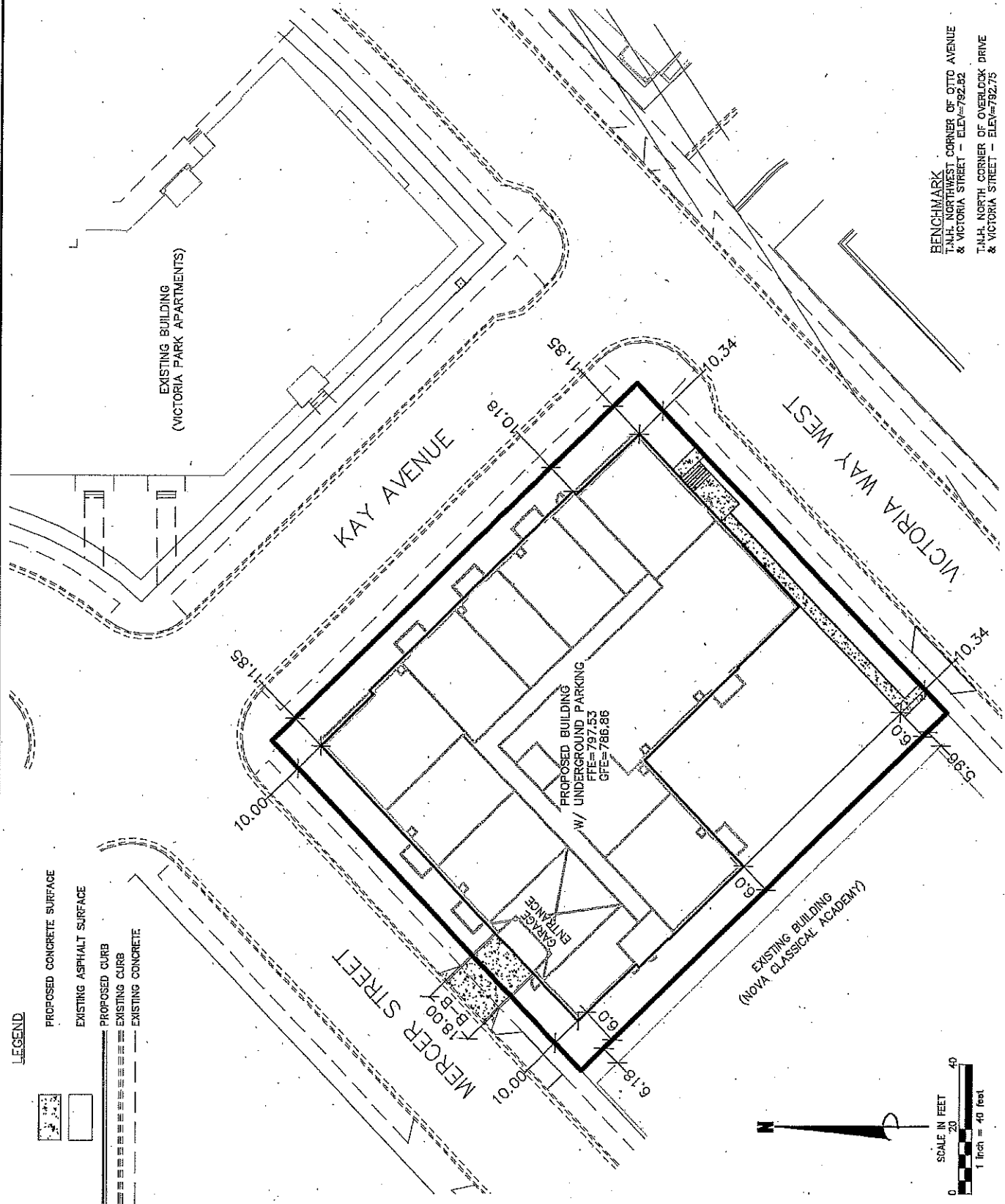
REVISIONS

CAD FILE
22833-71FAV

PROJECT NO.
22833-71

FILE NO.

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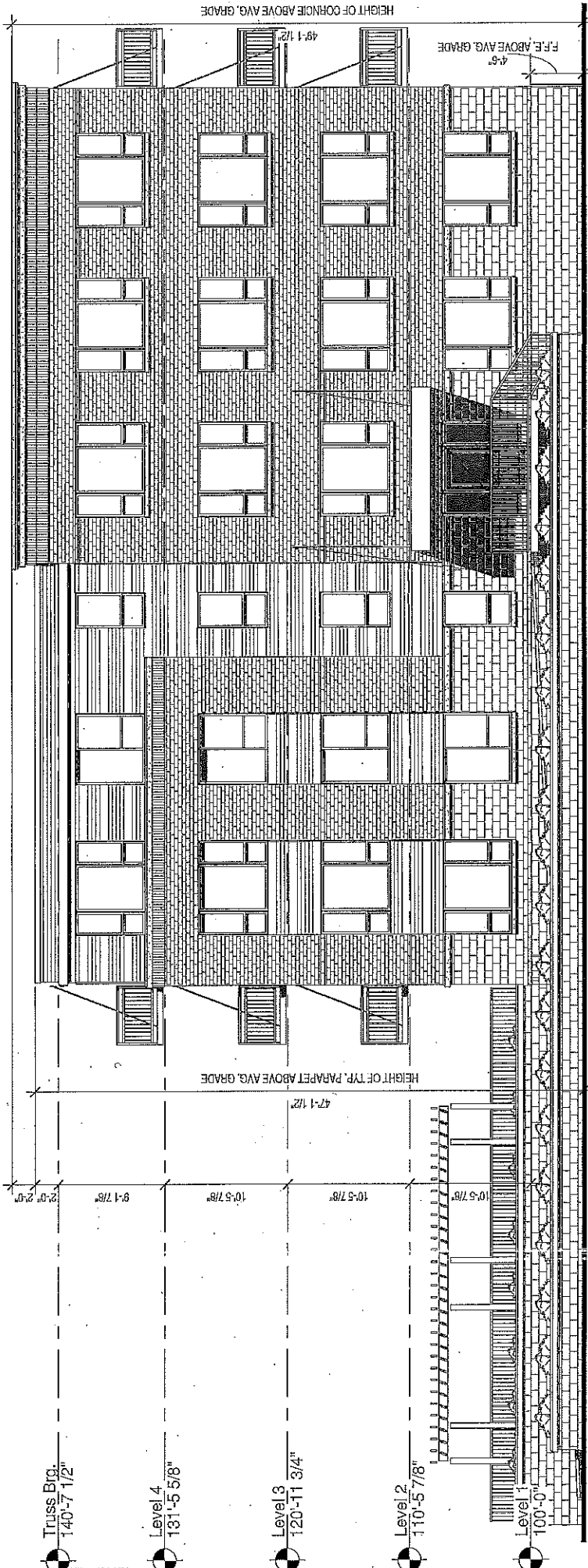


BENCHMARK
T.M.H. NORTHWEST CORNER OF OTTO AVENUE
& VICTORIA STREET - ELEV=792.82
T.M.H. NORTH CORNER OF OVERLOOK DRIVE
& VICTORIA STREET - ELEV=792.75

LEGEND

- PROPOSED CONCRETE SURFACE
- EXISTING ASPHALT SURFACE
- PROPOSED CURB
- EXISTING CURB
- EXISTING CONCRETE

SCALE IN FEET
0 20 40
1 inch = 40 feet



Elevation - South Entry

Revision Number:
Revision Date:

1971 - Vicks
Part III

Project Number:
Issue Date:

SD305

KW **architects**

2104 4th Avenue S, Suite B
 Minneapolis, MN 55404
 Tel: (612) 879-6000
 Fax: (612) 879-6066



Victoria Park Master Plan

Adopted by the Saint Paul City Council
April 2005

Amended by the Saint Paul City Council
April 2007

Amended by the Saint Paul City Council
August 2011

Victoria Park Master Plan

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INTRODUCTION

Victoria Park, Saint Paul's newest mixed-use urban village, comprises the Koch and ExxonMobil properties at W. 7th and Otto streets. When completed, the approximately 65 acres will contain nearly 840 units of housing and a small amount of commercial space along a significant transit corridor. Victoria Park will be a pedestrian-friendly, transit-oriented community that provides a range of housing choices and prices; a new neighborhood park; a system of connected neighborhood streets for bicycles, pedestrians and cars; and an improved connection to the Mississippi River. Redeveloping the Koch Mobil site into Victoria Park will "reweave" the urban fabric and reconnect a portion of the community to its neighbors.

BACKGROUND

The Victoria Park Master Plan is the result of several meetings between the City, developer, neighborhood residents, W. 7th/Fort Road Federation and Planning Commission. There is a great deal of consensus that what is being proposed appropriately implements the design guidelines first set out in the Brewery/Ran-View Small Area Plan, and meets the development program of a mixed-use urban village with a range of housing types and prices; a system of interconnected streets to accommodate cars, bikes and pedestrians; and an open space network that takes best advantage of the site's location in the Mississippi River valley.

The Victoria Park Master Plan covers the entire 65 acres of the new urban village, even though the rezoning to TN3 will occur in two phases.

PLANNING PRECEDENTS

This Master Plan has several planning precedents, which are the result of almost ten years of work on the part of neighbors, property owners, City staff, the developer team and other stakeholders. The Brewery/Ran-View Small Area Plan and the Koch Mobil Redevelopment Project Area Plan are summarized below.

Brewery/Ran-View Small Area Plan

In October 2000, the City Council adopted the area plan summary of the Brewery/Ran-View Small Area Plan, which includes the Koch Mobil site. The Plan recommends that the site be developed with a mix of residential and commercial/office uses consistent with the following guidelines:

1. Most of the site should be devoted to the construction of approximately 400-600 new housing units. A limited number of additional units may be accommodated on the site, within the parameters of the guidelines, if project financing requires it. New units should offer a variety of housing types, especially those designed to meet the needs of smaller households; a mix of building designs and construction materials; and a mix of housing prices to accommodate a variety of household incomes. The general goal is to create an economically, demographically and physically diverse community.
2. Neighborhood-scale commercial/office uses should be constructed in the area bounded by W. 7th Street, Otto Avenue and Montreal Circle in a pattern similar to that in the surrounding commercial area. Buildings should be built up to the street, be two-to-three stories in height, and include spaces on the upper floors that may be used for housing and/or office uses. Parking should generally be provided behind buildings or below ground, and all access should be off of W. 7th Street. Approximately 100,000-150,000 square feet should be devoted to the commercial/office space and its related parking, landscaping and access.
3. The design of the entire site should be pedestrian-oriented and heavily-landscaped. The site plan should be defined, as much as possible, by a traditional street grid. Blocks should have alleys

so that garage doors do not face the street. Residential structures should have minimal setback, and landscaping should play an integral role in defining public spaces.

4. The site should be carefully connected with the balance of the neighborhood, city and region. The site's internal circulation system (for pedestrians, cars and bikes) should connect to and facilitate the use of public transit on W. 7th Street. There should be attractive, safe and convenient pedestrian and bicycle connections to the Mississippi River and regional trail system.
5. The community should continue to be involved in advising the Saint Paul Housing and Redevelopment Authority (HRA) and City Council on key issues throughout the redevelopment process, including land use controls, design guidelines and on-going design review. The plan called for a 40-acre study to facilitate redevelopment of the site with a mix of housing and neighborhood-scale commercial uses.

Koch Mobil Redevelopment Project Area Plan

Support for redevelopment of the Koch Mobil site as a mixed-use, medium-to-high density, transit-oriented neighborhood has been reinforced through subsequent planning and urban design efforts. The Koch Mobil Redevelopment Project Area Plan, adopted by the Housing and Redevelopment Authority (HRA) in October 2001, supports the development vision and design guidelines laid out in the Brewery/Ran-View Small Area Plan. The Redevelopment Plan was found to be in conformance with the Saint Paul Comprehensive Plan.

Fort Road Corridor Development Plan

The Fort Road Corridor Development Plan endorses the recommendations of the Brewery/Ran-View Small Area Plan, and adds the following recommendations:

1. An improved pedestrian connection and streetscape along Otto Avenue should include a continuous sidewalk, street trees and pedestrian-scale lighting.
2. As part of the Koch Mobil site redevelopment, there should be enhanced pedestrian connections to W. 7th Street, Shepard Road and the river valley.
3. Although not specifically recommended in the Fort Road Corridor Development Plan due to timing concerns, TN3 was seen as the appropriate new zoning classification for the entire Koch Mobil site. Several of the tenets of TN3 are directly applicable to Victoria Park, and are illustrated in this Master Plan:
 - a. a mix of uses, including residential, commercial, civic and open space, 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 VICTORIA PARK MASTER PLAN

A Changing Plan Over Time: The Realities of Implementation

The Victoria Park Master Plan was first adopted in 2005, the result of a collaborative planning process between the community, master developer (Brighton Corporation) and City of Saint Paul. At that time, the housing market was strong, and all partners were confident in the ability of the market to respond to the community's vision of a predominantly residential, mixed-use urban village. However, soon thereafter, the housing market suffered a serious downturn, which has persisted for several years. In addition, a 2009 legal settlement with Exxon Mobil required a significant change in future land use for more than half of the Victoria Park Urban Village from mixed-use residential to park. These events necessitated a rethinking of the future land uses and street network envisioned in the original master plan, and the plan has been modified over time to reflect new realities. In general however, the core design and planning principles, as well as the neighborhood elements noted below remain relevant to guide the general land use and urban form of the neighborhood.

Core Design and Planning Principles

The Master Plan is based on a core set of design and planning principles:

1. The site is urban in character, in terms of block size, block arrangement and density.
2. A connected street network will accommodate pedestrians, cars and bicycles; connect with adjacent streets; and set the urban form of the neighborhood.
3. A central public green is an important gathering place for the neighborhood and fits into a larger system of public and private open spaces (creating the neighborhood's "green structure").
4. There is a range of housing types, prices and styles.
5. The neighborhood is well-designed so that relatively-high densities

- are provided in medium-rise, human-scaled buildings.
6. Access to the Mississippi River is provided through maintaining view corridors and overlooks, as well as physical access to the regional trail along Shepard Road.
7. Building facades frame public spaces and relate to the street, with parking underground or tucked under the building.
8. Stormwater management is achieved through engineered means to allow for urban densities throughout the site.
9. Environmental remediation is the first step in returning this site to a vibrant mixed-use community.
10. Phasing will occur to maximize market absorption, manage costs, and allow the neighborhood to grow and evolve over time.

Neighborhood Elements

Victoria Park will contain:

1. A street and block system where blocks are generally 300' by 300'.
2. A hierarchy of street types, including primary and secondary neighborhood streets, and alleys. The primary neighborhood streets will have a 60-foot right-of-way, with 36' curb-to-curb, sidewalks, and parallel parking on both sides of the street. The secondary neighborhood streets will have a 60-foot right-of-way, with 32' curb-to-curb, sidewalks, and parallel parking on one side of the street. Alleys will be 14' wide, and be used for service and parking access. Most alleys will be private. All public streets will have standard lantern-style lighting scaled to the pedestrian.
3. A diverse residential unit mix of several building types (unit numbers approximate):
 - 60 units of senior assisted living
 - 90 units of senior independent living
 - 90-bed nursing home (representing 15 units)
 - 245 market-rate rental apartments
 - 30 units in accessory structures (i.e. garages)

- 233 condominium units
 - 25 single-family detached units
 - 165 townhome units
 - 20 units in mansion-style buildings
4. An elderly housing campus designed to be urban in character, connected to the street and integrated with the larger neighborhood.
 5. 5,000 square feet of retail in a mixed-use building along W. 7th Street.
 6. Building heights that range from 2-10 stories. (Note: Some of the maximum building heights planned for the neighborhood will require conditional use permits and variances. The appropriate locations for these buildings is indicated on Plate 7.)
 7. A central green, 300' by 600', that will function as a large recreational and gathering space for residents and visitors.
 8. A series of smaller green spaces that will be privately owned but connected to the central green.
 9. Views of the river valley along public rights-of-way.
 10. All required parking provided completely underground; tucked under units (but above-grade); detached from or attached to the principal dwelling, but always in the rear of the lot; and on-street.

Victoria Park Design Guide

Saint Paul Riverbluff LLC and the W. 7th/Fort Road Federation jointly prepared a set of infrastructure and architecture design guidelines for use by developers and architects in Victoria Park. The design guidelines are published in *Design Guide: Victoria Park, A St. Paul Riverbluff Neighborhood*, dated October 2004. The Design Guide is premised on three expectations:

1. Victoria Park will be an integrated urban neighborhood, with a cohesive streetscape framed by harmonious, high-quality buildings

of various types.

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A design committee comprising representatives of the master developer (Saint Paul Riverbluff LLC) and the W. 7th/Fort Road Federation will use the Design Guide to provide feedback during the schematic design phase. The Design Guide contains guidelines for streets and alleys, bike and pedestrian circulation, open space, parking, lighting and signage, building configuration, exterior building materials, fenestration and height. These guidelines are generally consistent with the Traditional Neighborhood District design standards in Sec. 66.343. (Where they are inconsistent or conflict with the TN design standards, the TN design standards will prevail.) It is important to note that the Design Guide is an agreement between the developer and greater W. 7th community, and as such is an important companion document to the Victoria Park Master Plan. The Design Guide has not, however, been formally approved by the City of Saint Paul and is not a part of this Master Plan.

Plan Elements

The Victoria Park Master Plan is primarily a set of illustrative plates that will guide subsequent, more detailed site planning for the new urban village. The plates are:

Plate 1 Community Context

Significant public infrastructure features (streets, railroads, parks, etc.); natural, geographic and topographic features; and major concentrations of residential, industrial and commercial land use are shown. Victoria Park is uniquely situated between

the Mississippi River and W. 7th Street corridors. It will be developed in a street and block pattern similar to the existing neighborhoods surrounding it. An active rail line, the Canadian Pacific, runs through the planned neighborhood.

Plate 2 Existing Conditions

Victoria Park is currently a vacant site on a flat plateau on top of the river bluff. A portion of the site has been filled to prepare it for first-phase development. Contamination boundaries are approximate. The Koch Mobil Environmental Assessment Worksheet contains extensive information about the type and location of contamination, and planned remediation activities to meet the Minnesota Pollution Control Agency's requirements. Soil remediation activities are underway and will continue into the future. While some areas will be have permanent use restrictions on them due to contamination (shown in purple), others will be completely remediated over time and will have no use restrictions (shown in orange). All housing sites will be remediated to MPCCA standards for residential use. Other site constraints include a utility easement that runs through the site for a regional sanitary sewer line and location within the Mississippi River Critical Area.

Plate 3 Public Realm

Victoria Park is designed with the same street and block pattern as Saint Paul's traditional urban neighborhoods. All streets are public, with the exception of a private drive to serve the riverbluff condominium tower at the intersection of Otto Avenue and Shepard Road. All public streets will have on-street parking on one or both sides, sidewalks, street trees and historic lantern lighting. Otto Avenue is recommended for an on-street bike lane(s) to connect the neighborhood

to the Samuel Morgan Regional Trail along Shepard Road. A central green will be built as a new City park, while bluff space will be privately-owned but accessible to the public. A transit stop is proposed for the corner of W. 7th Street and Otto Avenue.

Plate 4 Street Classification System

The street system has two components: primary streets and alleys. Primary streets are 36' in width (curb-to-curb) and have a 60' right-of-way. All public streets have on-street parking on both sides, sidewalks, street trees and historic lantern lighting. The alley segments allow for a 14-16' drive path within a 20' right-of-way.

Plate 5 Public Utilities Plan

City water, sanitary sewer and storm sewer lines will sit within street rights-of-way. A regional sanitary sewer line runs diagonally through the site. Detailed design of city utilities has been done for Phase 1 only; subsequent phases will be designed as development occurs.

Plate 6

General Land Use Areas

Sec. 66.344 of the Zoning Code requires that master plans for TN3 districts of 15 or more acres contain, at a minimum, a mixed residential area and open space areas. They may also contain areas designated as mixed use and edge/transition. This plate identifies where all four of these elements are located in Victoria Park.

Plate 7

Building Type

A range of housing types will be built in Victoria Park, from single-family detached units to higher-density apartments. This range in building type will also provide a range in unit

size and price point. Townhomes are the predominant type. All buildings will relate to the street, with individual unit and common building entrances directly from the sidewalk. Precedents are shown for each building type to suggest the general approach to materials, configuration, height and relationship to the street.

Plate 8 Building Heights

In conjunction with the range in building types, heights in Victoria Park will range from 2-10 stories, with most buildings in the 2-4-story range. Some of the maximum building heights planned for the neighborhood will require conditional use permits and variances. This plate simply shows where taller heights are appropriate. In general, taller buildings are planned along W. 7th Street, on the industrial edge to the west and at the edge of the bluff.

Plate 9 Parking Plan

All streets will have two-sided on-street parking. Off-street parking will be provided in detached garages (for single-family homes), underneath buildings (for condominiums, apartments, senior units and mansion homes) and in tucked under garages (for townhomes). A small amount of surface parking behind buildings or hidden in the center of a block is indicated for guests and employees.

Plate 10 Illustrative Plan

This plate brings the public realm and building type plates together, and is the essence of the Victoria Park Master Plan. Future land use for the area in blue will be determined once the extent of remediation at this location is established.

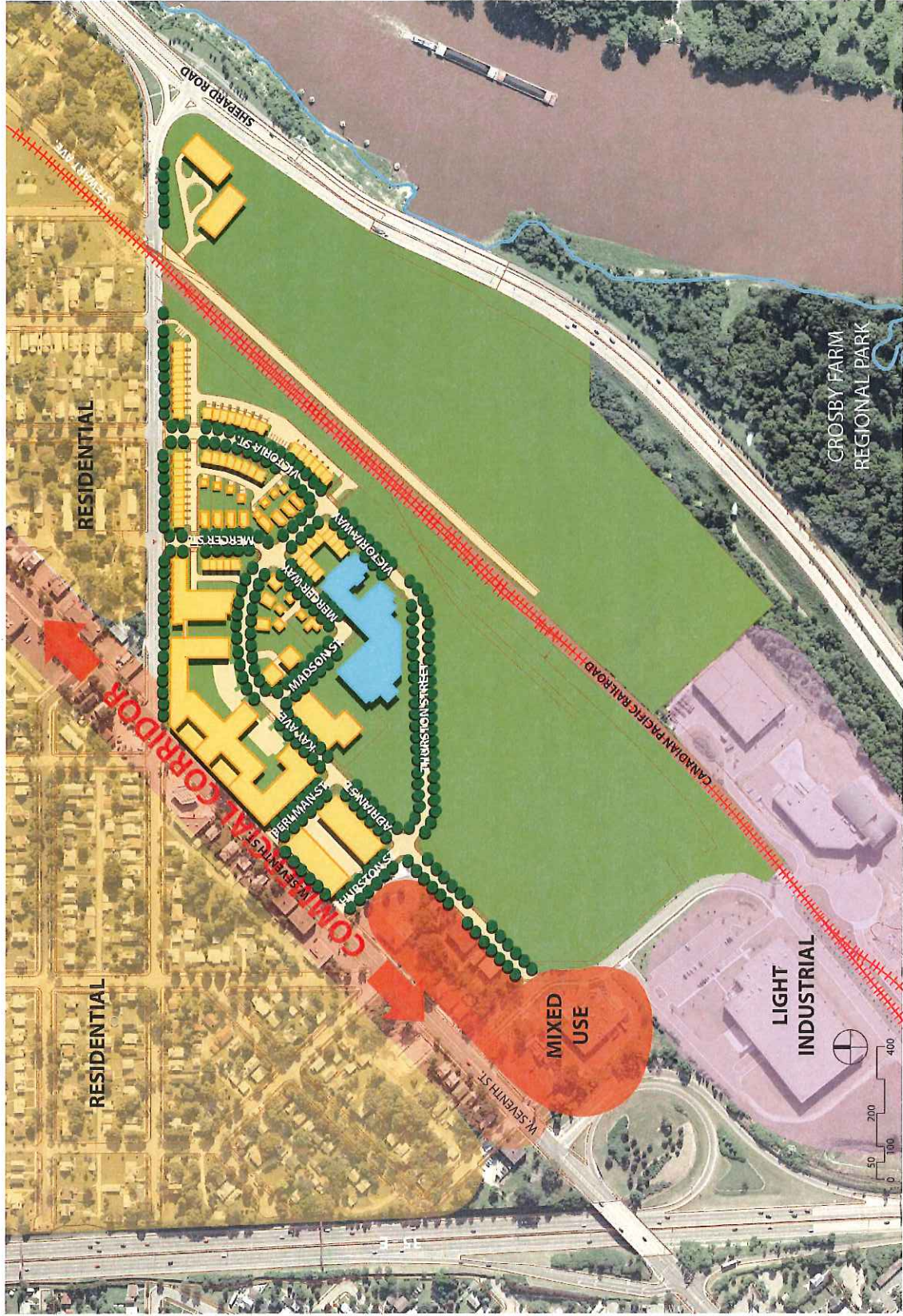
Plate 11 Development Phasing Plan

Private development in Victoria Park will occur in phases to maintain flexibility and respond to market demand. Public improvements will be built concurrent with private development.

Plan Modifications

Sec. 66.345(c) of the Saint Paul Zoning Code provides for changes to the Victoria Park Master Plan. Minor modifications may be requested by the property owner or developer, and are subject to approval by the Planning Administrator. Minor modifications include, but are not limited to, changes of less than ten percent in land area designated in a specific category, provide such changes are consistent with the intent of the Master Plan.

Major modifications may be requested by the City Council, Planning Commission, or any person having an ownership or leasehold interest in property that is the subject of the proposed modification. They are subject to approval by the City Council following Planning Commission review and recommendation. Major modifications include, but are not limited to, changes of ten percent 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 or removal of an entire block.



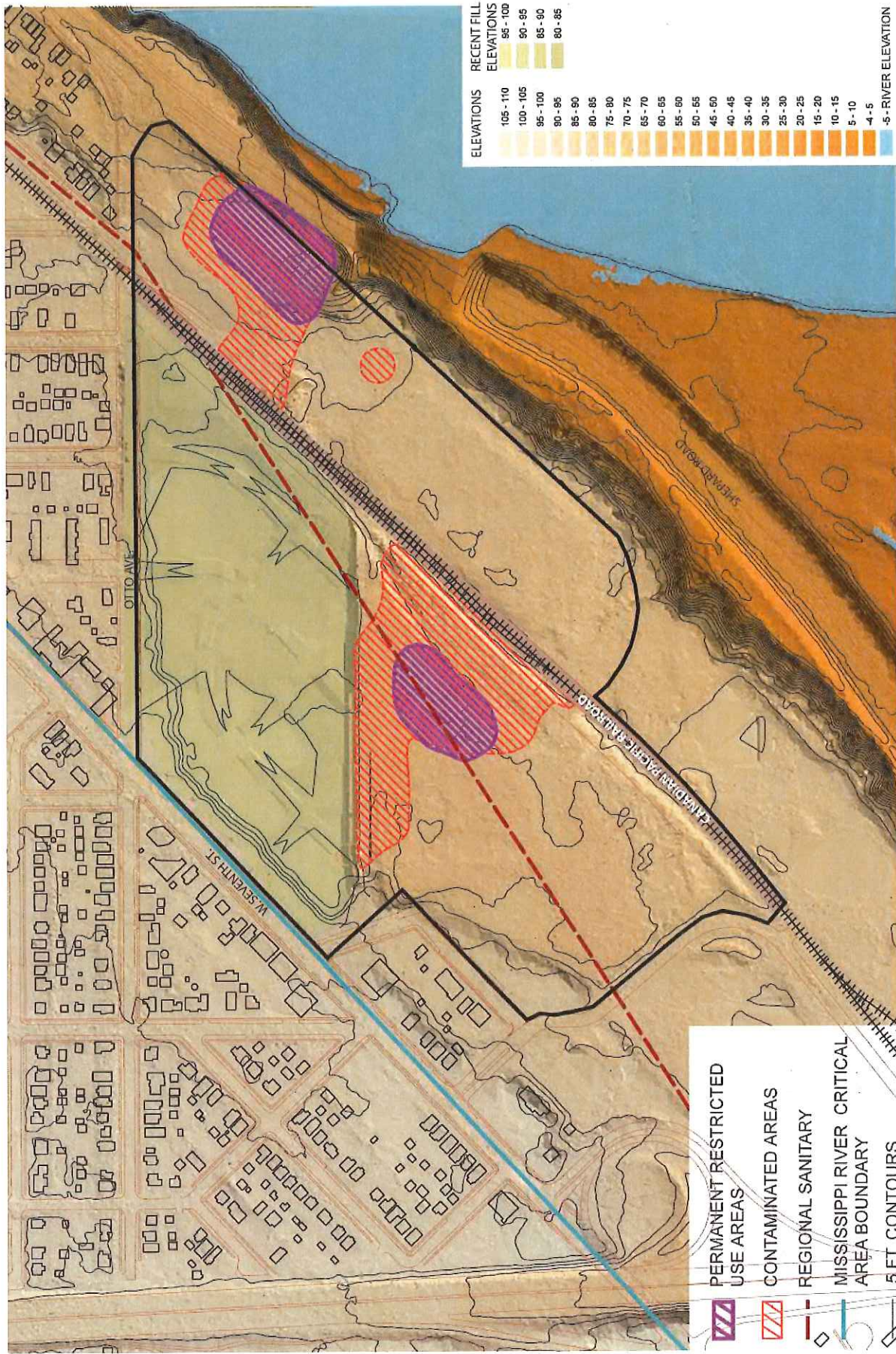
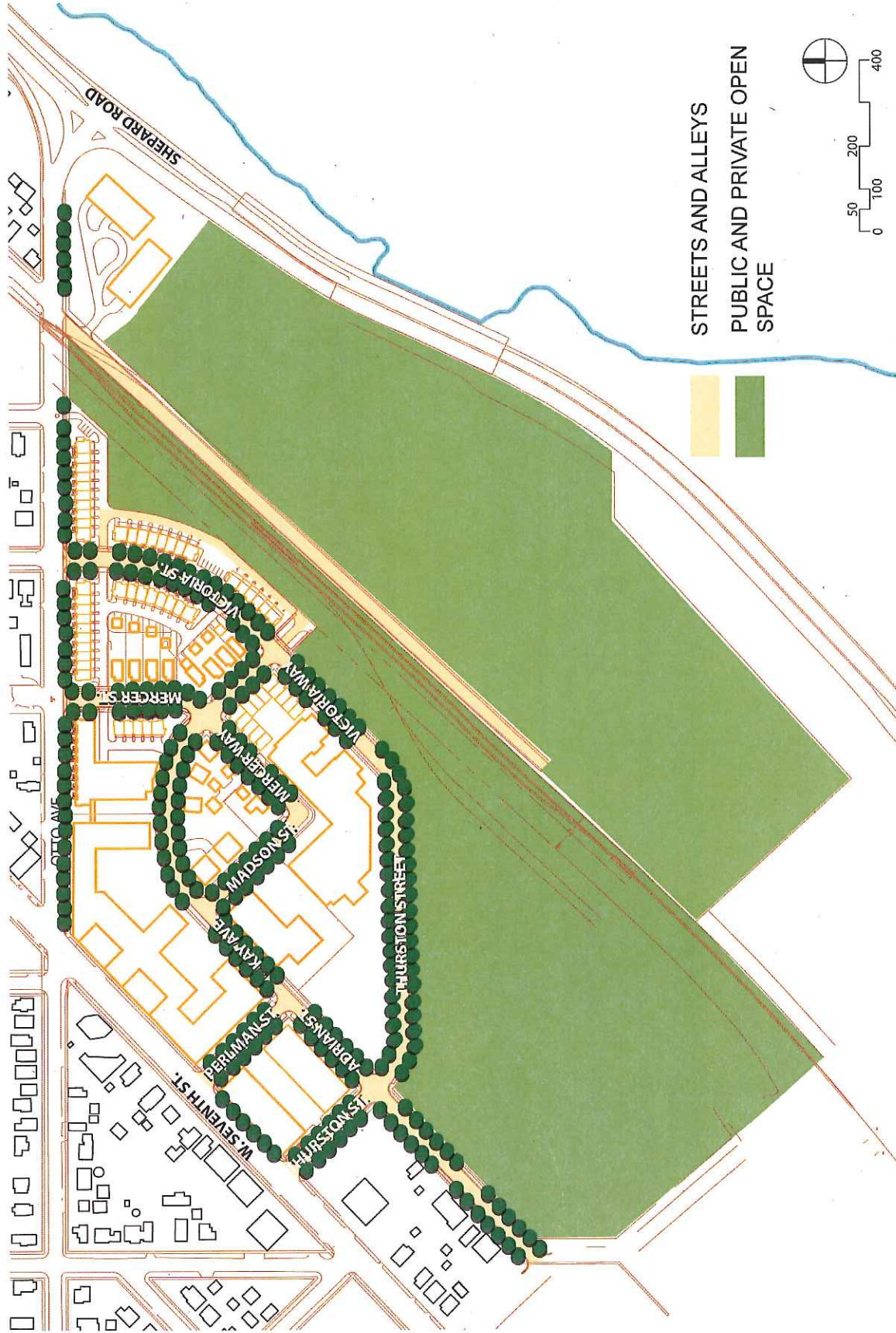
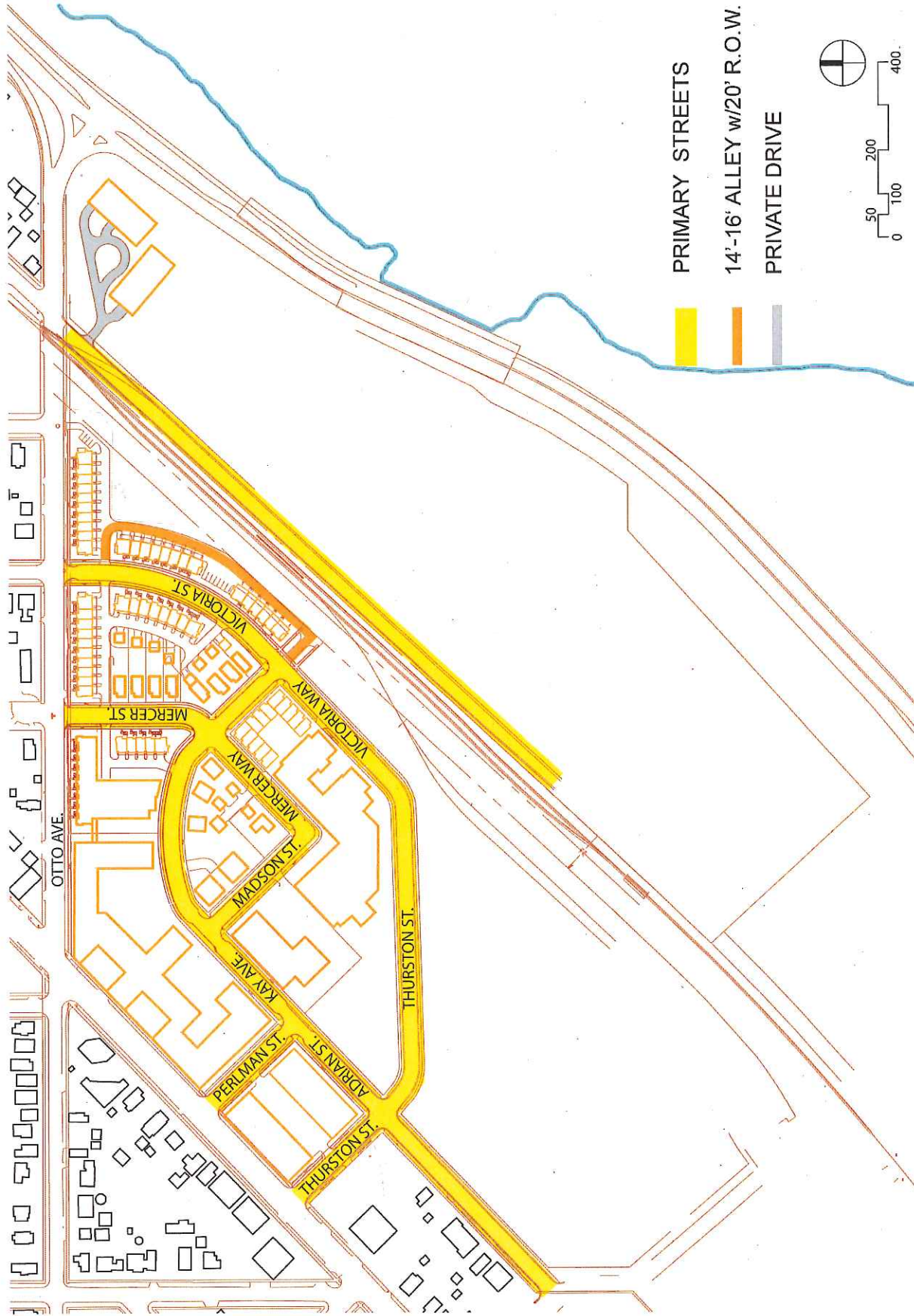
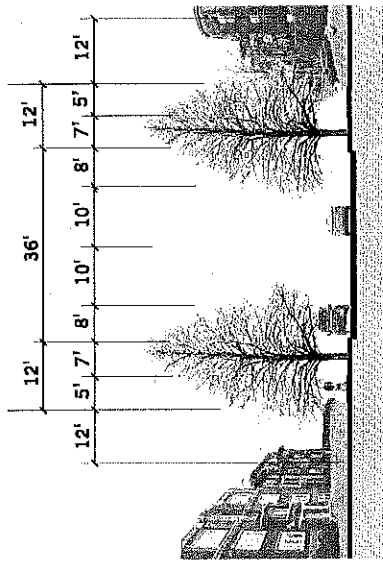


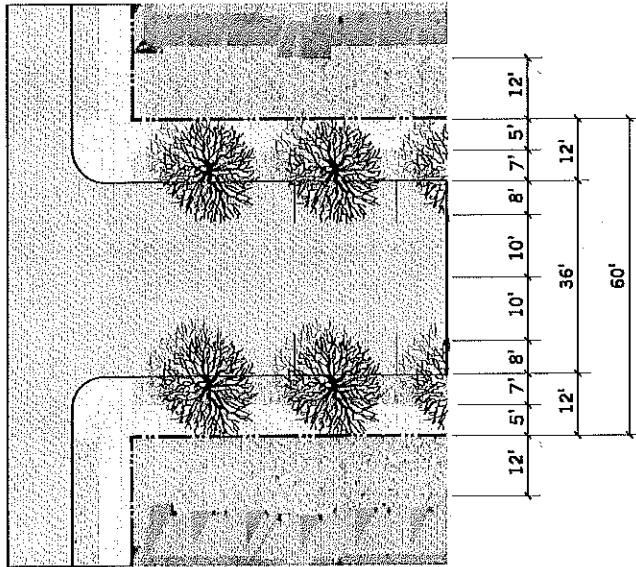
Plate 2
Existing Conditions



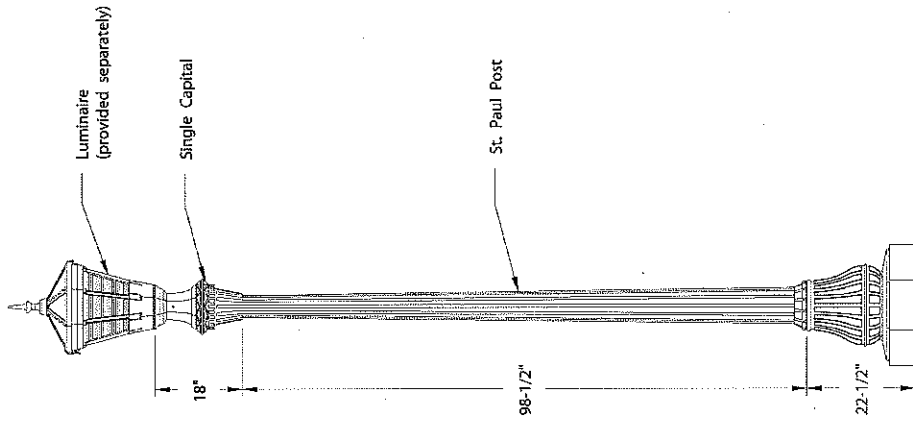


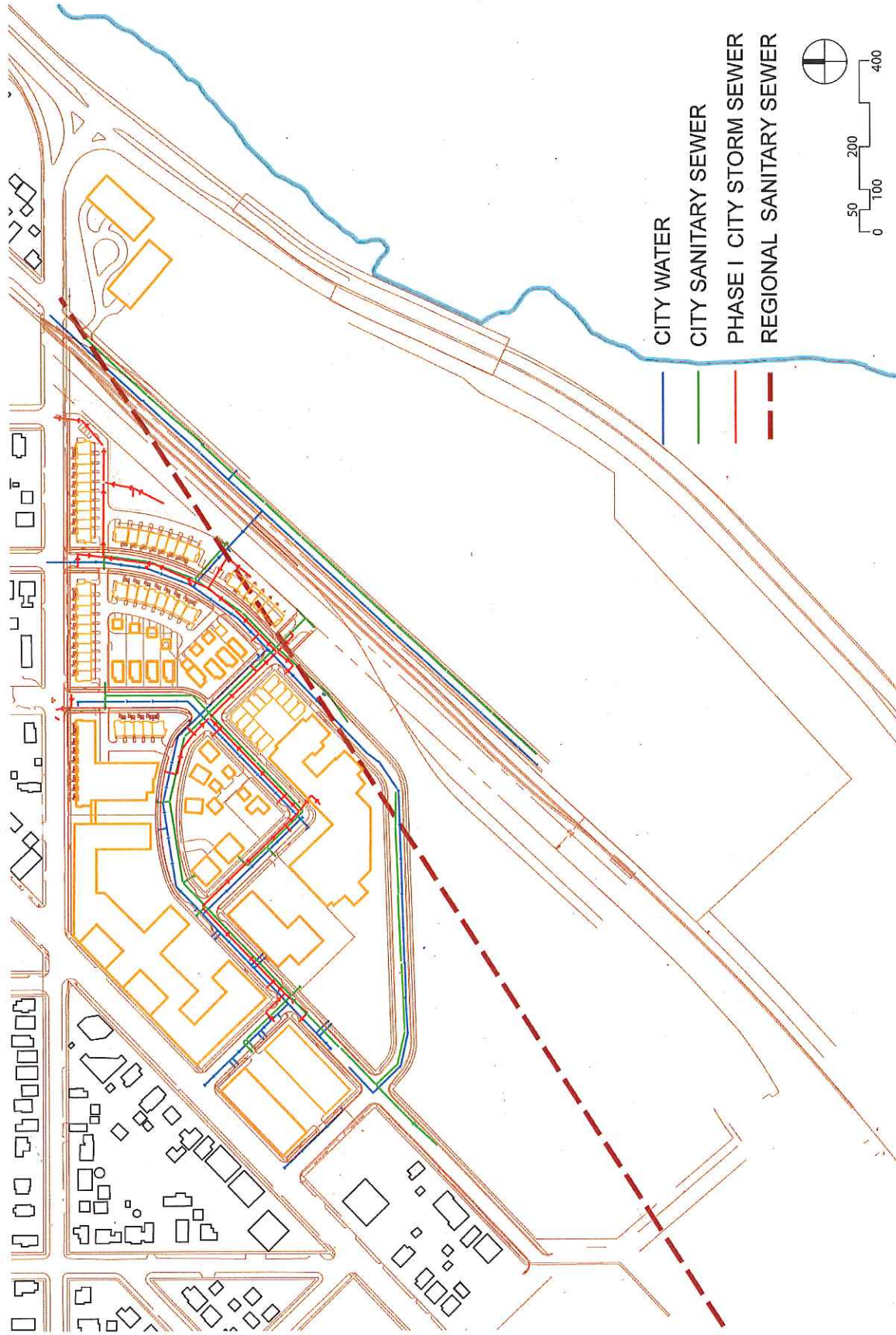


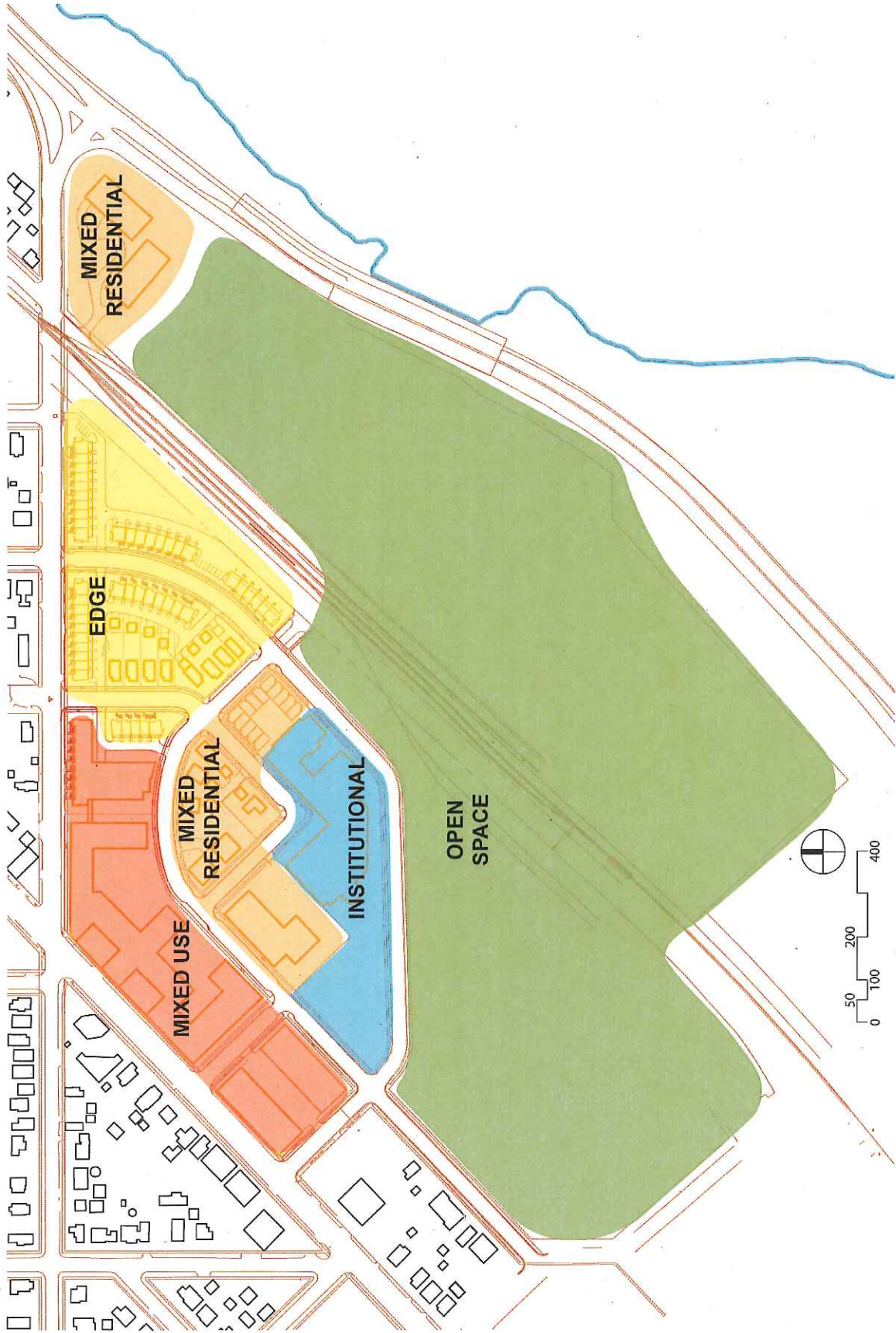
PRIMARY STREET SECTION

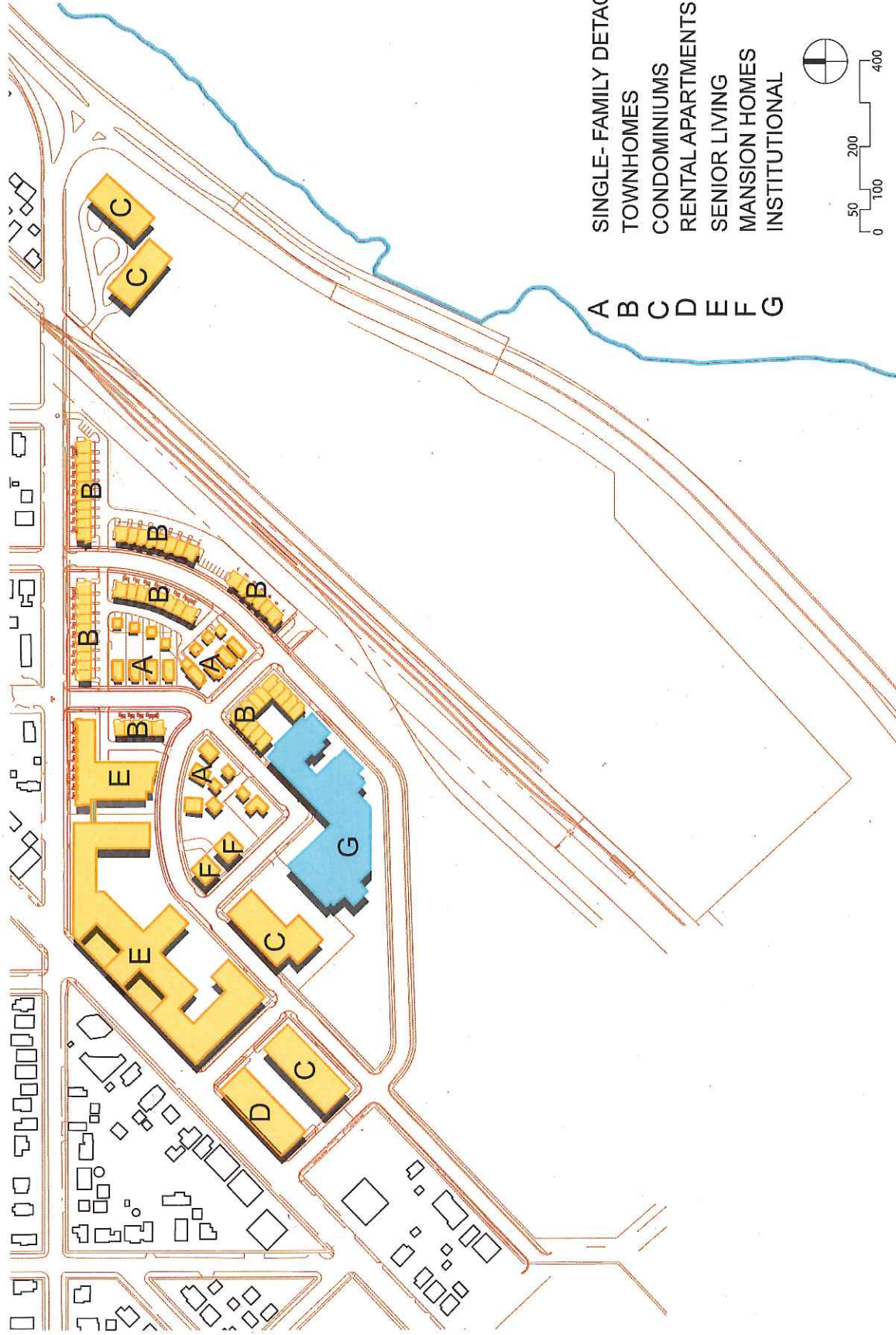


PRIMARY STREET PLAN







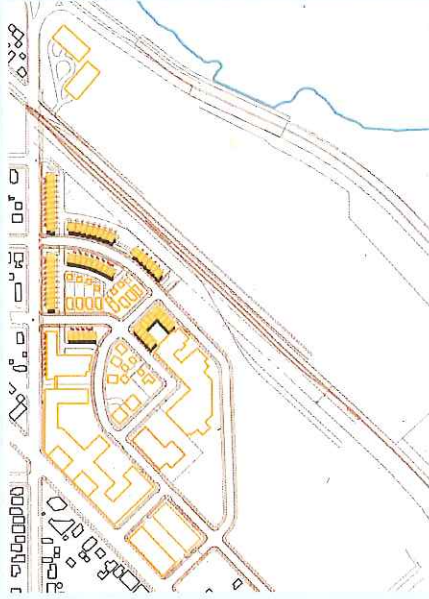


Single-Family Detached



These homes will resemble the traditional single-family homes in Saint Paul's existing neighborhoods. Exterior building materials will be predominantly masonry. Off-street parking will be provided in garages; larger garages may have accessory units above them.

Townhomes



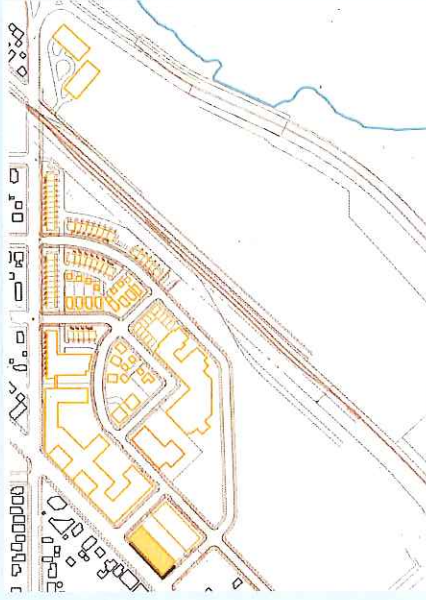
These homes will be attached ownership units with individual entries for each unit. Stairs will go directly from the sidewalk to the front door, and will be part of a small landscaped front yard. The higher-density townhomes along the bluff will have balconies and outdoor courtyards. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation. Tuck-under at-grade parking will be provided.

Condominiums



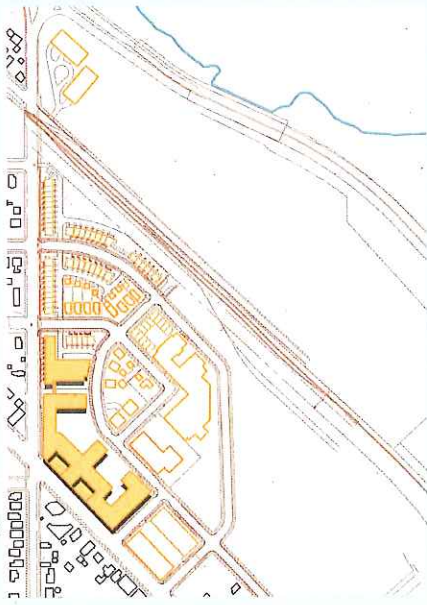
These buildings will contain ownership units with a common entry. Balconies and large window openings will help identify individual units. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation. Parking will be provided underneath each building.

Rental Apartments



These buildings will contain both affordable and market-rate units. They will provide smaller units, 800-1200 square feet. Elevator access will be provided to all floors, including the underground parking. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation.

Senior Living

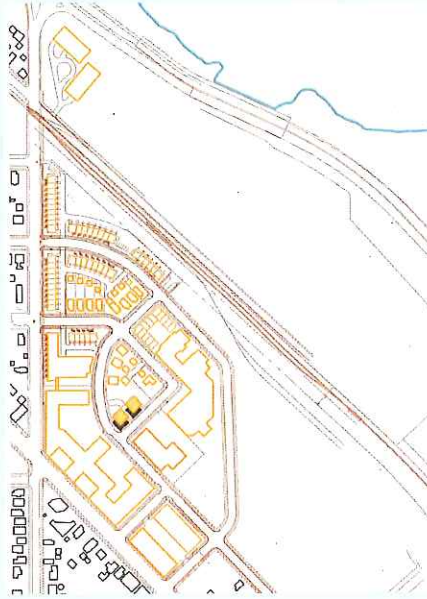


These buildings will offer a range of housing choice from independent living to assisted living to nursing home care. They will be 3-4 stories in height and vertical in orientation, with elevator access to all floors (including parking). The first floor will have a more storefront appearance on W. 7th Street. Resident parking will be provided underground, while a small amount of guest and employee parking will be provided behind the building. Exterior building materials will be predominantly brick.

Victoria Park Master Plan

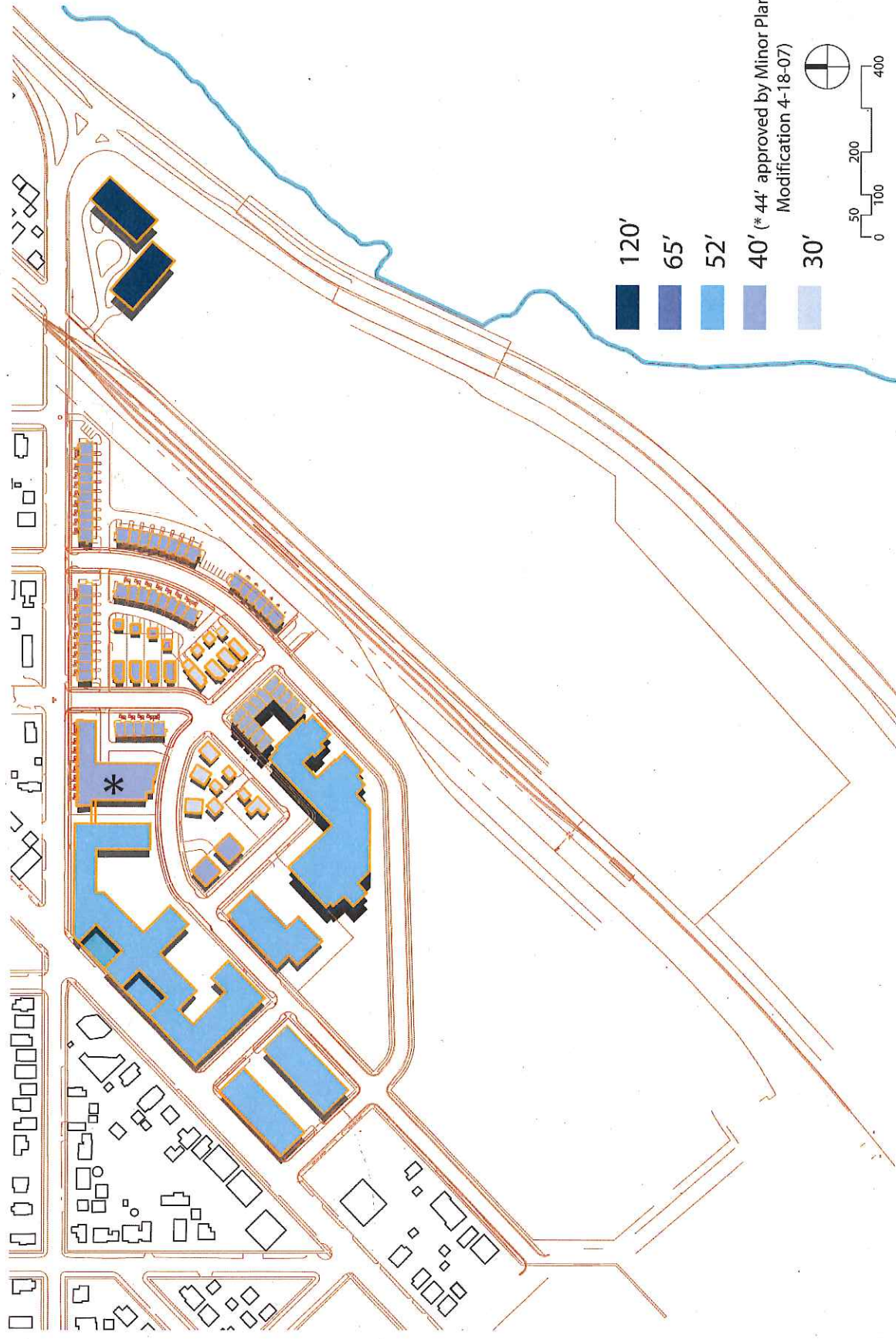
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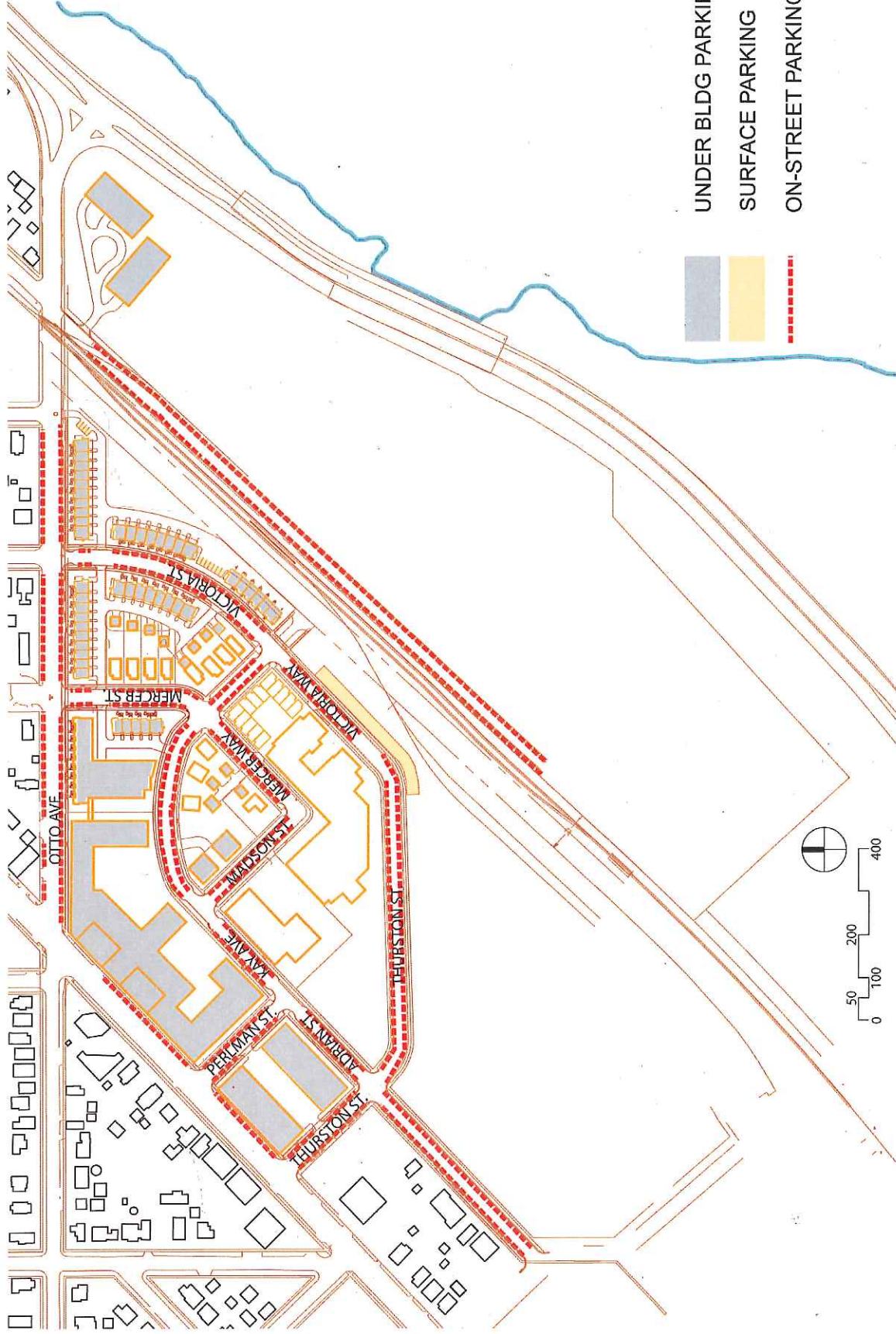
Mansion Homes

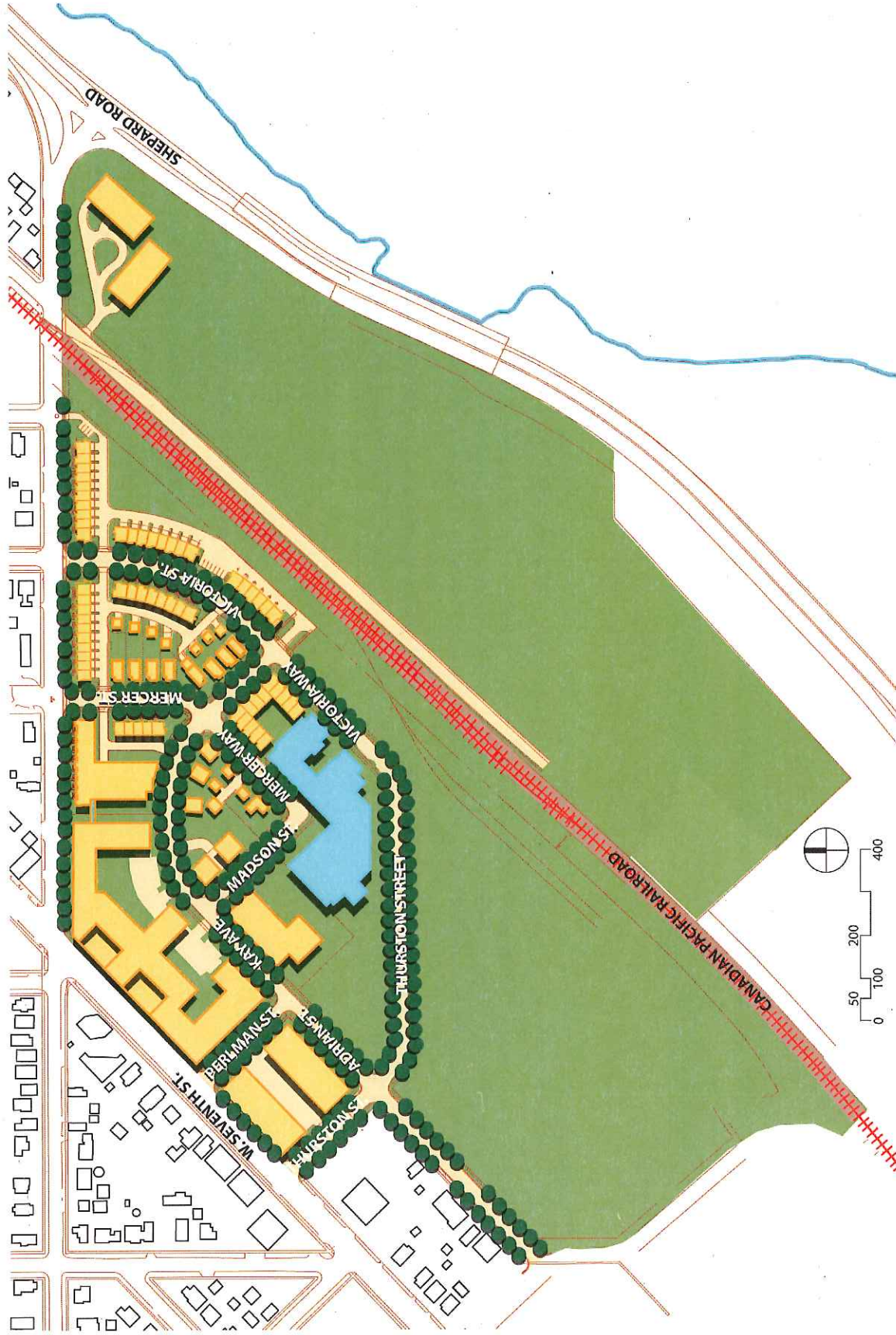


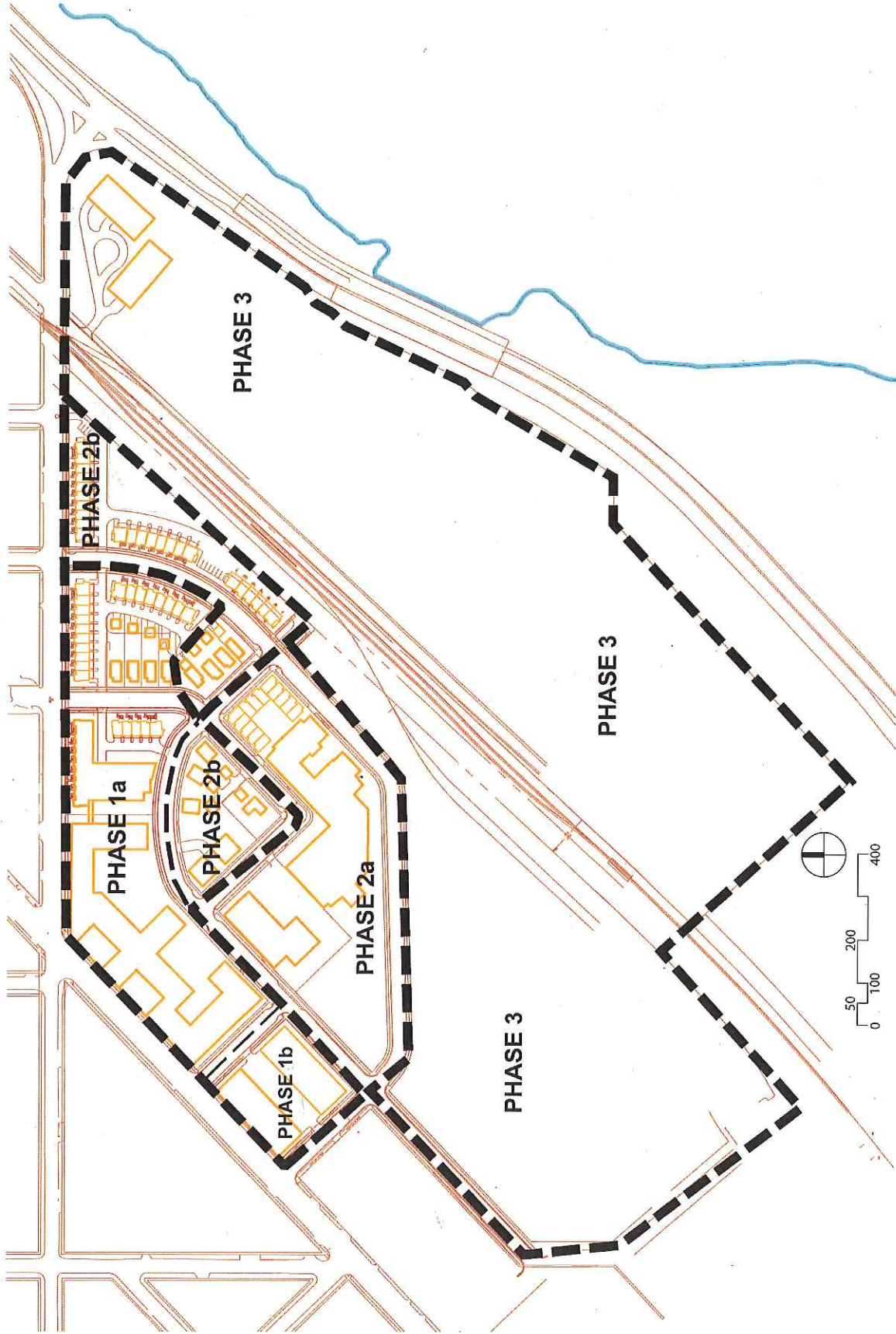
These buildings will resemble large single-family structures, but will include 5-8 units per building. They will be 2-3 stories in height with a common entry and interior entries to each unit. Exterior building materials will be predominantly brick, stone and stucco. Parking will be provided underneath each building.

Plate 7c Building Type









2007

Victoria Park Master Plan

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INTRODUCTION

Victoria Park, Saint Paul's newest mixed-use urban village, comprises the Koch and ExxonMobil properties at W. 7th and Otto streets. When completed, the approximately 65 acres will contain nearly 840 units of housing and a small amount of commercial space along a significant transit corridor. Victoria Park will be a pedestrian-friendly, transit-oriented community that provides a range of housing choices and prices; a new neighborhood park; a system of connected neighborhood streets for bicycles, pedestrians and cars; and an improved connection to the Mississippi River. Redeveloping the Koch Mobil site into Victoria Park will "reweave" the urban fabric and reconnect a portion of the community to its neighbors.

BACKGROUND

The Victoria Park Master Plan is the result of several meetings between the City, developer, neighborhood residents, W. 7th/Fort Road Federation and Planning Commission. There is a great deal of consensus that what is being proposed appropriately implements the design guidelines first set out in the Brewery/Ran-View Small Area Plan, and meets the development program of a mixed-use urban village with a range of housing types and prices; a system of interconnected streets to accommodate cars, bikes and pedestrians; and an open space network that takes best advantage of the site's location in the Mississippi River valley.

The Victoria Park Master Plan covers the entire 65 acres of the new urban village, even though the rezoning to TN3 will occur in two phases.

PLANNING PRECEDENTS

This Master Plan has several planning precedents, which are the result of almost ten years of work on the part of neighbors, property owners, City staff, the developer team and other stakeholders. The Brewery/Ran-View Small Area Plan and the Koch Mobil Redevelopment Project Area Plan are summarized below.

Brewery/Ran-View Small Area Plan

In October 2000, the City Council adopted the area plan summary of the Brewery/Ran-View Small Area Plan, which includes the Koch Mobil site. The Plan recommends that the site be developed with a mix of residential and commercial/office uses consistent with the following guidelines:

1. Most of the site should be devoted to the construction of approximately 400-600 new housing units. A limited number of additional units may be accommodated on the site, within the parameters of the guidelines, if project financing requires it. New units should offer a variety of housing types, especially those designed to meet the needs of smaller households; a mix of building designs and construction materials; and a mix of housing prices to accommodate a variety of household incomes. The general goal is to create an economically, demographically and physically diverse community.
2. Neighborhood-scale commercial/office uses should be constructed in the area bounded by W. 7th Street, Otto Avenue and Montreal Circle in a pattern similar to that in the surrounding commercial area. Buildings should be built up to the street, be two-to-three stories in height, and include spaces on the upper floors that may be used for housing and/or office uses. Parking should generally be provided behind buildings or below ground, and all access should be off of W. 7th Street. Approximately 100,000-150,000 square feet should be devoted to the commercial/office space and its related parking, landscaping and access.
3. The design of the entire site should be pedestrian-oriented and heavily-landscaped. The site plan should be defined, as much as possible, by a traditional street grid. Blocks should have alleys

so that garage doors do not face the street. Residential structures should have minimal setback, and landscaping should play an integral role in defining public spaces.

4. The site should be carefully connected with the balance of the neighborhood, city and region. The site's internal circulation system (for pedestrians, cars and bikes) should connect to and facilitate the use of public transit on W. 7th Street. There should be attractive, safe and convenient pedestrian and bicycle connections to the Mississippi River and regional trail system.
5. The community should continue to be involved in advising the Saint Paul Housing and Redevelopment Authority (HRA) and City Council on key issues throughout the redevelopment process, including land use controls, design guidelines and on-going design review. The plan called for a 40-acre study to facilitate redevelopment of the site with a mix of housing and neighborhood-scale commercial uses.

Koch Mobil Redevelopment Project Area Plan

Support for redevelopment of the Koch Mobil site as a mixed-use, medium-to-high density, transit-oriented neighborhood has been reinforced through subsequent planning and urban design efforts. The Koch Mobil Redevelopment Project Area Plan, adopted by the Housing and Redevelopment Authority (HRA) in October 2001, supports the development vision and design guidelines laid out in the Brewery/Ran-View Small Area Plan. The Redevelopment Plan was found to be in conformance with the Saint Paul Comprehensive Plan.

Fort Road Corridor Development Plan

The Fort Road Corridor Development Plan endorses the recommendations of the Brewery/Ran-View Small Area Plan, and adds the following recommendations:

1. An improved pedestrian connection and streetscape along Otto Avenue should include a continuous sidewalk, street trees and pedestrian-scale lighting.
2. As part of the Koch Mobil site redevelopment, there should be enhanced pedestrian connections to W. 7th Street, Shepard Road and the river valley.
3. Although not specifically recommended in the Fort Road Corridor Development Plan due to timing concerns, TN3 was seen as the appropriate new zoning classification for the entire Koch Mobil site. Several of the tenets of TN3 are directly applicable to Victoria Park, and are illustrated in this Master Plan:
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THE VICTORIA PARK MASTER PLAN

Core Design and Planning Principles

The Master Plan is based on a core set of design and planning principles:

1. The site is urban in character, in terms of block size, block arrangement and density.
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3. A central public green is an important gathering place for the neighborhood and fits into a larger system of public and private open spaces (creating the neighborhood's "green structure").
4. There is a range of housing types, prices and styles.
5. The neighborhood is well-designed so that relatively-high densities are provided in medium-rise, human-scaled buildings.
6. Access to the Mississippi River is provided through maintaining view corridors and overlooks, as well as physical access to the regional trail along Shepard Road.
7. Building facades frame public spaces and relate to the street, with parking underground or tucked under the building.
8. Stormwater management is achieved through engineered means to allow for urban densities throughout the site.
9. Environmental remediation is the first step in returning this site to a vibrant mixed-use community.
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Significant public infrastructure features (streets, railroads, parks, etc.); natural, geographic and topographic features; and major concentrations of residential, industrial and commercial land use are shown. Victoria Park is uniquely situated between the Mississippi River and W. 7th Street corridors. It will be developed in a street and block pattern similar to the existing neighborhoods surrounding it. An active rail line, the Canadian Pacific, runs through the planned neighborhood.

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Victoria Park is designed with the same street and block pattern as Saint Paul's traditional urban neighborhoods. All streets are public, with the exception of a private drive to serve the riverbluff condominium tower at the intersection of Otto Avenue and Shepard Road. All public streets will have on-street parking on one or both sides, sidewalks, street trees and historic lantern lighting. Otto Avenue is recommended for an on-street bike lane(s) to connect the neighborhood to the Samuel Morgan Regional Trail along Shepard Road. A central green will be built as a new City park, while bluff space will be privately-owned but accessible to the public. A transit stop is proposed for the corner of W. 7th Street and Otto Avenue.

Plate 4 Street Classification System

There are two types of public streets: 1) primary, which carry through traffic or connect to major arterials on the edge of the neighborhood; and 2) secondary, which provide access to individual housing units. The primary streets run predominantly east-west, are 36' in width (curb-to-curb) and have a 60' right-of-way. The secondary streets run predominantly north-south, are 32' in width (curb-to-curb) and have a 60' right-of-way. All public streets will have on-street parking on one or both sides, sidewalks, street trees and historic lantern lighting. The alley segments allow for a 14-16' drive path. The north-south alley segment on Overlook Drive between Victoria Way and the existing railroad tracks has a 60' right-of-way to eventually accommodate a 32' street that will connect to Overlook Drive east of the tracks.

Plate 5 Public Utilities Plan

City water, sanitary sewer and storm sewer lines will sit within

street rights-of-way. A regional sanitary sewer line runs diagonally through the site. Detailed design of city utilities has been done for Phase 1 only; subsequent phases will be designed as development occurs.

Plate 6 General Land Use Areas

Sec. 66.344 of the Zoning Code requires that master plans for TN3 districts of 15 or more acres contain, at a minimum, a mixed residential area and open space areas. They may also contain areas designated as mixed use and edge/transition. This plate identifies where all four of these elements are located in Victoria Park.

Plate 7 Building Type

A range of housing types will be built in Victoria Park, from single-family detached units to higher-density apartments. This range in building type will also provide a range in unit size and price point. Townhomes are the predominant type. All buildings will relate to the street, with individual unit and common building entrances directly from the sidewalk. Precedents are shown for each building type to suggest the general approach to materials, configuration, height and relationship to the street. This plate also shows the areas designated as mixed use, mixed residential, edge and open space (as required in Sec. 66.344).

Plate 8 Building Heights

In conjunction with the range in building types, heights in Victoria Park will range from 2-10 stories, with most buildings in the 2-4-story range. Some of the maximum building heights planned for the neighborhood will require conditional use permits and variances. This plate simply shows where taller heights are appropriate. In general, taller

buildings are planned along W. 7th Street, on the industrial edge to the west and at the edge of the bluff.

Plate 9 Parking Plan

All streets will have on-street parking. The 32'-wide streets will have parking on one side; the 36'-wide streets will have parking on both sides. Off-street parking will be provided in detached garages (for single-family homes), underneath buildings (for condominiums, apartments, senior units and mansion homes) and in tuck-under garages (for townhomes). A small amount of surface parking behind buildings or hidden in the center of a block is indicated for guests and employees.

Plate 10 Illustrative Plan

This plate brings the public realm and building type plates together, and is the essence of the Victoria Park Master Plan. Future land use for the area in blue will be determined once the extent of remediation at this location is established.

Plate 11 Development Phasing Plan

Victoria Park will be built in six phases. Phase 1 has two sub-phases, Phase 2 is one phase, and Phase 3 has three sub-phases. Public improvements will be built on a phased basis, from May 2005 to July 2008. Housing development will begin in August 2005 and be completed in July 2011.

Plan Modifications

Sec. 66.345(c) of the Saint Paul Zoning Code provides for changes to the Victoria Park Master Plan. Minor modifications may be requested by the property owner or developer, and are subject to approval by the Planning Administrator. Minor modifications include, but are not limited to, changes of less than ten percent in land area designated in a specific category, provide such changes are consistent with the intent of the Master Plan.

Major modifications may be requested by the City Council, Planning Commission, or any person having an ownership or leasehold interest in property that is the subject of the proposed modification. They are subject to approval by the City Council following Planning Commission review and recommendation. Major modifications include, but are not limited to, changes of ten percent 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 or removal of an entire block.



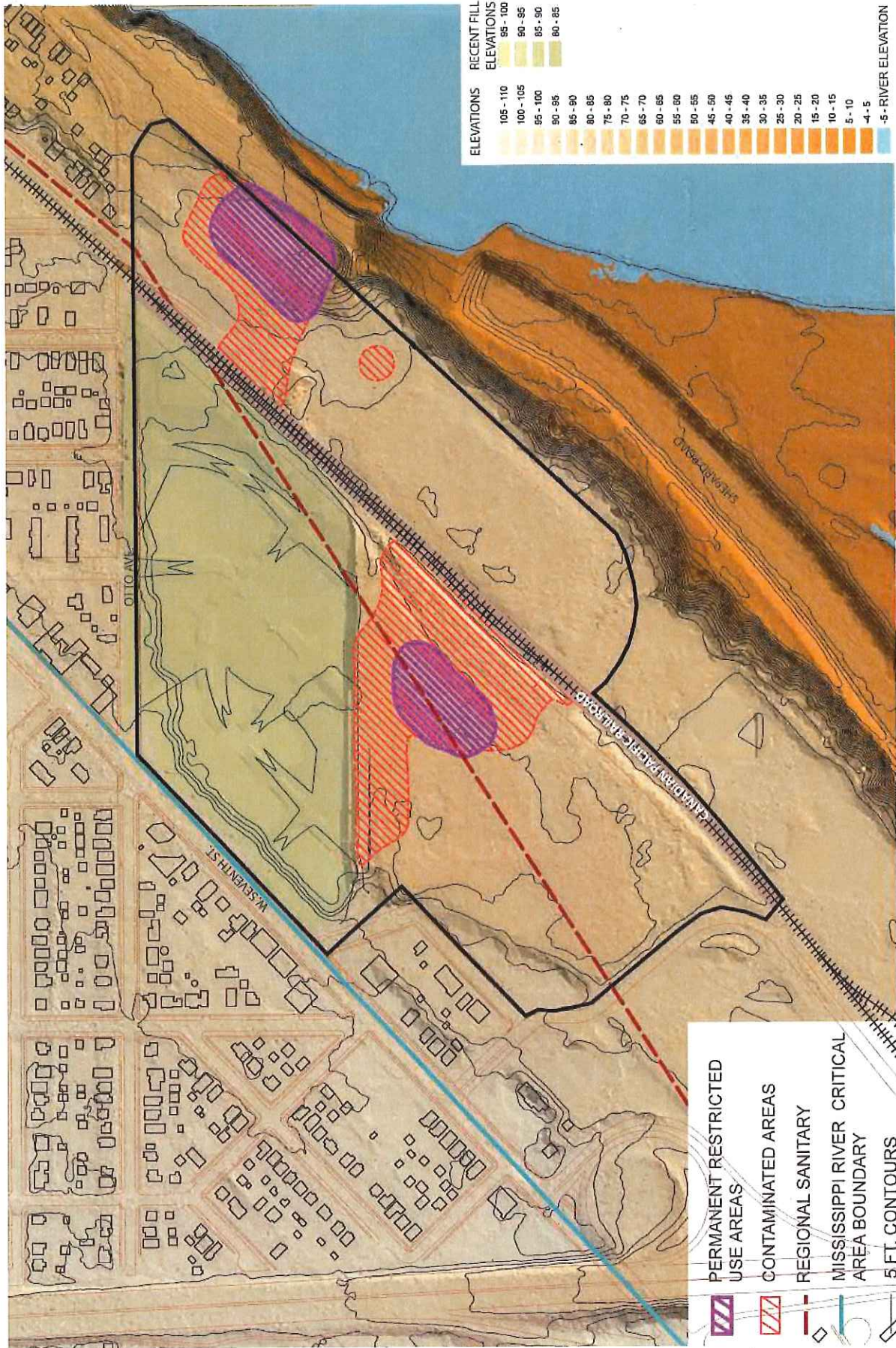
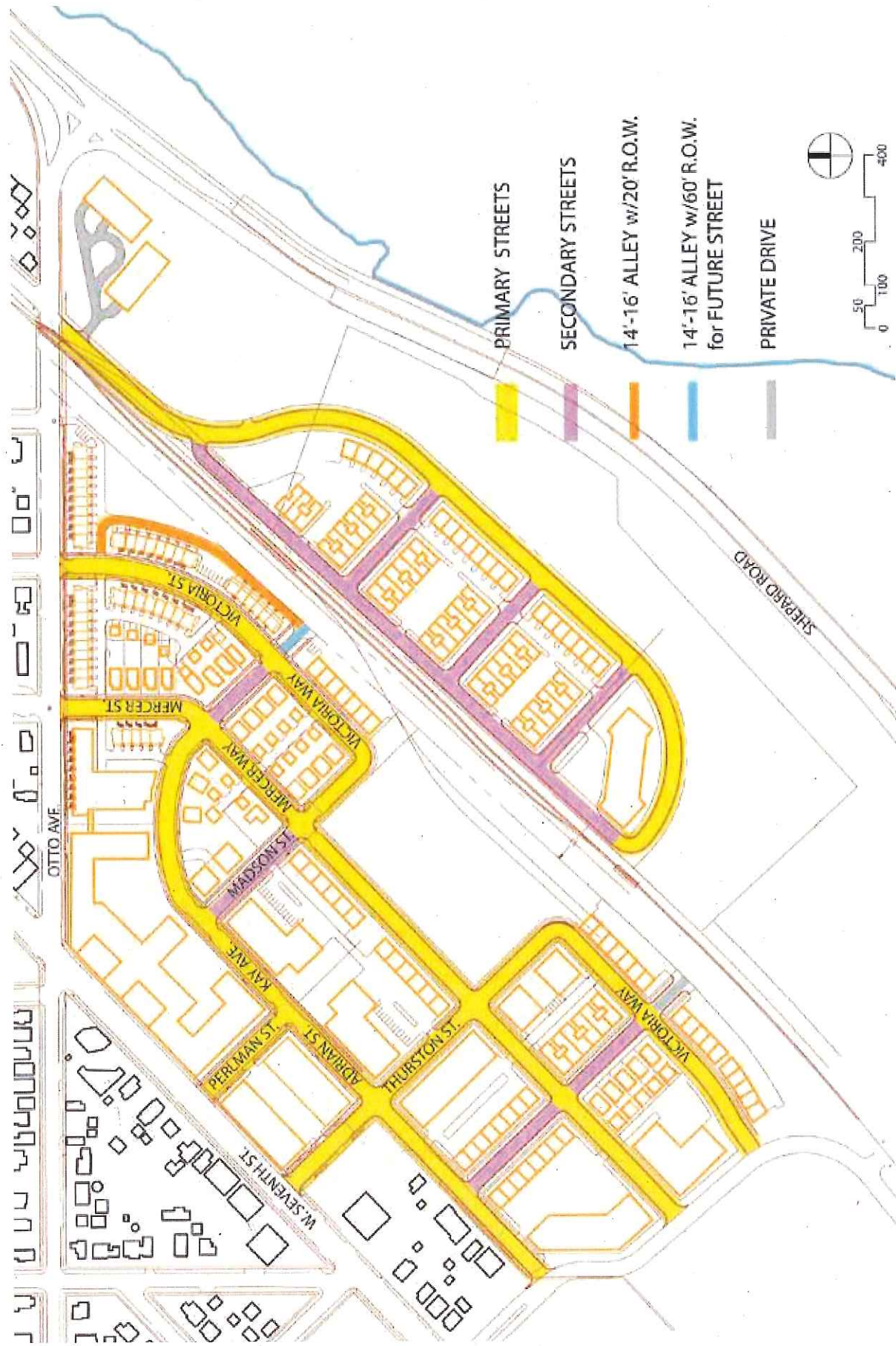
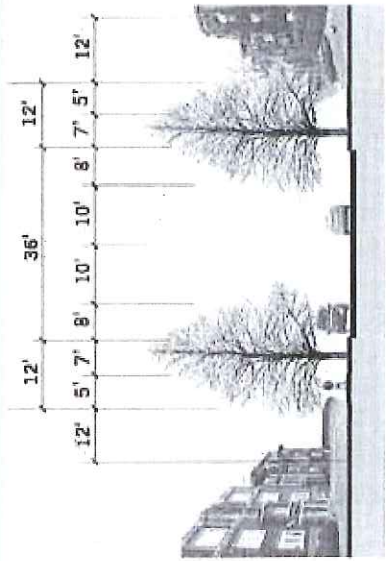


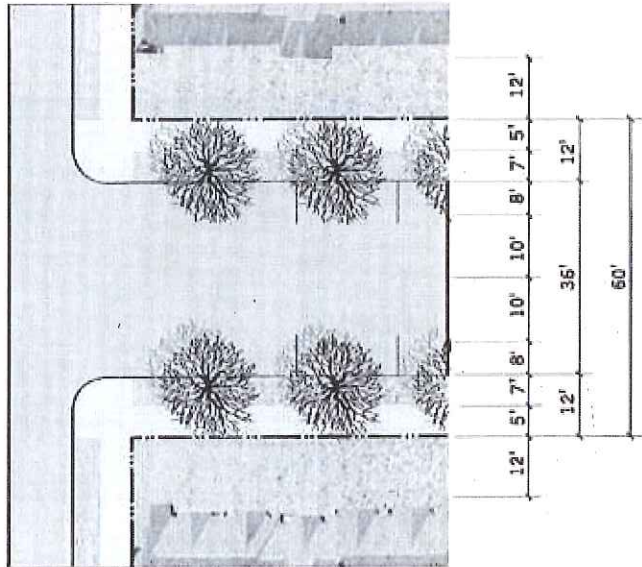
Plate 2
Existing Conditions



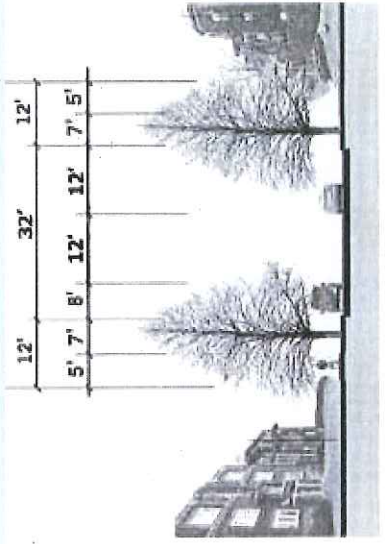
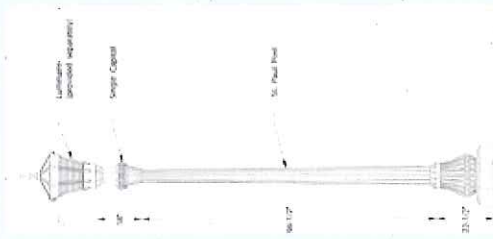




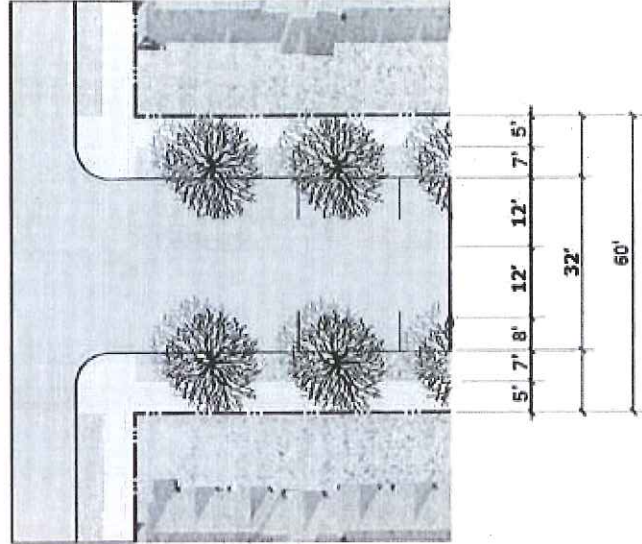
PRIMARY STREET SECTION



PRIMARY STREET PLAN

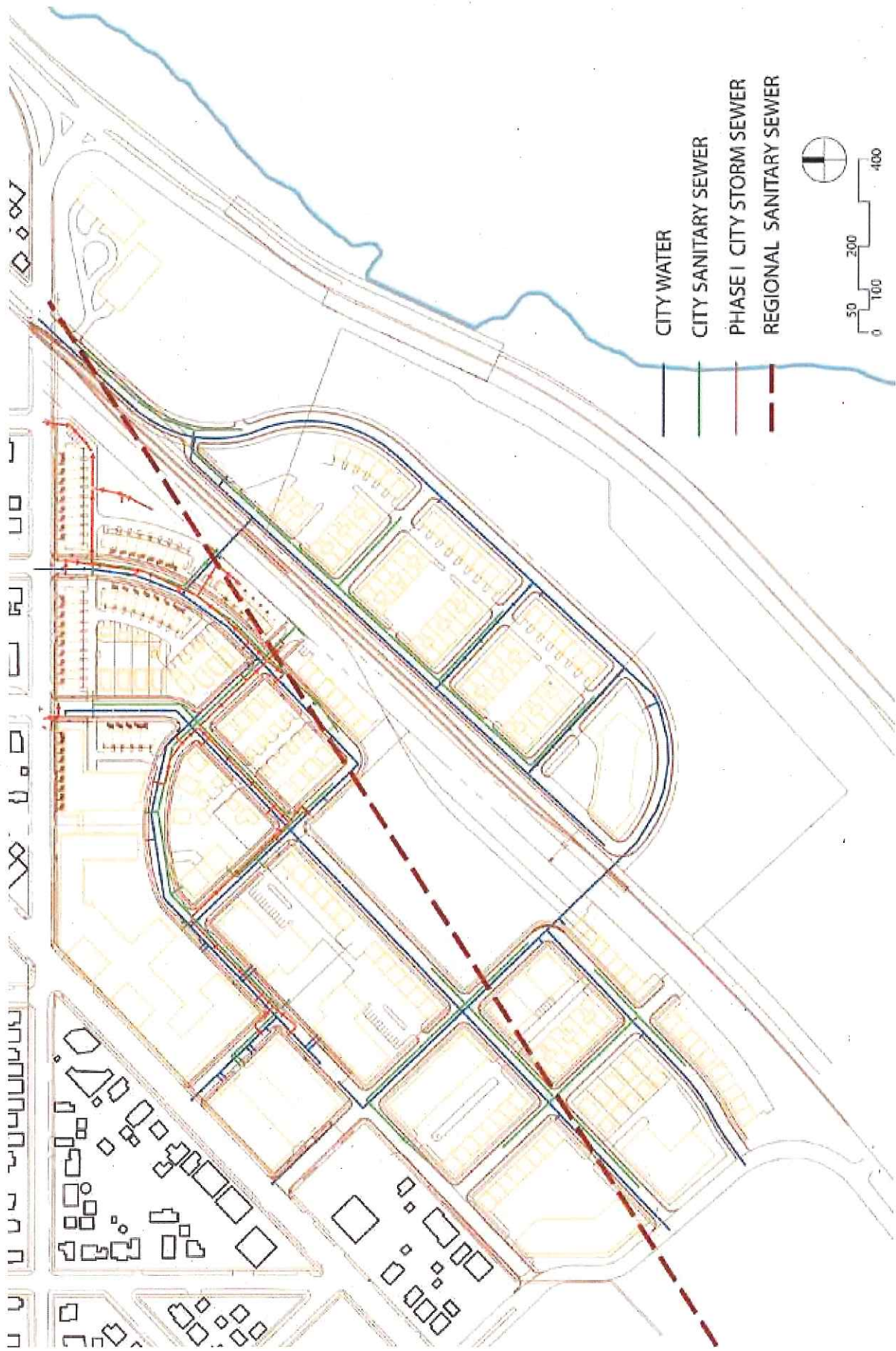


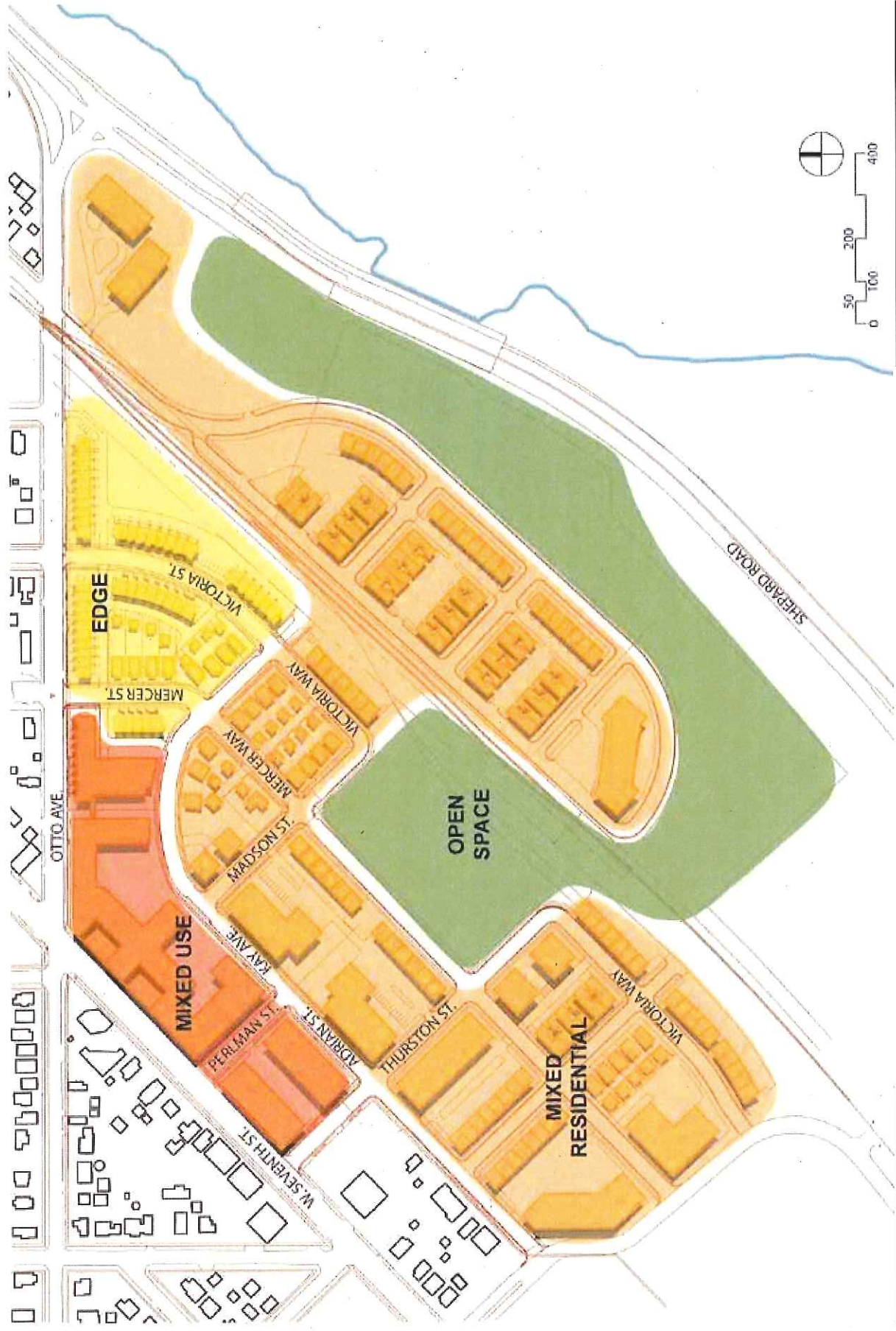
SECONDARY STREET SECTION



SECONDARY STREET PLAN

Plate 4a
Street Types





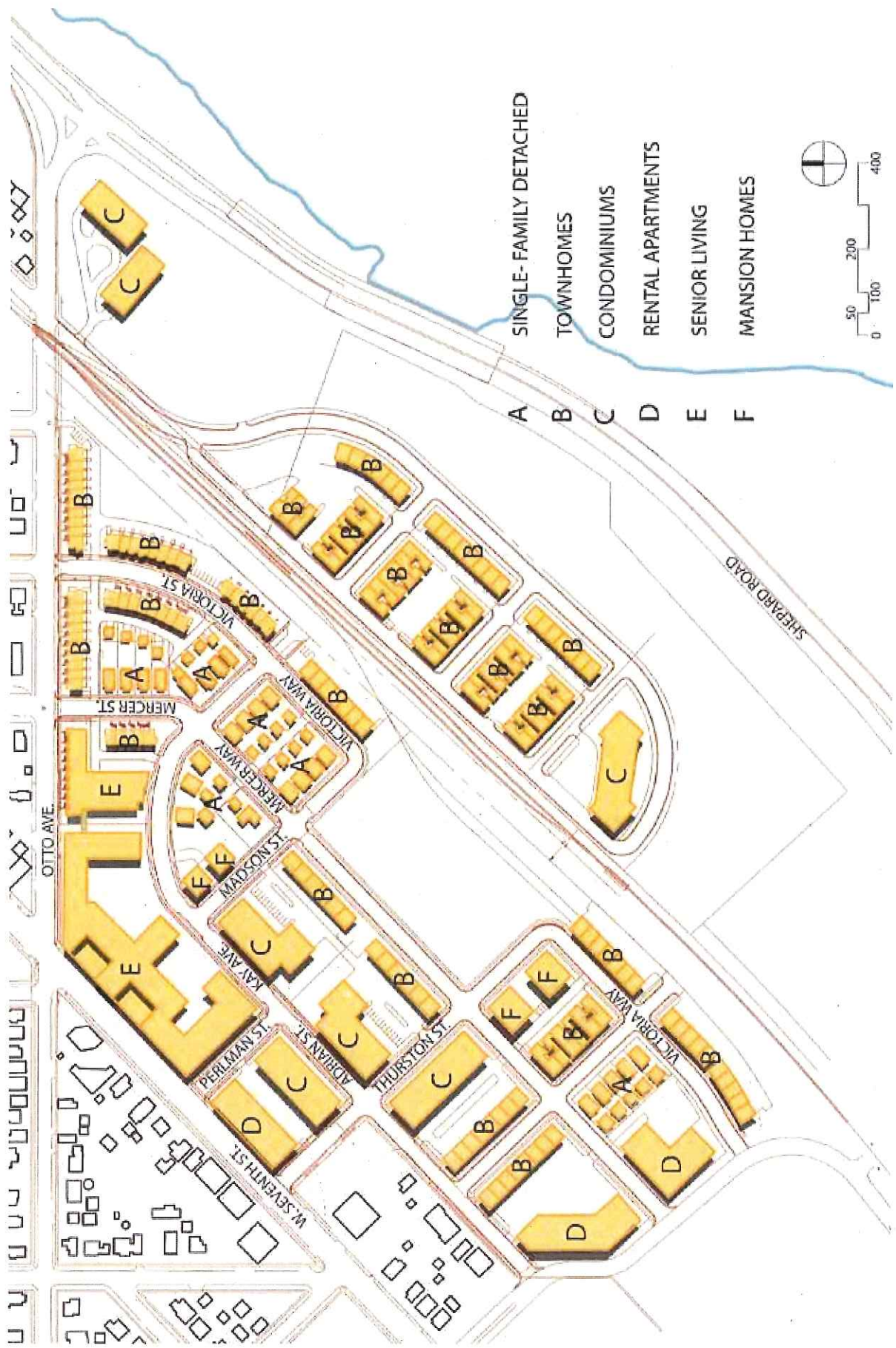
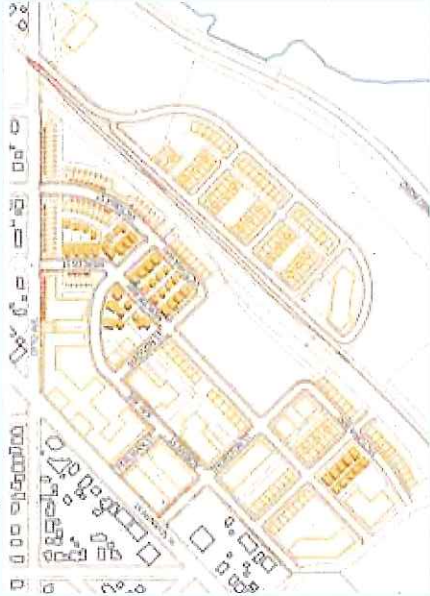


Plate 7
 Building Type

Single-Family Detached



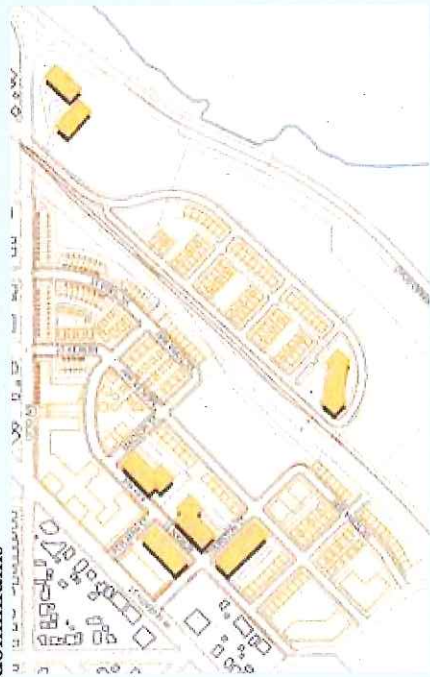
These homes will resemble the traditional single-family homes in Saint Paul's existing neighborhoods. Exterior building materials will be predominantly masonry. Off-street parking will be provided in garages; larger garages may have accessory units above them.

Townhomes



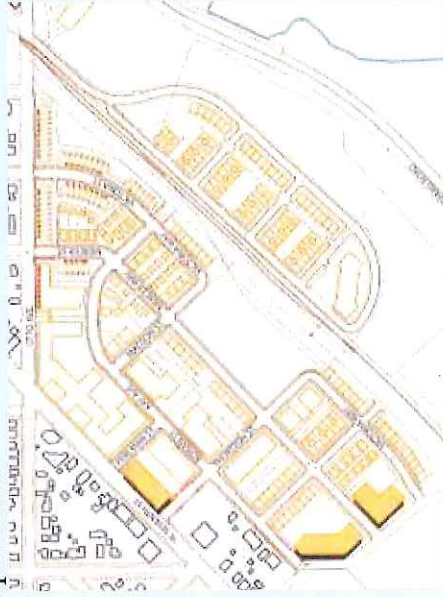
These homes will be attached ownership units with individual entries for each unit. Stairs will go directly from the sidewalk to the front door, and will be part of a small landscaped front yard. The higher-density townhomes along the bluff will have balconies and outdoor courtyards. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation. Tuck-under at-grade parking will be provided.

Condominiums



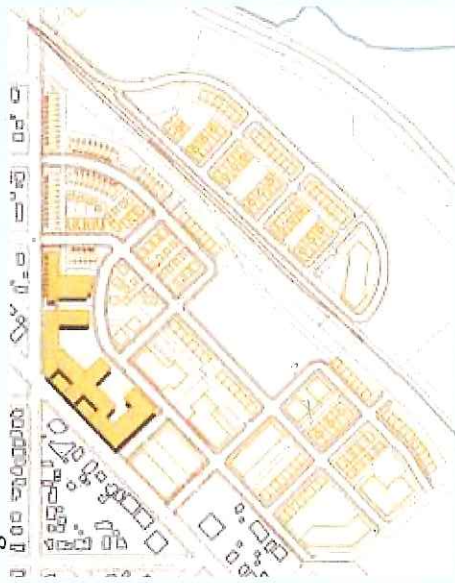
These buildings will contain ownership units with a common entry. Balconies and large window openings will help identify individual units. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation. Parking will be provided underneath each building.

Rental Apartments



These buildings will contain both affordable and market-rate units. They will provide smaller units, 800-1200 square feet. Elevator access will be provided to all floors, including the underground parking. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation.

Senior Living



These buildings will offer a range of housing choice from independent living to assisted living to nursing home care. They will be 3-4 stories in height and vertical in orientation, with elevator access to all floors (including parking). The first floor will have a more storefront appearance on W. 7th Street. Resident parking will be provided underground, while a small amount of guest and employee parking will be provided behind the building. Exterior building materials will be predominantly brick.

Victoria Park Master Plan

April 2007

Mansion Homes



These buildings will resemble large single-family structures, but will include 5-8 units per building. They will be 2-3 stories in height with a common entry and interior entries to each unit. Exterior building materials will be predominantly brick, stone and stucco. Parking will be provided underneath each building.

Plate 7c Building Type

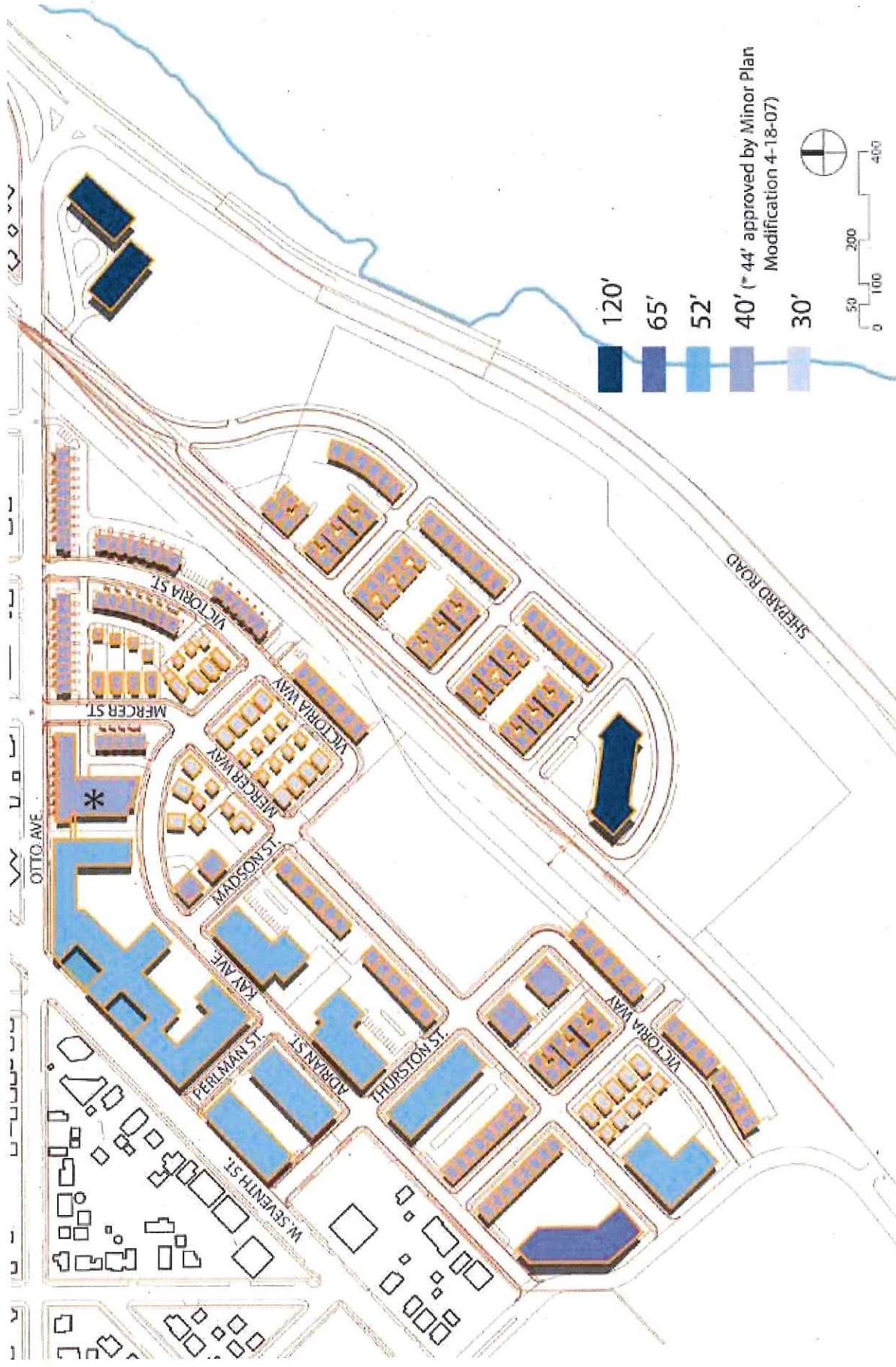
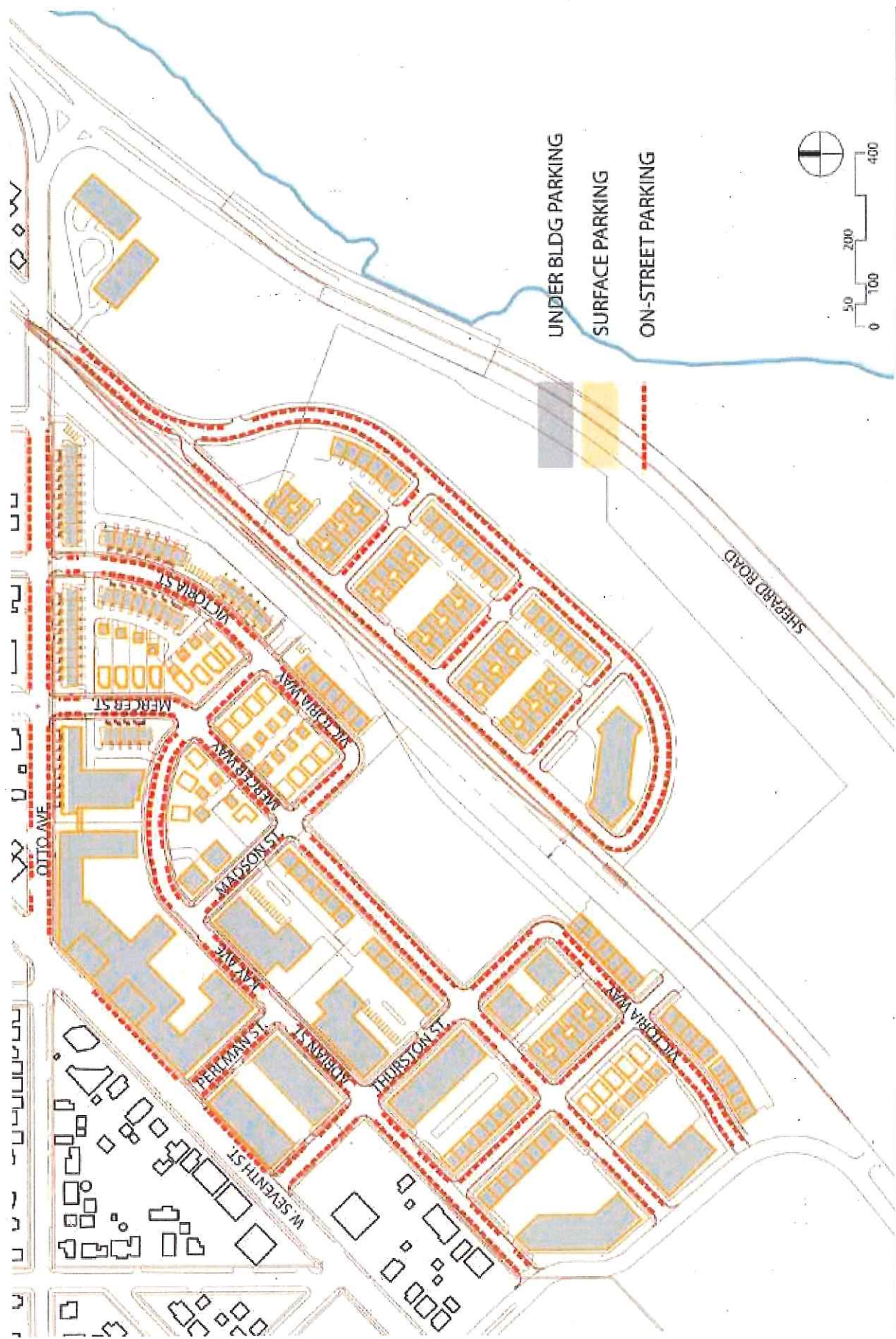
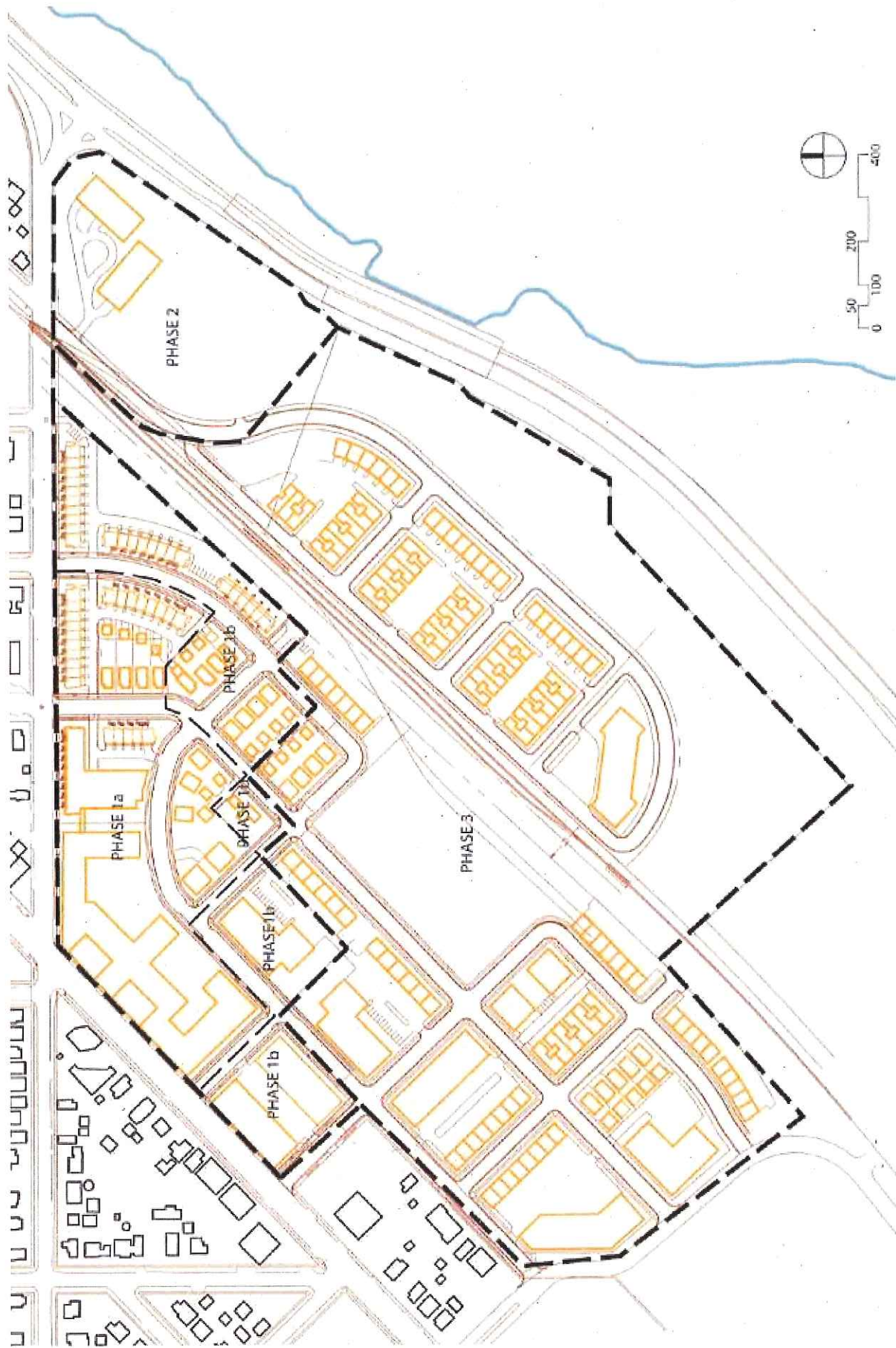


Plate 8
Maximum Building Heights





**Plate 10
Illustrative Plan**



Council File # 05-456

Ordinance # _____

Green Sheet # 3026474

ORDINANCE
CITY OF SAINT PAUL, MINNESOTA

44

Presented By _____

Referred To _____ Committee: _____ Date _____

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**An Ordinance Amending Chapter 60 of the
Saint Paul Legislative Code Pertaining to
Zoning for the City of Saint Paul
with Changes to the Zoning Map for Victoria Park Urban Village**

WHEREAS, the Saint Paul Housing and Redevelopment Authority, File #05-093-694, has applied for a Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood District with Master Plan under the provisions of §66.314, §66.343, §66.344, §66.345(b), and §61.801(b) of the Saint Paul Legislative Code, on property located at the southeast corner of W. 7th Street and Otto Avenue, Parcel Identification Numbers (PIN) 14-28-23-21-0001, 14-28-23-21-0039, 14-28-23-12-0004, 14-28-23-12-0014, 14-28-23-12-0015, and 14-28-23-12-0016 (see file for legal descriptions); and

WHEREAS, the Zoning Committee of the Planning Commission, on May 12, 2005, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §64.300 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, recommended at its meeting of May 20, 2005 that the City Council approve the rezoning and adopt the Victoria Park Master Plan; and

WHEREAS, notice of public hearing before the City Council on said rezoning was duly published in the Legal Ledger on May 7, 2005, and notices were duly mailed to property situated wholly or partly within 350 feet of the property to be rezoned; and

WHEREAS, a public hearing was held before the City Council on June 1, 2005, at which all interested parties were given an opportunity to be heard, and the Council considered all the facts and recommendations concerning the proposed rezoning; now, therefore

THE COUNCIL OF THE CITY OF SAINT PAUL DOES ORDAIN:

Section 1.

PUBLISHED
JUN 27 '05

That the zoning map of the City of Saint Paul, Sheet #35, as incorporated by reference in §60.301 of the Saint Paul Legislative Code, as amended, is hereby further amended as follows:

That the properties on the southeast corner of W. 7th Street and Otto Avenue, being more particularly described as follows:
PIN# 14-28-23-21-0039: That part of Tract B, Registered Land Survey No. 330, files of the Registrar of Titles, Ramsey County, Minnesota, lying westerly of a line described as commencing at the southwest corner of said Tract B; thence North 89 degrees 51 minutes 00 seconds East, assumed bearing, along the south line of said Tract B, a distance of 1155.04 feet to an angle point in said south line and

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being the point of beginning of th line to be described; thence North 42 degrees 23 minutes 00 seconds East, along a south line of said Tract B, a distance of 300.60 feet to an angle point; thence continuing North 42 degrees 23 minutes 00 seconds East, along the Northeasterly extension of the last described line, a distance of 636.58 feet to the northerly line of said Tract B, and said line there terminating.

50 PIN# 14-28-23-12-0016

That part of Tract B, Registered Land Survey No. 330, files of the Registrar of Titles, Ramsey County, Minnesota , lying easterly of a line described as commencing at the southwest corner of said Tract B; thence North 89 degrees 51 minutes 00 seconds East, assumed bearing, along the south line of said Tract B, a distance of 1155.04 feet to an angle point in said south line and being the point of beginning of th line to be described; thence North 42 degrees 23 minutes 00 seconds East, along a south line of said Tract B, a distance of 300.60 feet to an angle point; thence continuing North 42 degrees 23 minutes 00 seconds East, along the Northeasterly extension of the last described line, a distance of 636.58 feet to the northerly line of said Tract B, and said line there terminating.

61 PIN# 14-28-23-12-0014

Lot 3, Block 1, Riverside Addition No. 2 (Abstract Property)

62 PIN# 14-28-23-12-0015

Lots 4 and 5, in Block 1, Riverside Addition No. 2 (Torrens Property)

63 PIN# 14-28-23-12-0004

Parcel 1: Lot 6, Block 1, Riverside Addition No. 2
Parcel 2: That part of Government Lot 1, Section 14, Township 28, Range 23, described as follows: Commencing at the most Westerly corner of Lot 6, Block 1, Riverside Addition No. 2; thence East along the North Line of said Lot, 80.82 feet; thence North at a right angle a distance of 20 feet to the South line of Otto Avenue; thence West along the South line of Otto Avenue a distance of 80.82 feet; thence South at right angle, a distance of 20 feet to the point of beginning, according to the United State Government Survey thereof and situated in Ramsey County, Minnesota.

74 be and are hereby rezoned from I3 to TN3(M); and

75
76 That the property on the southeast corner of W. 7th Street and Otto Avenue, being more particularly
77 described as follows:

78 PIN# 14-28-21-21-0001 Tract A, Registered Land Survey No. 330, Ramsey County, Minnesota

79 be and is hereby rezoned from B3 to TN3(M).

80
81 That the Victoria Park Master Plan is hereby adopted.

82
83 Section 2.

84
85 This ordinance shall take effect and be in force thirty (30) days from and after its passage, approval and
86 publication.

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05-456

This page of Council Green sheet # 3026474 pertaining to rezoning P.I.N. #'s 14-28-23-21-0001, 14-28-23-21-0039, 14-28-23-12-0004, 14-28-23-12-0014, 14-28-23-12-0015 and 14-28-23-12-0016, left blank intentionally.

R 5-16-05

PUBLISHED

JUN 27 '05

	Yeas	Nays	Absent
Benanav	/		
Bostrom	/		
Harris	/		
Helgen	/		
Lantry	/		
Montgomery	/		
Thune	7	0	0

Requested by Department of:

Planning & Economic Development

By:

[Signature]

Approved by Financial Services

By:

Adopted by Council: Date June 8, 2005

Adoption Certified by Council Secretary

By:

[Signature]

Form Approved by City Attorney

By:

[Signature] 5-16-05

Approved by Mayor: Date 6-9-05

By:

[Signature]

Approved by Mayor for Submission to Council

By:

[Signature]

05-456



Green Sheet Green Sheet Green Sheet Green Sheet Green Sheet Green Sheet

Green Sheet NO: 3026474

Department/office/council: PE - Planning & Economic Development	Date Initiated: 16-MAY-05
---	-------------------------------------

Contact Person & Phone: Lucy Thompson 266-8578
Must Be on Council Agenda by (Date): 01-JUN-05

➔

**Assign
Number
For
Routing
Order**

	Department	Sent To Person	Initial/Date
0	Planning & Economic Development	Department Director	AL 5/16
1	City Attorney	City Attorney	PR 5-16-05
2	Mayor's Office	Mayor/Assistant	
3	Council		

Total # of Signature Pages 1 (Clip All Locations for Signature)

Action Requested:
Approval of ordinance to rezone a portion of the Victoria Park Urban Village (Koch Mobil site) from I3 Restricted Industrial and B3 General Business to TN3(M) Traditional Neighborhood with a Master Plan, and adoption of the Victoria Park Master Plan.

Recommendations: Approve (A) or Reject (R):

 A Planning Commission

 CIB Committee

 Civil Service Commission

Personal Service Contracts Must Answer the Following Questions:

1. Has this person/firm ever worked under a contract for this department?
Yes No
2. Has this person/firm ever been a city employee?
Yes No
3. Does this person/firm possess a skill not normally possessed by any current city employee?
Yes No

Explain all yes answers on separate sheet and attach to green sheet

Initiating Problem, Issues, Opportunity (Who, What, When, Where, Why):
The Brewery/Ran-View Small Area Plan, adopted by the City Council in 2000 as an amendment to the Comprehensive Plan, calls for redevelopment of the Koch Mobil site into a mixed-use urban village. This action will put the proper zoning in place and adopt the Victoria Park Master Plan, required when a parcel 15 acres or larger is rezoned to TN3.

Advantages if Approved:
The site will be redeveloped consistent with the City's and community's vision for a mixed-use urban village reconnected to the neighborhood and Mississippi River.

Disadvantages if Approved:
None.

Disadvantages if Not Approved:
The proper zoning will not be in place to facilitate first-phase development of the site consistent with the community's and City's vision.

Total Amount of Transaction: 0	Cost/Revenue Budgeted:	RECEIVED MAY 16 2005 MAYOR'S OFFICE
Funding Source:	Activity Number:	
Financial Information: (Explain)		

45
05-456

CITY OF SAINT PAUL
Randy C. Kelly, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

May 16, 2005

Ms. Mary Erickson
City Council Research Office
Room 310 City Hall
Saint Paul, Minnesota 55102

I would like to confirm that a public hearing before the City Council is scheduled for Wednesday, June 1, 2005 for the following rezoning:

Zoning File: # 05-093-694
Applicant: Saint Paul Housing and Redevelopment Authority
Address: Southeast corner of W. 7th Street and Otto Avenue
Legal description: See file
Purpose: Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood with Master Plan

Staff Recommendation: Approval
District Council: Approval
Zoning Committee Recommendation: Approval, vote: Unanimous
Support: One person spoke in support, two letters were received in support (one with concerns)
Opposition: None
Planning Commission Recommendation: To be determined May 20, 2005

My understanding is that this public hearing request will appear on the agenda for the May 18, 2005 City Council meeting (as a first reading), and that you will publish notice of the public hearing in the Saint Paul Legal Ledger. Please call me at 266-6578 if you have any questions.

Sincerely,

Lucy Thompson
Senior Planner

cc: Zoning File #05-093-694
Applicant: Saint Paul Housing and Redevelopment Authority (Vict
City Council Members
District Council: W. 7th/Fort Road Federation (District 9)
Wendy Lane
Larry Soderholm
Allan Torstenson
Peter Warner

NOTICE OF PUBLIC HEARING

The Saint Paul City Council will conduct a public hearing on Wednesday, June 1, 2005, at 5:30 p.m. in the City Council Chambers, Third Floor, City Hall, 15 West Kellogg Boulevard, to consider the application of the Saint Paul Housing and Redevelopment Authority to rezone property at the Southeast corner of West 7th Street and Otto Avenue from B3 (General Business) and I3 (Restricted Industrial) to TN3(M) (Traditional Neighborhood with Master Plan).

Dated: May 17, 2005
MARY ERICKSON,
Assistant City Council Secretary
ST. PAUL LEGAL LEDGER
22097645



05-456



CITY OF SAINT PAUL
Randy C. Kelly, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile 651-228-3220

May 16, 2005

Ms. Mary Erickson
City Council Research Office
Room 310 City Hall
Saint Paul, Minnesota 55102

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Traditional Neighborhood with Master Plan

Staff Recommendation: Approval
District Council: Approval
Zoning Committee Recommendation: Approval, vote: Unanimous
Support: One person spoke in support, two letters were received in support (one with concerns)
Opposition: None
Planning Commission Recommendation: To be determined May 20, 2005

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Sincerely,

Lucy Thompson
Senior Planner

cc: Zoning File #05-093-694
Applicant: Saint Paul Housing and Redevelopment Authority (Victoria Park)
City Council Members
District Council: W. 7th/Fort Road Federation (District 9)
Wendy Lane
Larry Söderholm
Allan Torstenson
Peter Warner

city of saint paul
planning commission resolution
file number _____
date _____

DRAFT -
will be considered
by the planning
commission on
May 20, 2005.

WHEREAS, the Saint Paul Housing and Redevelopment Authority, File #05-093-694, has applied for a Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood District with Master Plan under the provisions of §66.314, §66.343, §66.344, §66.345(b), and §61.801(b) of the Saint Paul Legislative Code, on property located at the southeast corner of W. 7th Street and Otto Avenue, Parcel Identification Numbers (PIN) 14-28-23-21-0001, 14-28-23-21-0039, 14-28-23-12-0004, 14-28-23-12-0014, 14-28-23-12-0015, and 14-28-23-12-0016 (see file for legal descriptions); and

WHEREAS, the Zoning Committee of the Planning Commission, on May 12, 2005, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §64.300 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The Saint Paul Housing and Redevelopment Authority (HRA) has applied to rezone a portion of the Victoria Park Urban Village to TN3(M). The entire site, commonly referred to as the Koch Mobil site, comprises approximately 65 acres. The approximately 30 acres being proposed for rezoning at this time is either owned or under purchase agreement by the HRA. ExxonMobil is challenging the HRA's condemnation of the remaining approximately 35 acres, so that portion of the site is not being proposed for rezoning at this time. It is the HRA's intention to pursue rezoning once it takes possession of the ExxonMobil property.
2. The predominant zoning on the site is I3, with a small amount of B3 zoning at the intersection of W. 7th and Otto. The area east of the Canadian Pacific Railroad tracks is within the RC4 River Corridor Urban Diversified Overlay District. The proposed rezoning will not affect the RC4 designation.
3. The *Brewery/Ran-View Small Area Plan*, adopted as an amendment to the Comprehensive Plan by the City Council in 2000, recommends that the Koch Mobil site be redeveloped with a mix of residential and commercial/office uses. The Plan recommends that a mix of housing

moved by _____
seconded by _____
in favor _____
against _____

types be provided; that the neighborhood be pedestrian-oriented and heavily-landscaped; and that the site be connected to the rest of the neighborhood, city and region. In addition, the Plan recommends that a 40-acre study be conducted to facilitate redevelopment of the site with a mix of housing and neighborhood-scale commercial uses.

4. The *Fort Road Corridor Development Plan*, adopted as an amendment to the Comprehensive Plan by the City Council in 2005, endorsed the recommendations in the *Brewery/Ran-View Small Area Plan*, and initially recommended rezoning of the entire Koch Mobil site to TN3(M). The plan was eventually adopted without the rezoning recommendation, due to legal issues in play at the time.
5. The *Land Use Plan* supports redevelopment of the Koch Mobil site as a mixed-use urban village (and, by inference, rezoning to TN3). Objectives 5.1, 5.2, 5.3, 5.4 and 5.5 speak to urban village development in existing neighborhoods. In fact, the Koch Mobil site is specifically identified as a potential housing development site in Figure 1, page 31. Objective 6.5 identifies the W. 7th Street Corridor as one of seven corridors along which new development will occur within the next 10 years. The Koch Mobil site is identified as a "development opportunity" along the corridor.
6. An *Environmental Assessment Worksheet (EAW)* was prepared for the site in 2004. In February 2005, the Director of the Department of Planning and Economic Development made a negative declaration regarding the need for an Environmental Impact Statement, finding that the information provided in the EAW is accurate and complete, and that there are no potential environmental impacts that warrant further analysis as part of the EAW process.
7. The intent of the TN3 District is to provide for higher-density pedestrian- and transit-oriented mixed-use development. It is designed for redevelopment on sites that are large enough to support a mix of uses; a mix of housing types and prices; a system of interconnected streets and paths for cars, transit, bicycles and pedestrians; and a system of open spaces that serve the new neighborhood. Victoria Park will include all of these components, as indicated in the Master Plan.
8. The past use of the Koch Mobil site left it contaminated, and it was a blight on the neighborhood while it sat vacant for many years. The proposed rezoning to TN3 will allow redevelopment that is compatible with and connected to the adjacent neighborhood, sensitive to its location along the Mississippi River, transit-oriented, and accepting of a wide range of household types and sizes.
9. Sec. 66.343 of the Zoning Code contains 24 design standards that apply to development within the TN3 District. Between the Victoria Park Master Plan and Victoria Park Design Guide, all of these standards will be met.
10. Sec. 66.344 of the Zoning Code contains the elements that are required in TN3 districts. Plate 6 of the Victoria Park Master Plan shows where these areas are located.
11. Sec. 66.345(b) of the Zoning Code contains the requirements for a master plan when a proposed TN3 district is 15 acres or greater in size. The Victoria Park Master Plan submitted with the rezoning application meets the requirements.

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission recommends to the City Council that the application of the Saint Paul Housing and Redevelopment Authority for a Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood District with Master Plan in order to construct the Victoria Park Urban Village at the southeast corner of W. 7th Street and Otto Avenue be approved; and

BE IT FURTHER RESOLVED, that the Planning Commission recommends to the City Council adoption of the Victoria Park Master Plan.

MINUTES OF THE ZONING COMMITTEE
Thursday, May 12, 2005 - 3:30 p.m.
City Council Chambers, 3rd Floor
City Hall and Court House
15 West Kellogg Boulevard

PRESENT: Alton, Anfang, Johnson, Kramer, Mejia and Morton

STAFF: Carol Martineau, Lucy Thompson, Allen Torstenson and Peter Warner

EXCUSED: Donnelly-Cohen, Faricy, Gordon

The meeting was chaired by Commissioner Morton.

Victoria Park- 05-093-694 - Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood with Master Plan. SE corner of W. 7th & Otto.

Lucy Thompson presented the staff report with a recommendation of approval for the Rezoning and adoption of the Master Plan. Lucy Thompson also stated District 9 recommends approval, and there were 2 letters in support, with one voicing some concerns but not outright opposition.

Commissioner Anfang commented that this project will create a great neighborhood. At his inquiry, Ms. Thompson explained that the exact nature of the way the new neighborhood will connect to the Mississippi River/Shepard Road is unknown at this time, but that Otto Avenue has been identified as the appropriate location for sidewalks and bike lanes. She went on to explain that underground parking has been planned, with some parking for guests above ground. Mr. Anfang also inquired about the preference for masonry on single-family homes, saying that many Saint Paul neighborhoods are not predominantly masonry. Ms. Thompson stated that other materials may be used, but that specific plans for single-family buildings are not complete. As with other master plans, modifications may be necessary in several areas to accommodate market and other conditions as the neighborhood evolves.

Linda Donaldson, Brighton Development Corporation, the master developer for the site, spoke in favor of the rezoning and adoption of the master plan. She explained that they have been working with the W. 7th/Fort Road Federation for more than 10 years on this site.

The public hearing was closed.

Commissioner Matt Anfang moved approval of the Rezoning and adoption of the Victoria Park Master Plan, as per the staff recommendation. Commissioner Matthew J. Mejia seconded the motion.

The motion passed by a vote of 5-0

Adopted Yeas - 5 Nays - 0 Abstained - 0

Drafted by:

Submitted by:

Approved by:

Carol Martineau
Recording Secretary



Lucy Thompson
Zoning Section

Gladys Morton
Chair

05-456



West 7th/Fort Road Federation
974 West 7th Street
Saint Paul, Minnesota 55102
(612) 298-5599

May 2, 2005

Ms. Lucy Thompson
PED
25 West 4th Street
Saint Paul, Minnesota 55102

Re: Victoria Park Master Plan

Dear Lucy,

The Federation supports the Victoria Park Master Plan.

Sincerely,

Ed Johnson

05-456

Lucy Thompson - Victoria Park Master Plan

From: "Andrea Weber" <AWeber@ci.shakopee.mn.us>
To: <lucy.thompson@ci.stpaul.mn.us>
Date: 5/9/2005 10:56:47 AM
Subject: Victoria Park Master Plan
CC: <ward2@ci.stpaul.mn.us>

Ms. Thompson,

I am writing to provide comments on the Victoria Park Master Plan, Plate 10 Illustrative Plan. My family resides at 795 Butternut, which is at the north side of Otto, near Shepard Road. Our alley enters and exits onto Otto, as does our street. Though I have not seen the complete master plan, and would like a copy of it to review further, I do have several comments which are evident from the illustrative plan mailed out.

My biggest concern is the fact that the road access which services 53 town homes and condos along with three apartment buildings (with an undisclosed number of units), has only **one access** in and out. This access onto Otto Street is very close to the entrance to our alley and street. There is a rail road crossing, and a lighted intersection right nearby. Even without knowing the exact number of units, this seems like a **proposed traffic nightmare** as well as a **very unsafe situation**. I am not familiar with the zoning code in St. Paul, but in most other cities, this would be an over-length cul-de-sac and would not be allowed due to its length alone, regardless of its very high density. From a resident's perspective, there are already times when the train is crossing, and the traffic light is red where we have no way out from our house in an emergency, as the train cuts off several streets to the north and traffic off of Shepard backs up when the train is crossing. I also believe that due to the potential congestion, more people would try to cut through our alley to try to dodge the train. Traffic speeds through our alley is already too fast and we have a small child. On top of that, our street, Butternut Ave, is a one way, exiting onto Otto. There are already many people who drive into the "do not enter" end near Otto and drive the wrong way. The width of the road in front of our house is only two lanes wide, and if someone is parked in front of our house, there is not room for two cars to pass in opposite directions. We have already had car damage to our vehicle while it was parked in front of our house. In an earlier master plan, there was another rail crossing shown within the development, so that cars could drive up to West Seventh to spread out the traffic impact, but in the current plan, there is only one exit. I think this is an unacceptable design, given the density, safety and traffic concerns. If another crossing cannot be agreed upon with the rail road, I do not think this proposed number of units should be allowed. This 1-block stretch of Otto already is a confusing area; this plan would make it infinitely worse. The traffic in this area deserves more study on how to improve the problems that already exist, before adding a substantial new one to the pot.

My second concern is related to the apartments shown nearest to Otto and Shepard (and also the apartments at the end of the Cul-de-sac to a lesser extent). In the earlier neighborhood meeting we attended, the Architects from ESG, stated that these building were proposed to be 10-15 stories. I spoke out against this at the meeting. I am very concerned about this building height in this location. The letter attached to the plan sent to residents, states that additional CUP's and variances for some of the maximum building heights, **will be** needed. Our house, which is a 2-story structure, is visible from the water (if the trees were removed from the south side), and it is farther from the bluff than the proposed buildings. I would like to see a section drawing from the river, through these buildings to see how much visual intrusion they would cause to the river, though I don't know that a section would even show the impact, as the ravine to the old docking area is at a diagonal. A building of almost any height would likely have a big visual impact. I don't believe allowing this follows the intent of riverfront development as in the St. Paul on the Mississippi Development Framework Executive Summary. This is a very critical location, from a landscape perspective. Since the plan mailed out does not indicate the height of these buildings or the number of units, I am concerned that the developer is still proposing a tall building here, and the city is going along with it, and I believe this would be a huge mistake. I think the area nearest the bluff should be reserved for single family, 2 story maximum structures, and all taller buildings should be along West Seventh, where they will not be a visual detraction from the river.

My third concern is noise. Traffic noise from Shepard Road is already almost unbearable at rush hours (and I would guess exceeds MPCA noise standards) and would increase with this development. Though I understand this traffic increase is inevitable, I ask when the road design on Shepard is going to be changed? I have heard that there is a "parkway" design proposed by Mayor Kelly, and I think that this is a must for all the existing residents of Butternut and Stewart, who are the most impacted by noise, of any residents near Shepard. As a Landscape Architect, I know that relatively simple changes, like adding a bituminous wear course to the existing grooved concrete road surface, as well as lowering the speed limit, could cut the noise dramatically, with relatively little expense. Can any of this cost be contributed by the developer? How long would it take the city to take any action on this? I think this issue could ameliorate some of the other effects of added traffic and such that the Victoria Park development will impose on existing residents and this is a fair question to ask of the developer and the city.

Overall, I support this development and welcome the addition of new housing, new neighbors and especially a new space; we do not have a park within easy walking distance for our son to play at. However, I am very concerned at the changes in traffic access and the still unclear question of how tall the buildings closest to the bluff edge will be and the possible increase of

traffic noise. The decisions that are made for this development will have a huge impact (possibly forever) on the aesthetic quality of the river, which is of utmost importance to the image of the city, and I hope the importance of these issues is well understood before they are approved. I live here because of the river views, the landscape is my life's work, and I hope that the decision makers will stand up for what is right for the river, and those who live by and care for it already.

Thanks for the opportunity to comment on this process.

Sincerely,

Andrea S. Weber, R.L.A., A.S.L.A.
Park and Recreation Landscape Architect
795 Butternut Avenue
St. Paul, MN 55102

Phone. W-952-233-9511
H-651-312-1202
Fax. 952-233-3831

05-456



PETITION TO AMEND THE ZONING CODE

Department of Planning and Economic Development
Zoning Section
1400 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1634
(651) 266-6589

Zoning office use only

File # 05-093694

Fee 8500.00

Tentative Hearing Date 5/12/05

PO=9

5/12/05

APPLICANT

Property Owner ST. PAUL HOUSING & REDEVELOPMENT AUTHORITY

Address 25 W. 4th Street

City Saint Paul St. MN Zip 55102 Daytime Phone 651-266-6694

Contact Person (if different) Joan Trulsen Phone _____

PROPERTY LOCATION

Address / Location W. 7th & Otto, generally

Legal Description see attached

Current Zoning B3, I3, RCA

(attach additional sheet if necessary)

TO THE HONORABLE MAYOR AND CITY COUNCIL:

Pursuant to Section 64.400 of the Saint Paul Zoning Ordinance and to Section 462.357(5) of Minnesota Statutes,

HRA

HRA, owner of land proposed for rezoning, hereby petitions you to rezone the above described property from a B3 and I3 zoning district to a TN3(M)

zoning district, for the purpose of:

redevelopment as a mixed-use urban village (Victoria Park), including new streets, 850+ housing units, 5,000 sq ft commercial space, and public and private green space. The area proposed for rezoning at this time comprises approximately 30 acres. Eventually, the entire Victoria Park neighborhood will be rezoned to TN3. The Victoria Park Master Plan covers the entire project area, approximately 75 acres.

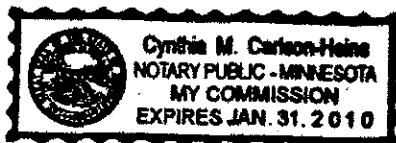
(attach additional sheet(s) if necessary)

Attachments as required: Site Plan Consent Petition Affidavit TN3 Master Plan

Subscribed and sworn to before me this 20th day of April, 2005.

By: [Signature]
Fee Owner of Property
Title: Executive Director

Cynthia M. Carlson-Heins
Notary Public



05-456

Legal Descriptions

Koch site (approximately 22 acres)

That part of Tract B, Registered Land Survey No. 330, files of the Registrar of Titles, Ramsey County, Minnesota, lying westerly of a line described as commencing at the southwest corner of said Tract B; thence North 89 degrees 51 minutes 00 seconds East, assumed bearing, along the south line of said Tract B, a distance of 1155.04 feet to an angle point in said south line and being the point of beginning of the line to be described; thence North 42 degrees 23 minutes 00 seconds East, along a south line of said Tract B, a distance of 300.60 feet to an angle point; thence continuing North 42 degrees 23 minutes 00 seconds East, along the Northeasterly extension of the last described line, a distance of 636.58 feet to the northerly line of said Tract B, and said line there terminating.

PIN# 14-28-23-21-0039

Koch site (approximately 7 acres)

That part of Tract B, Registered Land Survey No. 330, files of the Registrar of Titles, Ramsey County, Minnesota, lying easterly of a line described as commencing at the southwest corner of said Tract B; thence North 89 degrees 51 minutes 00 seconds East, assumed bearing, along the south line of said Tract B, a distance of 1155.04 feet to an angle point in said south line and being the point of beginning of the line to be described; thence North 42 degrees 23 minutes 00 seconds East, along a south line of said Tract B, a distance of 300.60 feet to an angle point; thence continuing North 42 degrees 23 minutes 00 seconds East, along the Northeasterly extension of the last described line, a distance of 636.58 feet to the northerly line of said Tract B, and said line there terminating.

PIN# 14-28-23-12-0016

West Seventh Auto Sales (approximately .42 acres)

Tract A, Registered Land Survey No. 330, Ramsey County, Minnesota

PIN# 14-28-21-21-0001

0 Butternut (approximately .09 acres)

(Abstract Property)

Lot 3, Block 1, Riverside Addition No. 2

PIN# 14-28-23-12-0014

(Torrens Property)

Lots 4 and 5, in Block 1, Riverside Addition No. 2

PIN# 14-28-23-12-0015

764 Otto (approximately .33 acres)

Parcel 1: Lot 6, Block 1, Riverside Addition No. 2

Parcel 2: That part of Government Lot 1, Section 14, Township 28, Range 23, described as follows: Commencing at the most Westerly corner of Lot 6, Block 1, Riverside Addition No. 2; thence East along the North Line of said Lot, 80.82 feet; thence North at a right angle a distance of 20 feet to the South line of Otto Avenue; thence West along the South line of Otto Avenue a distance of 80.82 feet; thence South at right angle, a distance of 20 feet to the point of beginning, according to the United State Government Survey thereof and situate in Ramsey County, Minnesota.

PIN# 14-28-23-12-0004

ZONING COMMITTEE STAFF REPORT

FILE # 05-093-694

1. **APPLICANT:** HRA (Victoria Park Urban Village) **HEARING DATE:** May 12, 2005
2. **TYPE OF APPLICATION:** Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood with Master Plan.
3. **LOCATION:** SE corner of W. 7th & Otto
4. **PIN & LEGAL DESCRIPTION:** 14-28-23-21-0001, 14-28-23-21-0039, 14-28-23-12-0004, 14-28-23-12-0014, 14-28-23-12-0015, 14-28-23-12-0016. See file for legal descriptions.
5. **PLANNING DISTRICT:** 9 **EXISTING ZONING:** B3, I3, RC4
6. **ZONING CODE REFERENCE:** §66.314, §66.343, §66.344, §66.345(b), §61.801(b)
7. **STAFF REPORT DATE:** April 29, 2005 **BY:** Lucy Thompson
8. **DATE RECEIVED:** April 21, 2005 **DEADLINE FOR COMMISSION ACTION:** June 20, 2005
-

- A. **PURPOSE:** Rezoning from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood with Master Plan.
- B. **PARCEL SIZE:** Approximately 30 acres
- C. **EXISTING LAND USE:** Vacant land
- D. **SURROUNDING LAND USE:**
 North: Commercial (along W. 7th Street)
 East: Residential
 South: Shepard Road and Mississippi River
 West: Light industrial and commercial
- E. **ZONING CODE CITATION:** §66.314, §66.343, §66.344, §66.345(b) all deal with various elements of the TN3 District, including intent, design standards, required elements, and required master plan for districts 15 acres or greater in size. §61.801(b) provides for changes to the zoning of property initiated by the property owner.
- F. **HISTORY/DISCUSSION:** Previous history on the site includes approvals for a registered land survey (2003), lot splits (2004) and combined plat (2004)
- G. **DISTRICT COUNCIL RECOMMENDATION:** The W. 7th/Fort Road Federation (District 9) supports the rezoning and adoption of the Victoria Park Master Plan.
- H. **FINDINGS:**
1. The Saint Paul Housing and Redevelopment Authority (HRA) has applied to rezone a portion of the Victoria Park Urban Village to TN3(M). The entire site, commonly referred to as the Koch Mobil site, comprises approximately 65 acres. The approximately 30 acres being proposed for rezoning at this time is either owned or under purchase agreement by the HRA. ExxonMobil is challenging the HRA's condemnation of the remaining approximately 35 acres, so that portion of the site is not being proposed for rezoning at this time. It is the HRA's intention to pursue rezoning once it takes possession of the ExxonMobil property.
 2. The predominant zoning on the site is I3, with a small amount of B3 zoning at the intersection of W. 7th and Otto. The area east of the Canadian Pacific Railroad tracks is within the RC4 River Corridor Urban Diversified Overlay District. The proposed rezoning will not affect the RC4 designation.
 3. The *Brewery/Ran-View Small Area Plan*, adopted as an amendment to the Comprehensive Plan by the City Council in 2000, recommends that the Koch Mobil site be redeveloped with

a mix of residential and commercial/office uses. The Plan recommends that a mix of housing types be provided; that the neighborhood be pedestrian-oriented and heavily-landscaped; and that the site be connected to the rest of the neighborhood, city and region. In addition, the Plan recommends that a 40-acre study be conducted to facilitate redevelopment of the site with a mix of housing and neighborhood-scale commercial uses.

4. *The Fort Road Corridor Development Plan*, adopted as an amendment to the Comprehensive Plan by the City Council in 2005, endorsed the recommendations in the *Brewery/Ran-View Small Area Plan*, and initially recommended rezoning of the entire Koch Mobil site to TN3(M). The plan was eventually adopted without the rezoning recommendation, due to legal issues in play at the time.
 5. The *Land Use Plan* supports redevelopment of the Koch Mobil site as a mixed-use urban village (and, by inference, rezoning to TN3). Objectives 5.1, 5.2, 5.3, 5.4 and 5.5 speak to urban village development in existing neighborhoods. In fact, the Koch Mobil site is specifically identified as a potential housing development site in Figure 1, page 31. Objective 6.5 identifies the W. 7th Street Corridor as one of seven corridors along which new development will occur within the next 10 years. The Koch Mobil site is identified as a "development opportunity" along the corridor.
 6. An Environmental Assessment Worksheet (EAW) was prepared for the site in 2004. In February 2005, the Director of the Department of Planning and Economic Development made a negative declaration regarding the need for an Environmental Impact Statement, finding that the information provided in the EAW is accurate and complete, and that there are no potential environmental impacts that warrant further analysis as part of the EAW process.
 7. The intent of the TN3 District is to provide for higher-density pedestrian- and transit-oriented mixed-use development. It is designed for redevelopment on sites that are large enough to support a mix of uses; a mix of housing types and prices; a system of interconnected streets and paths for cars, transit, bicycles and pedestrians; and a system of open spaces that serve the new neighborhood. Victoria Park will include all of these components, as indicated in the Master Plan.
 8. The past use of the Koch Mobil site left it contaminated, and it was a blight on the neighborhood while it sat vacant for many years. *The proposed rezoning to TN3 will allow redevelopment that is compatible with and connected to the adjacent neighborhood, sensitive to its location along the Mississippi River, transit-oriented, and accepting of a wide range of household types and sizes.*
 9. Sec. 66.343 of the Zoning Code contains 24 design standards that apply to development within the TN3 District. Between the Victoria Park Master Plan and Victoria Park Design Guide, all of these standards will be met.
 10. Sec. 66.344 of the Zoning Code contains the elements that are required in TN3 districts. Plate 6 of the Victoria Park Master Plan shows where these areas are located.
 11. Sec. 66.345(b) of the Zoning Code contains the requirements for a master plan when a proposed TN3 district is 15 acres or greater in size. The Victoria Park Master Plan submitted with the rezoning application meets the requirements.
- I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of rezoning of a portion of the Victoria Park Urban Village from B3 General Business and I3 Restricted Industrial to TN3(M) Traditional Neighborhood with Master Plan, along with the attached Victoria Park Master Plan.

05-456

Victoria Park Master Plan



April 21, 2005

Victoria Park Master Plan

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INTRODUCTION

Victoria Park, Saint Paul's newest mixed-use urban village, comprises the Koch and ExxonMobil properties at W. 7th and Otto streets. When completed, the approximately 65 acres will contain nearly 840 units of housing and a small amount of commercial space along a significant transit corridor. Victoria Park will be a pedestrian-friendly, transit-oriented community that provides a range of housing choices and prices; a new neighborhood park; a system of connected neighborhood streets for bicycles, pedestrians and cars; and an improved connection to the Mississippi River. Redeveloping the Koch Mobil site into Victoria Park will "reweave" the urban fabric and reconnect a portion of the community to its neighbors.

BACKGROUND

The Victoria Park Master Plan is the result of several meetings between the City, developer, neighborhood residents, W. 7th/Fort Road Federation and Planning Commission. There is a great deal of consensus that what is being proposed appropriately implements the design guidelines first set out in the Brewery/Ran-View Small Area Plan, and meets the development program of a mixed-use urban village with a range of housing types and prices; a system of interconnected streets to accommodate cars, bikes and pedestrians; and an open space network that takes best advantage of the site's location in the Mississippi River valley.

The Victoria Park Master Plan covers the entire 65 acres of the new urban village, even though the rezoning to TN3 will occur in two phases.

PLANNING PRECEDENTS

This Master Plan has several planning precedents, which are the result of almost ten years of work on the part of neighbors, property owners, City staff, the developer team and other stakeholders. The Brewery/Ran-View Small Area Plan and the Koch Mobil Redevelopment Project Area Plan are summarized below.

Victoria Park Master Plan

Brewery/Ran-View Small Area Plan

In October 2000, the City Council adopted the area plan summary of the Brewery/Ran-View Small Area Plan, which includes the Koch Mobil site. The Plan recommends that the site be developed with a mix of residential and commercial/office uses consistent with the following guidelines:

1. Most of the site should be devoted to the construction of approximately 400-600 new housing units. A limited number of additional units may be accommodated on the site, within the parameters of the guidelines, if project financing requires it. New units should offer a variety of housing types, especially those designed to meet the needs of smaller households; a mix of building designs and construction materials; and a mix of housing prices to accommodate a variety of household incomes. The general goal is to create an economically, demographically and physically diverse community.
2. Neighborhood-scale commercial/office uses should be constructed in the area bounded by W. 7th Street, Otto Avenue and Montreal Circle in a pattern similar to that in the surrounding commercial area. Buildings should be built up to the street, be two-to-three stories in height, and include spaces on the upper floors that may be used for housing and/or office uses. Parking should generally be provided behind buildings or below ground, and all access should be off of W. 7th Street. Approximately 100,000-150,000 square feet should be devoted to the commercial/office space and its related parking, landscaping and access.
3. The design of the entire site should be pedestrian-oriented and heavily-landscaped. The site plan should be defined, as much as possible, by a traditional street grid. Blocks should have alleys

so that garage doors do not face the street. Residential structures should have minimal setback, and landscaping should play an integral role in defining public spaces.

4. The site should be carefully connected with the balance of the neighborhood, city and region. The site's internal circulation system (for pedestrians, cars and bikes) should connect to and facilitate the use of public transit on W. 7th Street. There should be attractive, safe and convenient pedestrian and bicycle connections to the Mississippi River and regional trail system.
5. The community should continue to be involved in advising the Saint Paul Housing and Redevelopment Authority (HRA) and City Council on key issues throughout the redevelopment process, including land use controls, design guidelines and on-going design review. The plan called for a 40-acre study to facilitate redevelopment of the site with a mix of housing and neighborhood-scale commercial uses.

Koch Mobil Redevelopment Project Area Plan

Support for redevelopment of the Koch Mobil site as a mixed-use, medium-to-high density, transit-oriented neighborhood has been reinforced through subsequent planning and urban design efforts. The Koch Mobil Redevelopment Project Area Plan, adopted by the Housing and Redevelopment Authority (HRA) in October 2001, supports the development vision and design guidelines laid out in the Brewery/Ran-View Small Area Plan. The Redevelopment Plan was found to be in conformance with the Saint Paul Comprehensive Plan.

Fort Road Corridor Development Plan

The Fort Road Corridor Development Plan endorses the recommendations of the Brewery/Ran-View Small Area Plan, and adds the following recommendations:

1. An improved pedestrian connection and streetscape along Otto Avenue should include a continuous sidewalk, street trees and pedestrian-scale lighting.
2. As part of the Koch Mobil site redevelopment, there should be enhanced pedestrian connections to W. 7th Street, Shepard Road and the river valley.
3. Although not specifically recommended in the Fort Road Corridor Development Plan due to timing concerns, TN3 was seen as the appropriate new zoning classification for the entire Koch Mobil site. Several of the tenets of TN3 are directly applicable to Victoria Park, and are illustrated in this Master Plan:
 - a. a mix of uses, including residential, commercial, civic and open space, 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 VICTORIA PARK MASTER PLAN

Core Design and Planning Principles

The Master Plan is based on a core set of design and planning principles:

1. The site is urban in character, in terms of block size, block arrangement and density.
2. A connected street network will accommodate pedestrians, cars and bicycles; connect with adjacent streets; and set the urban form of the neighborhood.
3. A central public green is an important gathering place for the neighborhood and fits into a larger system of public and private open spaces (creating the neighborhood's "green structure").
4. There is a range of housing types, prices and styles.
5. The neighborhood is well-designed so that relatively-high densities are provided in medium-rise, human-scaled buildings.
6. Access to the Mississippi River is provided through maintaining view corridors and overlooks, as well as physical access to the regional trail along Shepard Road.
7. Building facades frame public spaces and relate to the street, with parking underground or tucked under the building.
8. Stormwater management is achieved through engineered means to allow for urban densities throughout the site.
9. Environmental remediation is the first step in returning this site to a vibrant mixed-use community.
10. Phasing will occur to maximize market absorption, manage costs, and allow the neighborhood to grow and evolve over time.

Neighborhood Elements

Victoria Park will contain:

1. A street and block system where blocks are generally 300' by 300'.
2. A hierarchy of street types, including primary and secondary neighborhood streets, and alleys. The primary neighborhood streets

will have a 60-foot right-of-way, with 36' curb-to-curb, sidewalks, and parallel parking on both sides of the street. The secondary neighborhood streets will have a 60-foot right-of-way, with 32' curb-to-curb, sidewalks, and parallel parking on one side of the street. Alleys will be 14' wide, and be used for service and parking access. Most alleys will be private. All public streets will have standard lantern-style lighting scaled to the pedestrian.

3. A diverse residential unit mix of several building types (unit numbers approximate):
 - 60 units of senior assisted living
 - 45 units of senior independent living
 - 90-bed nursing home (representing 15 units)
 - 245 market-rate rental apartments
 - 30 units in accessory structures (i.e. garages)
 - 233 condominium units
 - 25 single-family detached units
 - 178 townhome units
 - 20 units in mansion-style buildings
4. An elderly housing campus designed to be urban in character, connected to the street and integrated with the larger neighborhood.
5. 5,000 square feet of retail in a mixed-use building along W. 7th Street.
6. Building heights that range from 2-10 stories. (Note: Some of the maximum building heights planned for the neighborhood will require conditional use permits and variances. The appropriate locations for these buildings is indicated on Plate 7.)
7. A central green, 300' by 600', that will function as a large recreational and gathering space for residents and visitors.
8. A series of smaller green spaces that will be privately owned but connected to the central green.
9. Views of the river valley along public rights-of-way.
10. All required parking provided completely underground; tucked under units (but above-grade); detached from or attached to the

Victoria Park Master Plan

05-456

principal dwelling, but always in the rear of the lot; and on-street.

Victoria Park Design Guide

Saint Paul Riverbluff LLC and the W. 7th/Fort Road Federation jointly prepared a set of infrastructure and architecture design guidelines for use by developers and architects in Victoria Park. The design guidelines are published in *Design Guide: Victoria Park, A St. Paul Riverbluff Neighborhood*, dated October 2004. The Design Guide is premised on three expectations:

1. Victoria Park will be an integrated urban neighborhood, with a cohesive streetscape framed by harmonious, high-quality buildings of various types.
2. Design creativity and a variety of architectural expressions are welcomed and expected.
3. Design solutions should be compatible with the urban context of the neighborhood.

A design committee comprising representatives of the master developer (Saint Paul Riverbluff LLC) and the W. 7th/Fort Road Federation will use the Design Guide to provide feedback during the schematic design phase. The Design Guide contains guidelines for streets and alleys, bike and pedestrian circulation, open space, parking, lighting and signage, building configuration, exterior building materials, fenestration and height. These guidelines are generally consistent with the Traditional Neighborhood District design standards in Sec. 66.343. (Where they are inconsistent or conflict with the TN design standards, the TN design standards will prevail.) It is important to note that the Design Guide is an agreement between the developer and greater W. 7th community, and as such is an important companion document to the Victoria Park Master Plan. The Design Guide has not, however, been formally approved by the City of Saint Paul and is not a part of this Master Plan.

Plan Elements

The Victoria Park Master Plan is primarily a set of illustrative plates that will guide subsequent, more detailed site planning for the new urban village. The plates are:

Plate 1 Community Context

Significant public infrastructure features (streets, railroads, parks, etc.); natural, geographic and topographic features; and major concentrations of residential, industrial and commercial land use are shown. Victoria Park is uniquely situated between the Mississippi River and W. 7th Street corridors. It will be developed in a street and block pattern similar to the existing neighborhoods surrounding it. An active rail line, the Canadian Pacific, runs through the planned neighborhood.

Plate 2 Existing Conditions

Victoria Park is currently a vacant site on a flat plateau on top of the river bluff. A portion of the site has been filled to prepare it for first-phase development. Contamination boundaries are approximate. The Koch Mobil Environmental Assessment Worksheet contains extensive information about the type and location of contamination, and planned remediation activities to meet the Minnesota Pollution Control Agency's requirements. Soil remediation activities are underway and will continue into the future. While some areas will be have permanent use restrictions on them due to contamination (shown in purple), others will be completely remediated over time and will have no use restrictions (shown in orange). All housing sites will be remediated to MPCA standards for residential use. Other site constraints include a utility easement that runs through the site for a regional sanitary sewer line and location within the Mississippi River

Critical Area.

Plate 3 Public Realm

Victoria Park is designed with the same street and block pattern as Saint Paul's traditional urban neighborhoods. All streets are public, with the exception of a private drive to serve the riverbluff condominium tower at the intersection of Otto Avenue and Shepard Road. All public streets will have on-street parking on one or both sides, sidewalks, street trees and historic lantern lighting. Otto Avenue is recommended for an on-street bike lane(s) to connect the neighborhood to the Samuel Morgan Regional Trail along Shepard Road. A central green will be built as a new City park, while bluff space will be privately-owned but accessible to the public. A transit stop is proposed for the corner of W. 7th Street and Otto Avenue.

Plate 4 Street Classification System

There are two types of public streets: 1) primary, which carry through traffic or connect to major arterials on the edge of the neighborhood; and 2) secondary, which provide access to individual housing units. The primary streets run predominantly east-west, are 36' in width (curb-to-curb) and have a 60' right-of-way. The secondary streets run predominantly north-south, are 32' in width (curb-to-curb) and have a 60' right-of-way. All public streets will have on-street parking on one or both sides, sidewalks, street trees and historic lantern lighting. The alley segments allow for a 14-16' drive path. The north-south alley segment on Overlook Drive between Victoria Way and the existing railroad tracks has a 60' right-of-way to eventually accommodate a 32' street that will connect to Overlook Drive east of the tracks.

Plate 5 Public Utilities Plan

City water, sanitary sewer and storm sewer lines will sit within street rights-of-way. A regional sanitary sewer line runs diagonally through the site. Detailed design of city utilities has been done for Phase 1 only; subsequent phases will be designed as development occurs.

Plate 6 General Land Use Areas

Sec. 66.344 of the Zoning Code requires that master plans for TN3 districts of 15 or more acres contain, at a minimum, a mixed residential area and open space areas. They may also contain areas designated as mixed use and edge/transition. This plate identifies where all four of these elements are located in Victoria Park.

Plate 7 Building Type

A range of housing types will be built in Victoria Park, from single-family detached units to higher-density apartments. This range in building type will also provide a range in unit size and price point. Townhomes are the predominant type. All buildings will relate to the street, with individual unit and common building entrances directly from the sidewalk. Precedents are shown for each building type to suggest the general approach to materials, configuration, height and relationship to the street. This plate also shows the areas designated as mixed use, mixed residential, edge and open space (as required in Sec. 66.344).

Plate 8 Building Heights

In conjunction with the range in building types, heights in Victoria Park will range from 2-10 stories, with most buildings in the 2-4-story range. Some of the maximum building heights planned for the neighborhood will require

conditional use permits and variances. This plate simply shows where taller heights are appropriate. In general, taller buildings are planned along W. 7th Street, on the industrial edge to the west and at the edge of the bluff.

Plate 9 Parking Plan

All streets will have on-street parking. The 32'-wide streets will have parking on one side; the 36'-wide streets will have parking on both sides. Off-street parking will be provided in detached garages (for single-family homes), underneath buildings (for condominiums, apartments, senior units and mansion homes) and in tuck-under garages (for townhomes). A small amount of surface parking behind buildings or hidden in the center of a block is indicated for guests and employees.

Plate 10 Illustrative Plan

This plate brings the public realm and building type plates together, and is the essence of the Victoria Park Master Plan. Future land use for the area in blue will be determined once the extent of remediation at this location is established.

Plate 11 Development Phasing Plan

Victoria Park will be built in six phases. Phase 1 has two sub-phases, Phase 2 is one phase, and Phase 3 has three sub-phases. Public improvements will be built on a phased basis, from May 2005 to July 2008. Housing development will begin in August 2005 and be completed in July 2011.

Plan Modifications

Sec. 66.345(c) of the Saint Paul Zoning Code provides for changes to the Victoria Park Master Plan. Minor modifications may be requested by the property owner or developer, and are subject to approval by the Planning Administrator. Minor modifications include, but are not limited to, changes of less than ten percent in land area designated in a specific category, provide such changes are consistent with the intent of the Master Plan.

Major modifications may be requested by the City Council, Planning Commission, or any person having an ownership or leasehold interest in property that is the subject of the proposed modification. They are subject to approval by the City Council following Planning Commission review and recommendation. Major modifications include, but are not limited to, changes of ten percent 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 or removal of an entire block.

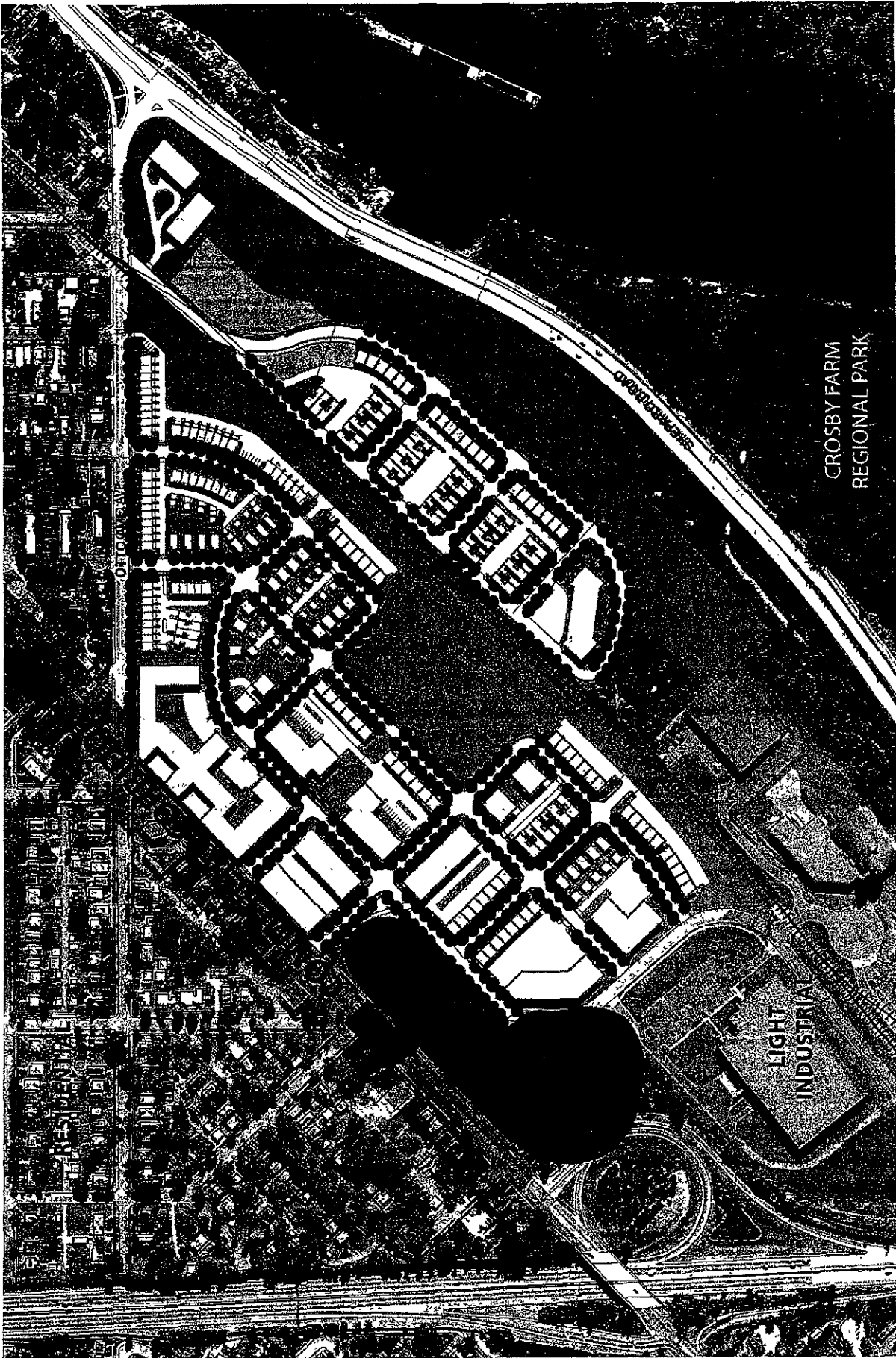
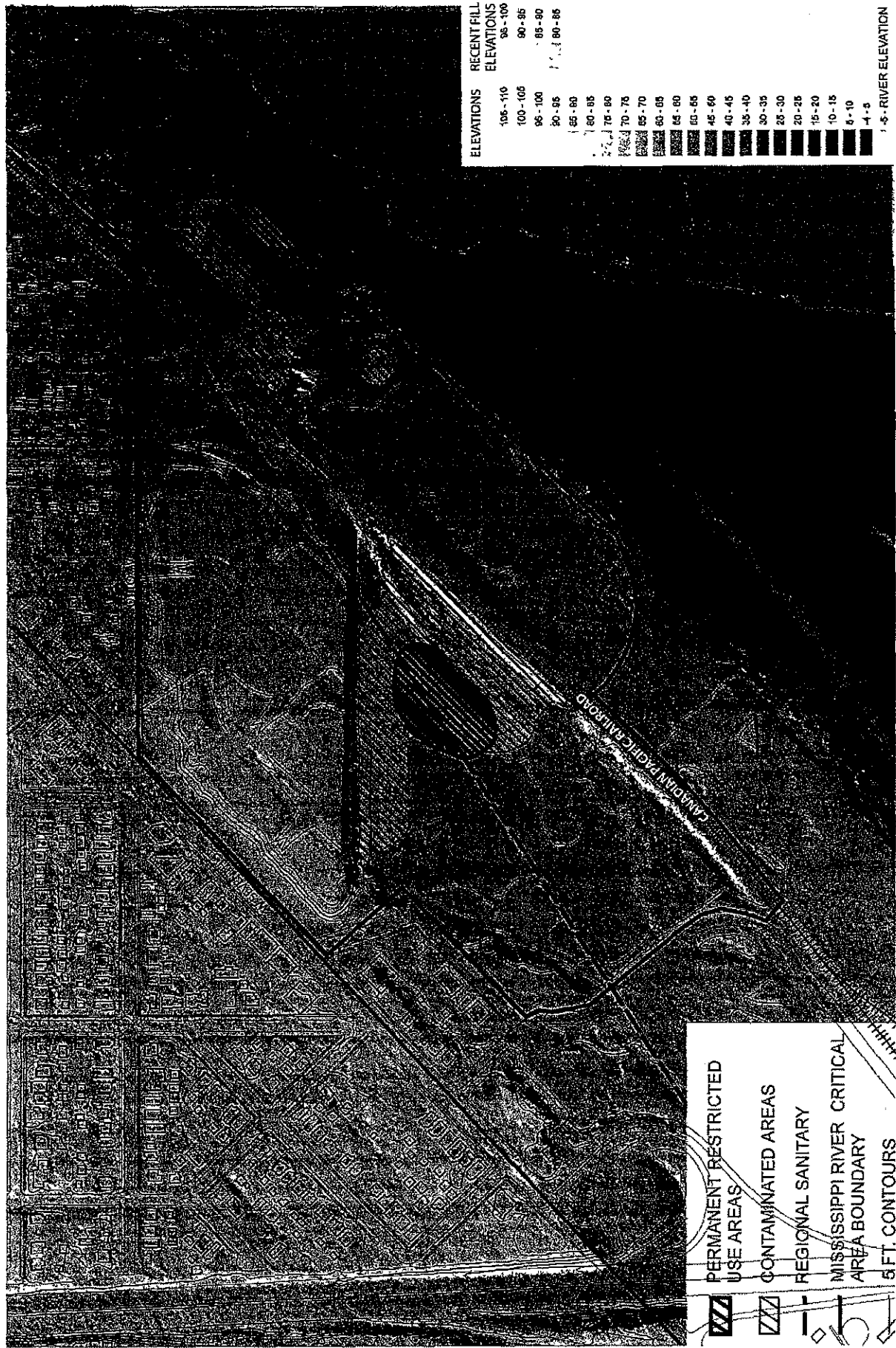


Plate 1
Community Context

05-456



ELEVATIONS	RECENT FILL ELEVATIONS
105-110	95-100
100-105	90-95
95-100	85-90
90-95	80-85
85-90	75-80
80-85	70-75
75-80	65-70
70-75	60-65
65-70	55-60
60-65	50-55
55-60	45-50
50-55	40-45
45-50	35-40
40-45	30-35
35-40	25-30
30-35	20-25
25-30	15-20
20-25	10-15
15-20	5-10
10-15	0-5
5-10	-5
0-5	-10

- PERMANENT RESTRICTED USE AREAS
- CONTAMINATED AREAS
- REGIONAL SANITARY
- MISSISSIPPI RIVER CRITICAL AREA BOUNDARY
- 5 FT. CONTOURS

Plate 2
Existing Conditions

Victoria Park Master Plan

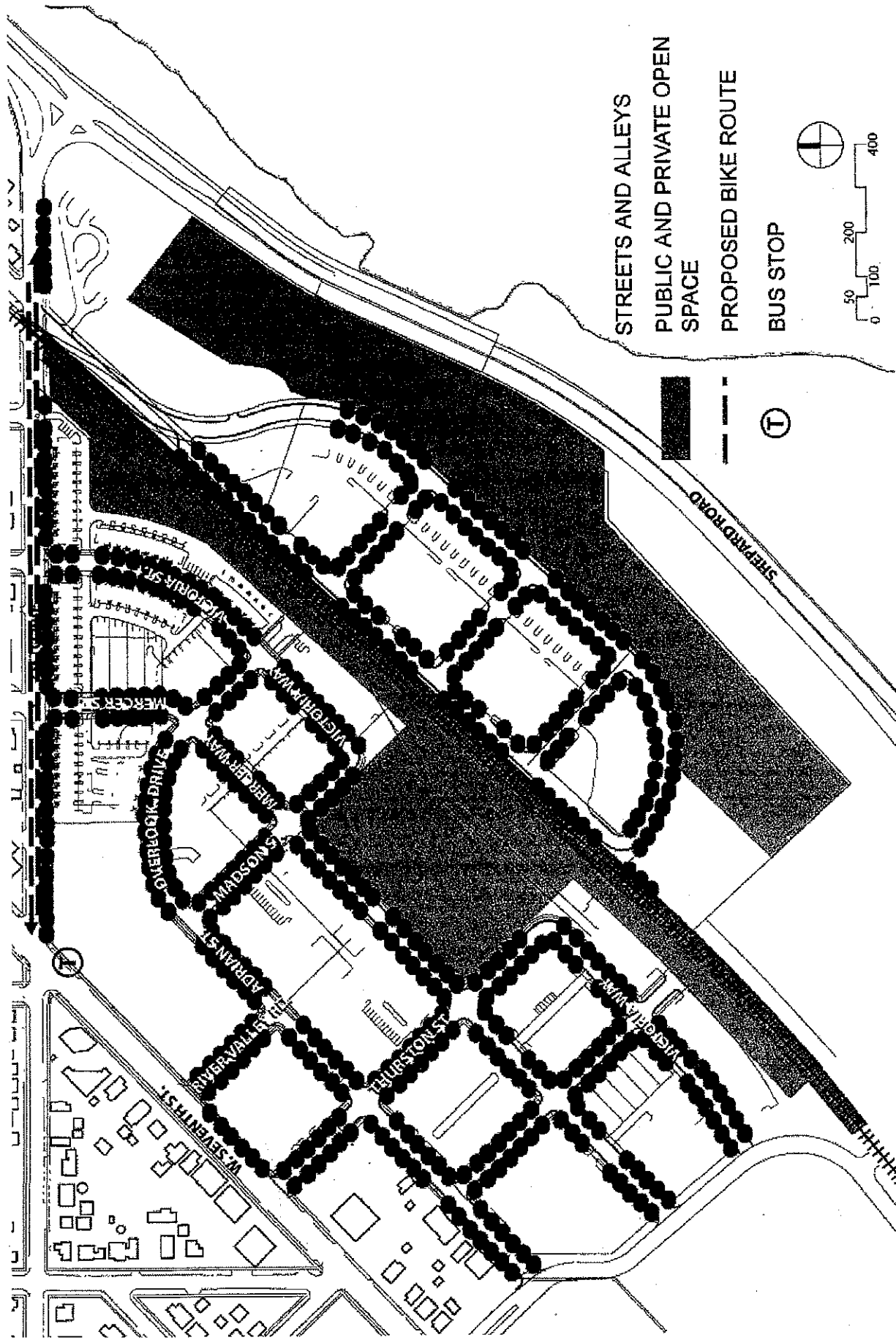


Plate 3
Public Realm

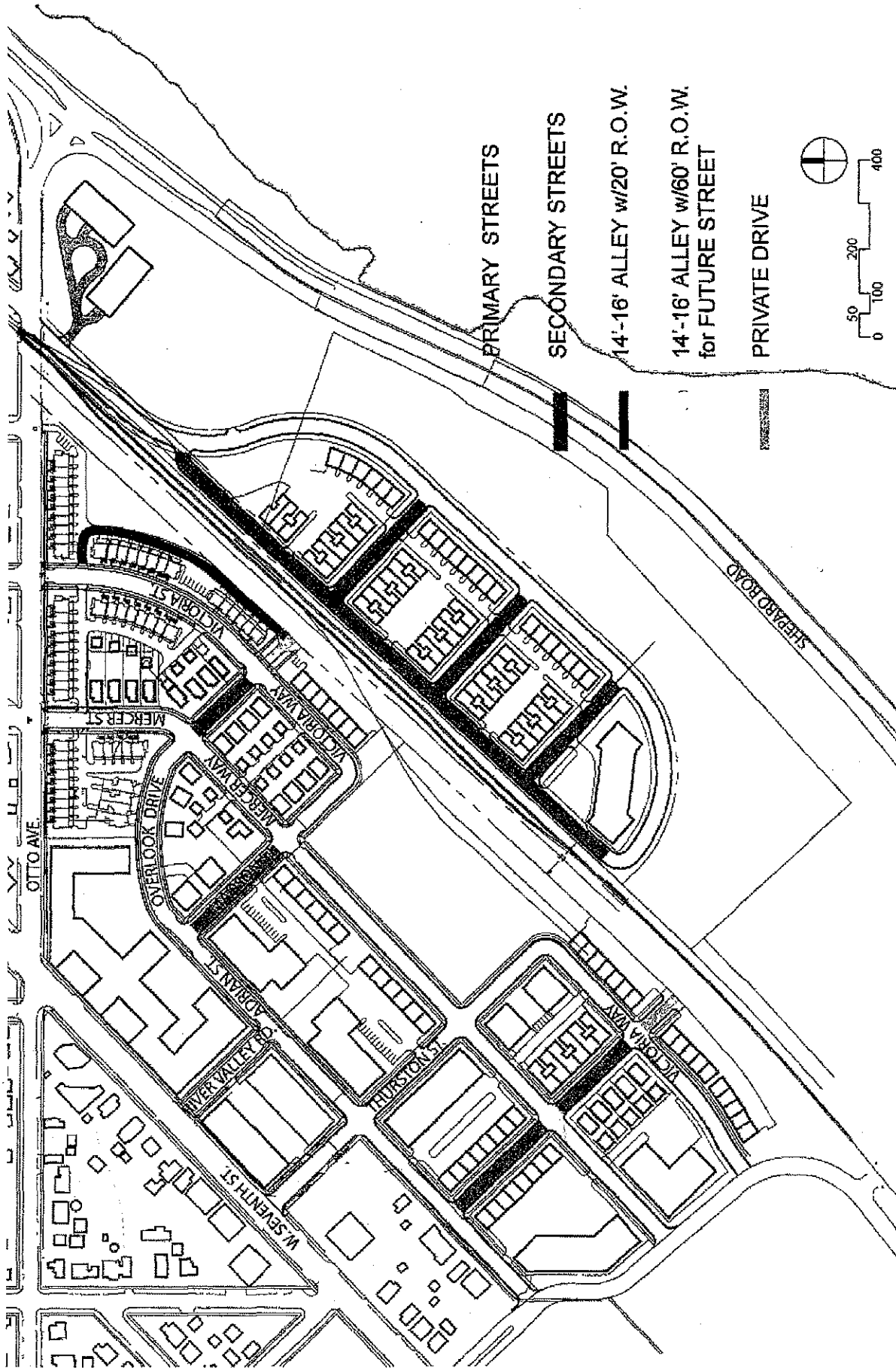
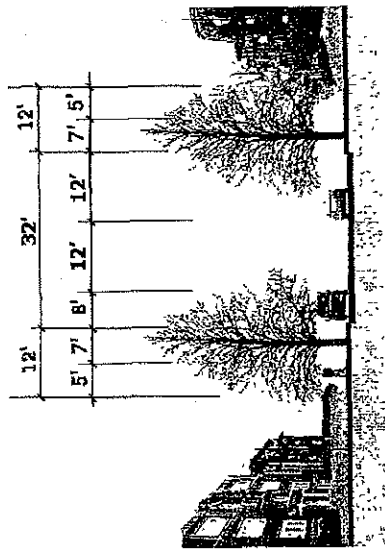
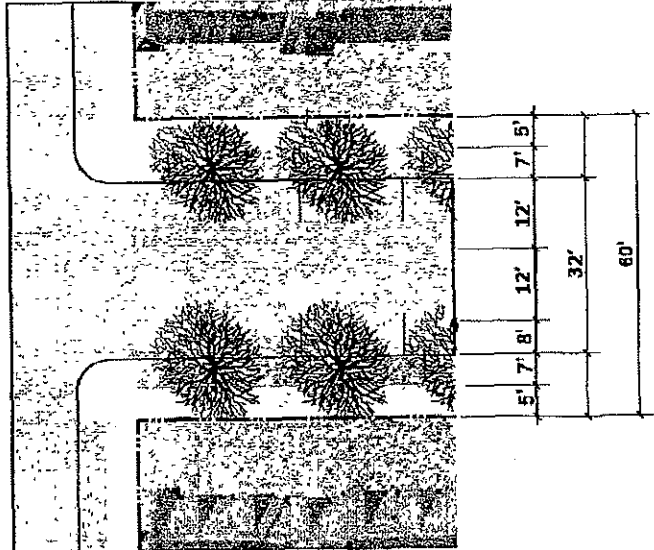


Plate 4
Street Classification System

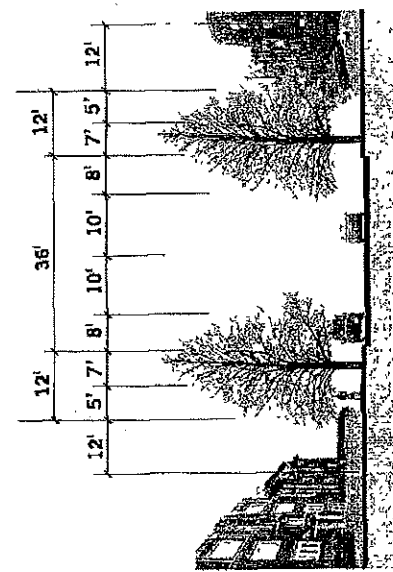
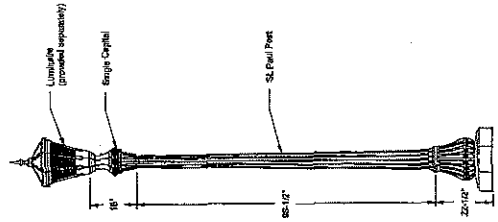


SECONDARY STREET SECTION

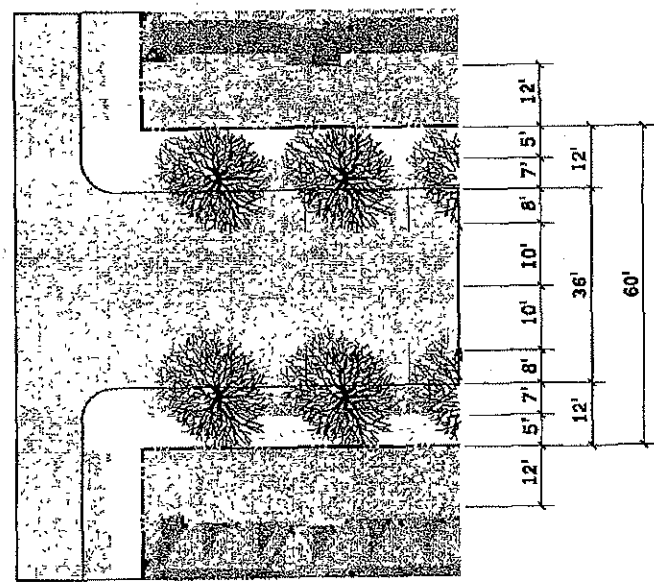


SECONDARY STREET PLAN

Plate 4a
Street Types



PRIMARY STREET SECTION



PRIMARY STREET PLAN

Victoria Park Master Plan

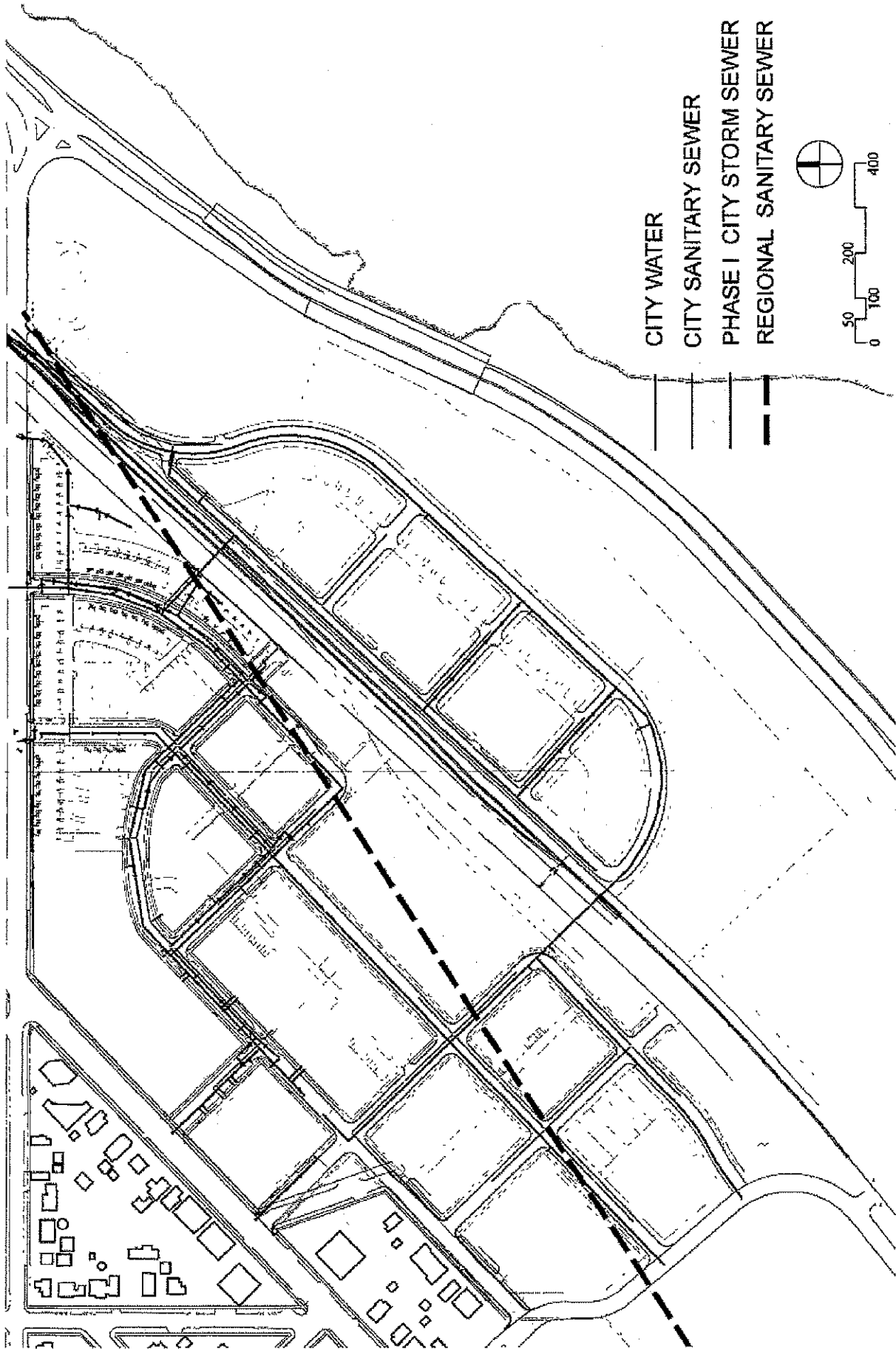


Plate 5
Public Utilities Plan

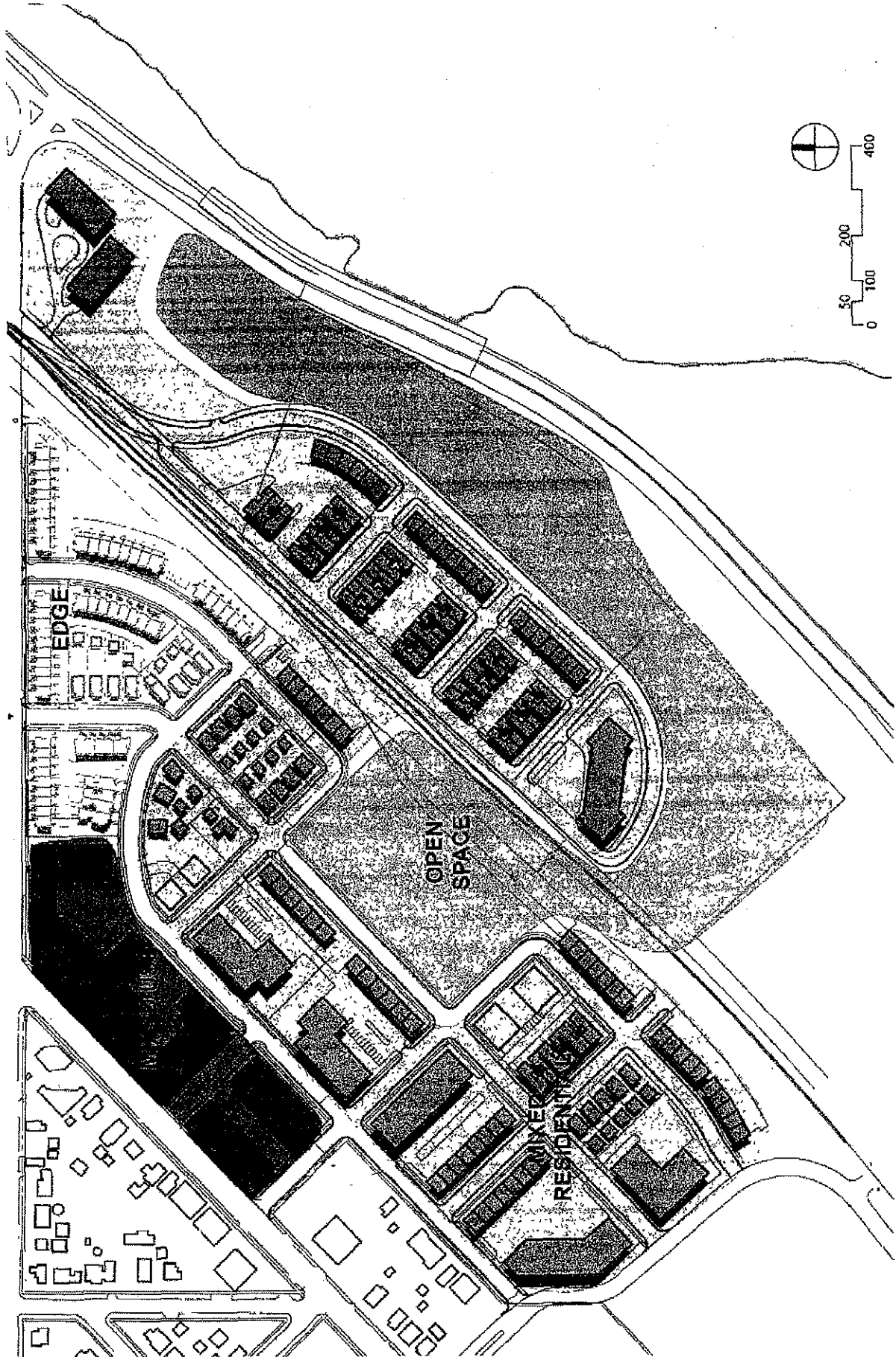


Plate 6
General Land Use Areas

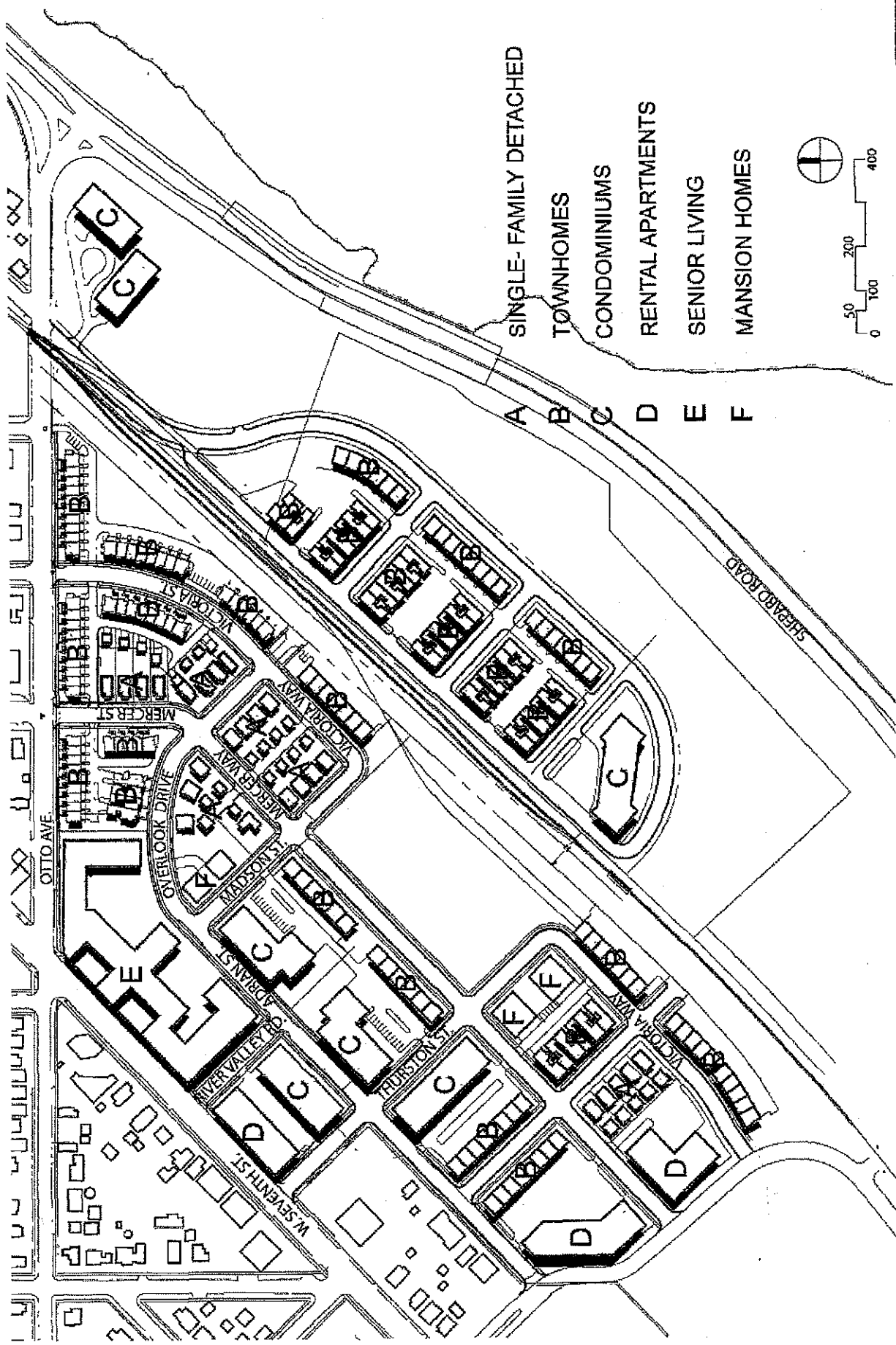
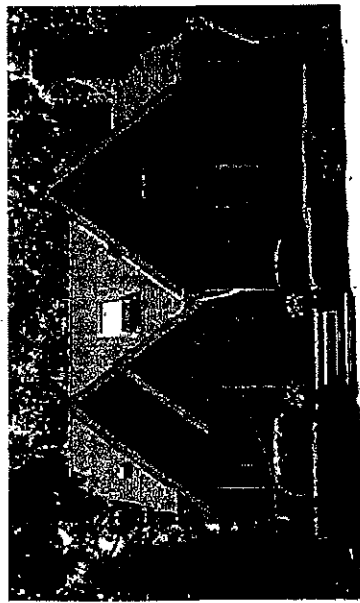
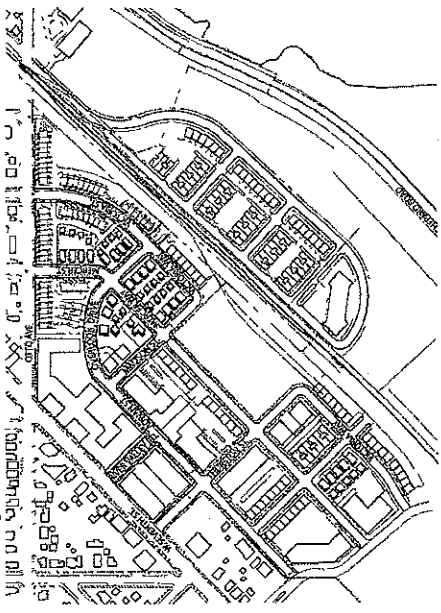


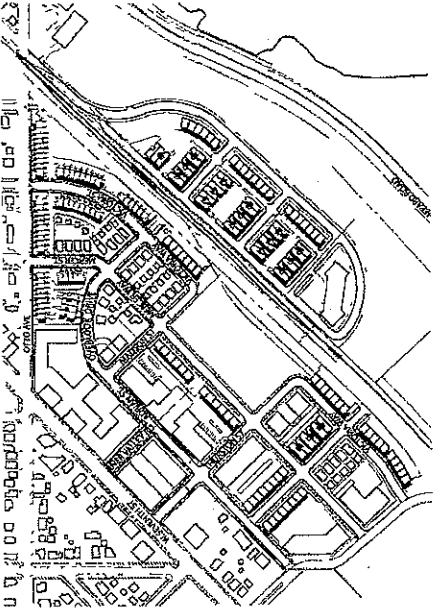
Plate 7
Building Type

Single-Family Detached

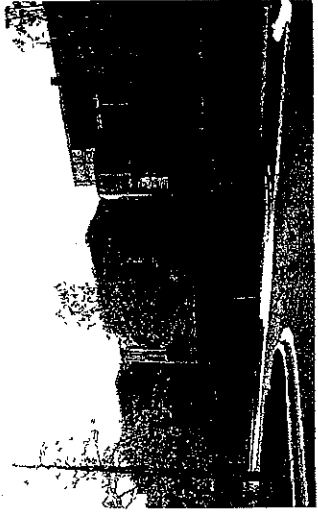


These homes will resemble the traditional single-family homes in Saint Paul's existing neighborhoods. Exterior building materials will be predominantly masonry. Off-street parking will be provided in garages; larger garages may have accessory units above them.

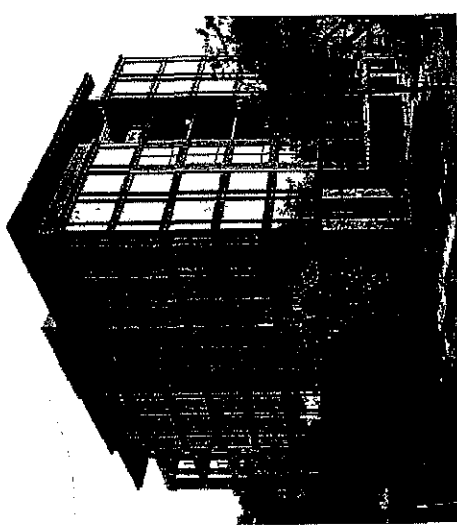
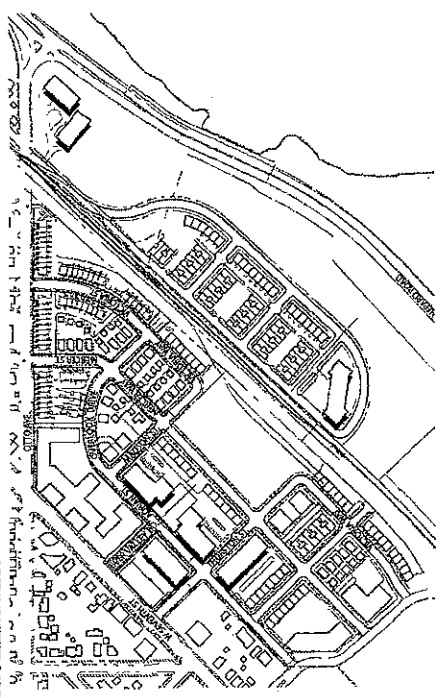
Townhomes



These homes will be attached ownership units with individual entries for each unit. Stairs will go directly from the sidewalk to the front door, and will be part of a small landscaped front yard. The higher-density townhomes along the bluff will have balconies and outdoor courtyards. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation. Tuck-under at-grade parking will be provided.

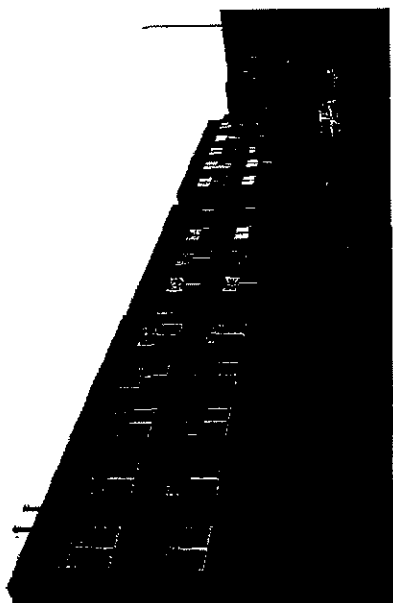
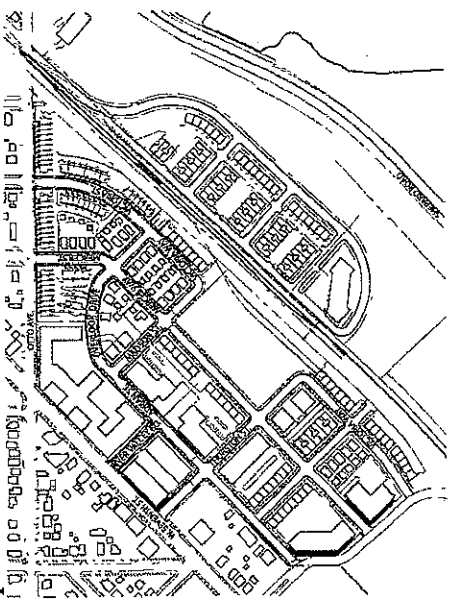


Condominiums



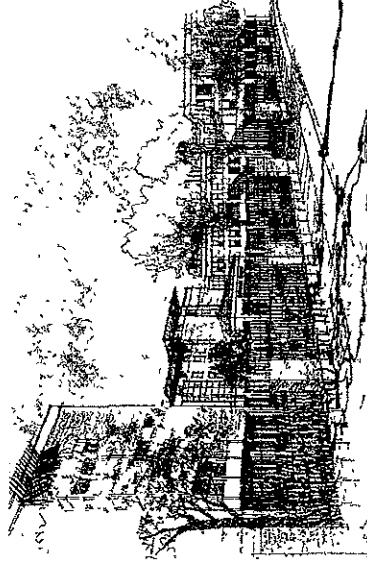
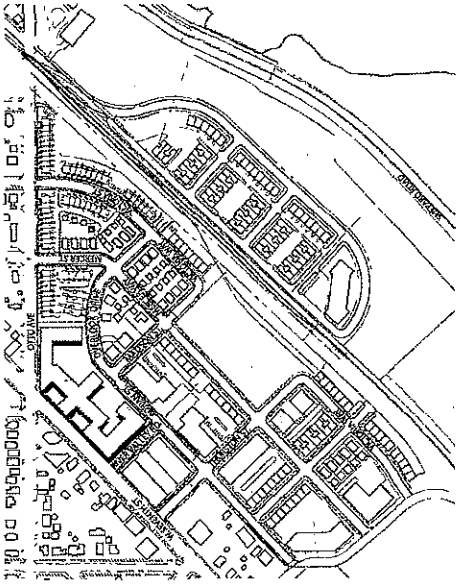
These buildings will contain ownership units with a common entry. Balconies and large window openings will help identify individual units. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation. Parking will be provided underneath each building.

Rental Apartments



These buildings will contain both affordable and market-rate units. They will provide smaller units, 800-1200 square feet. Elevator access will be provided to all floors, including the underground parking. Exterior building materials will be predominantly brick, and the buildings will be vertical in orientation.

Senior Living

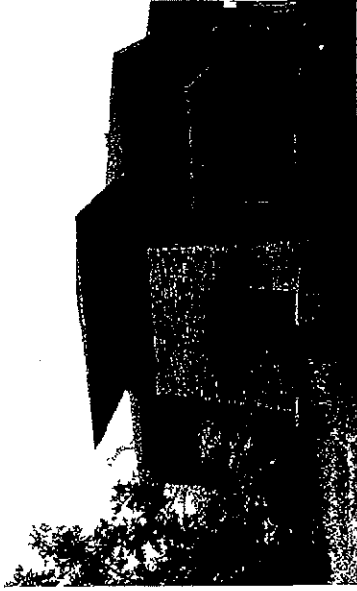
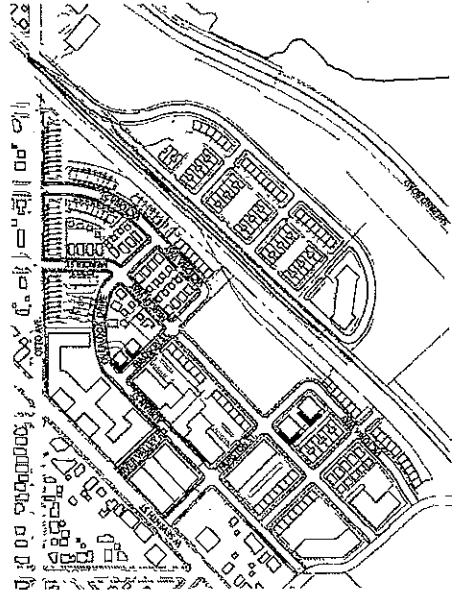


These buildings will offer a range of housing choice from independent living to assisted living to nursing home care. They will be 3-4 stories in height and vertical in orientation, with elevator access to all floors (including parking). The first floor will have a more storefront appearance on W. 7th Street. Resident parking will be provided underground, while a small amount of guest and employee parking will be provided behind the building. Exterior building materials will be predominantly brick.

Victoria Park Master Plan

April 2005

Mansion Homes



These buildings will resemble large single-family structures, but will include 5-8 units per building. They will be 2-3 stories in height with a common entry and interior entries to each unit. Exterior building materials will be predominantly brick, stone and stucco. Parking will be provided underneath each building.

**Plate 7c
Building Type**

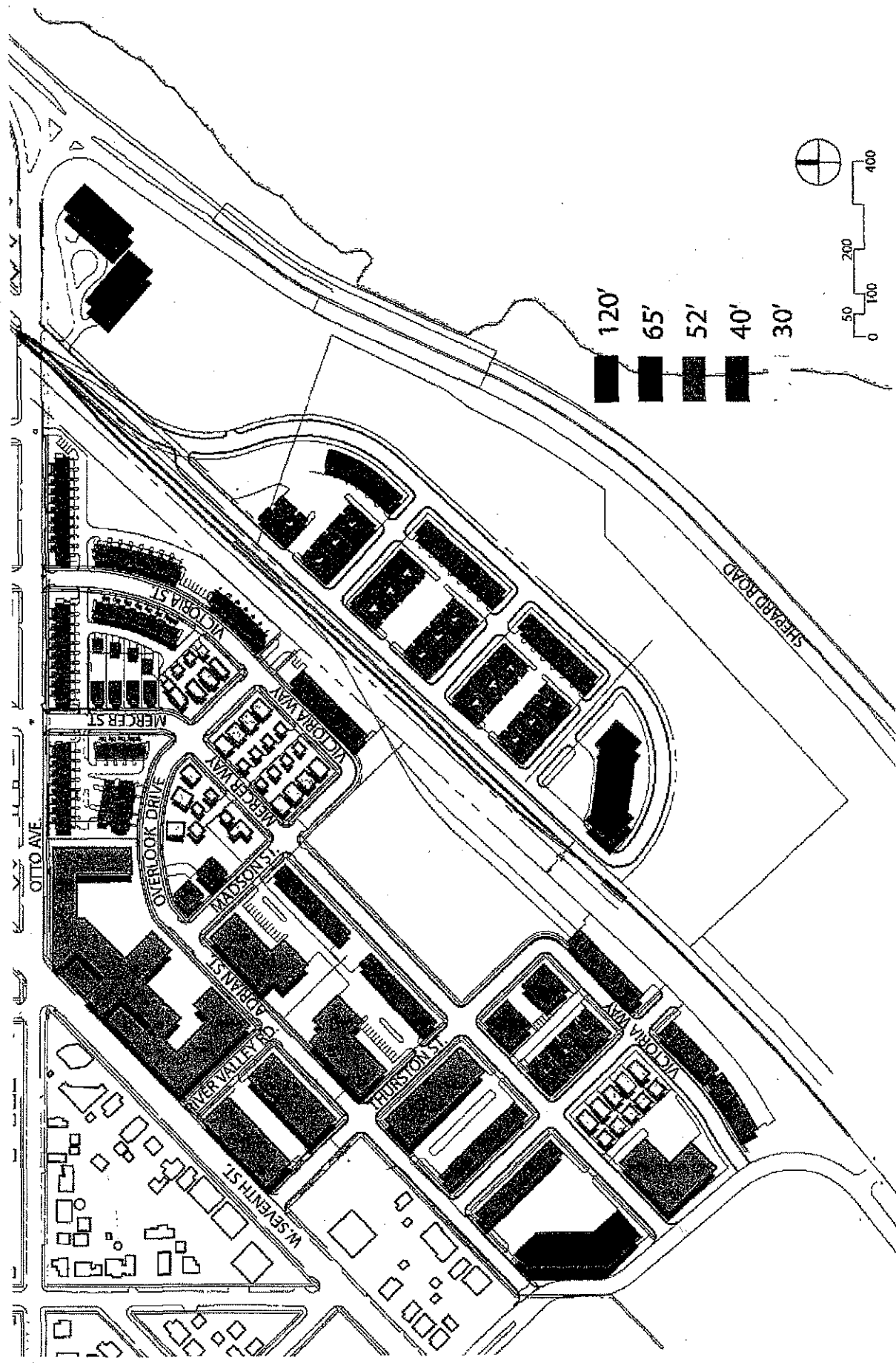


Plate 8
Maximum Building Heights

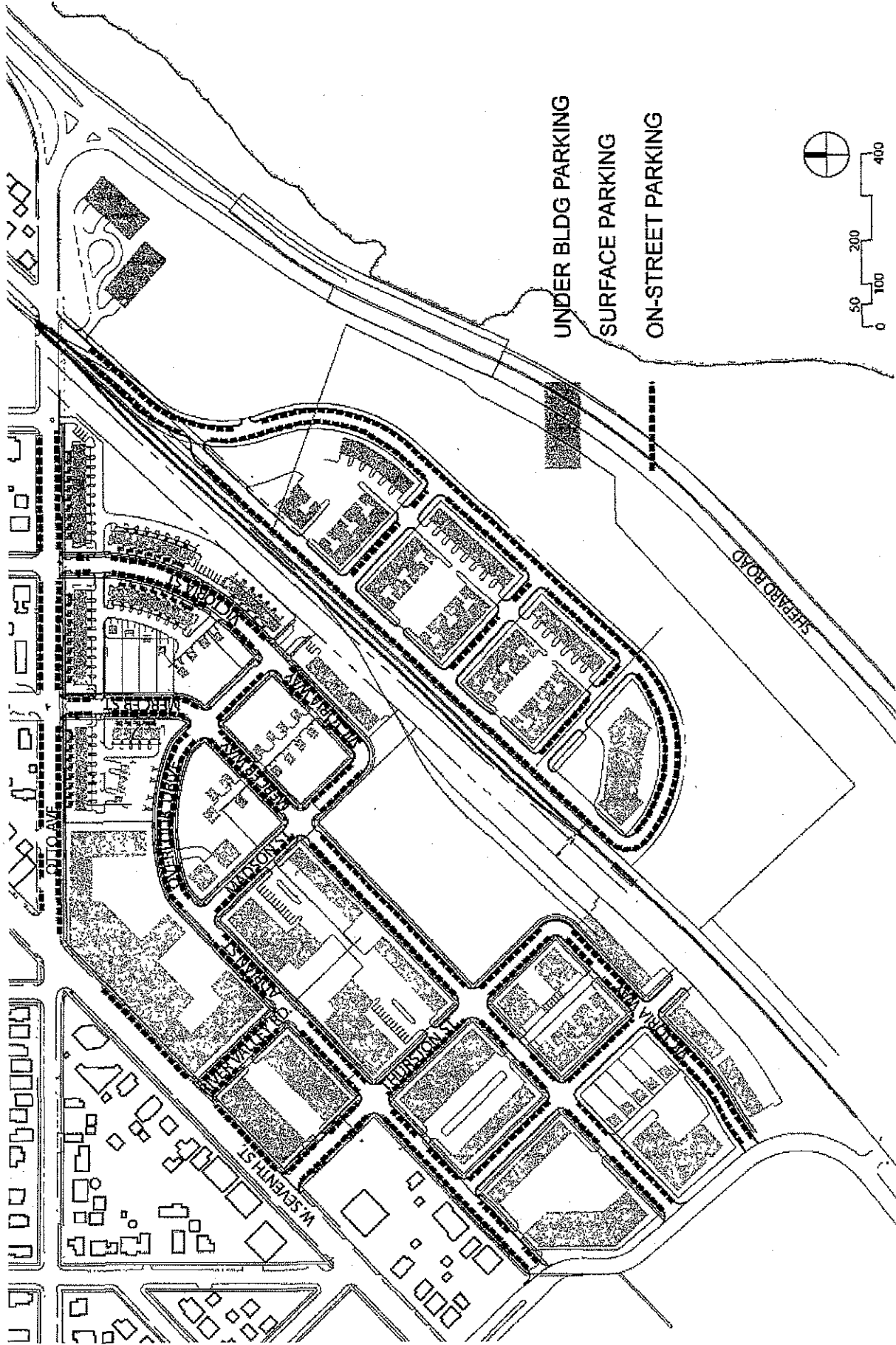


Plate 9
Parking Plan

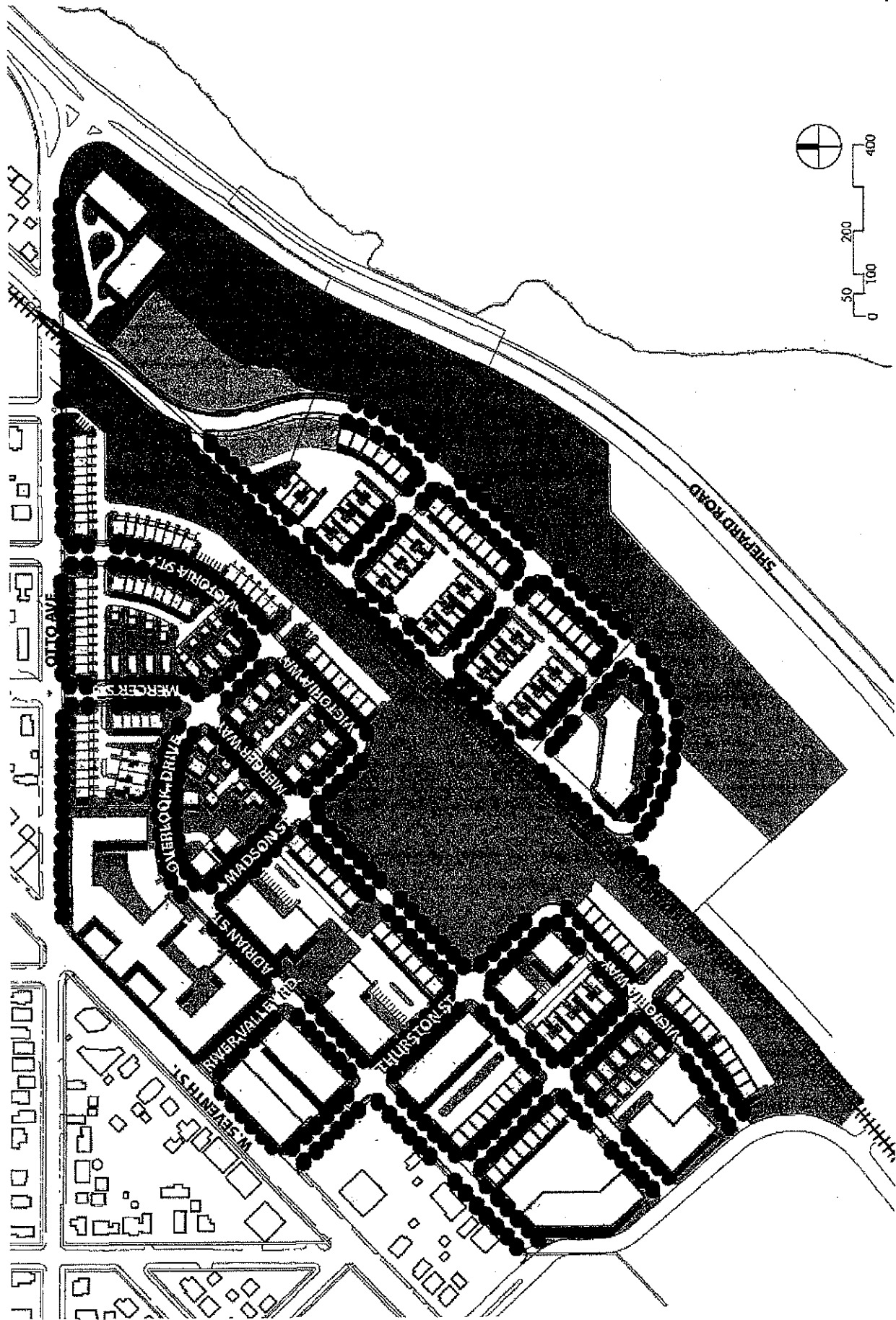


Plate 10
Illustrative Plan

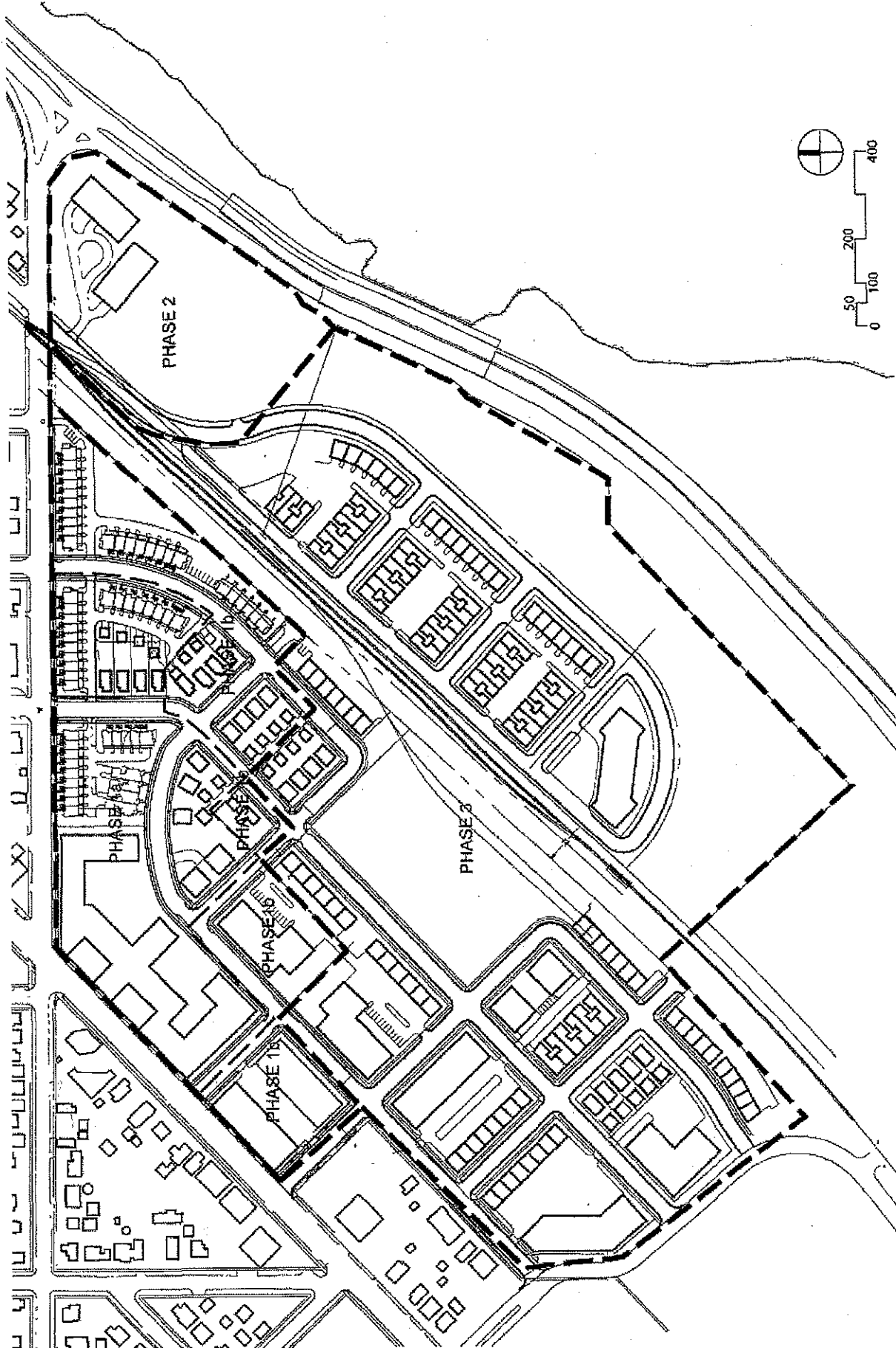
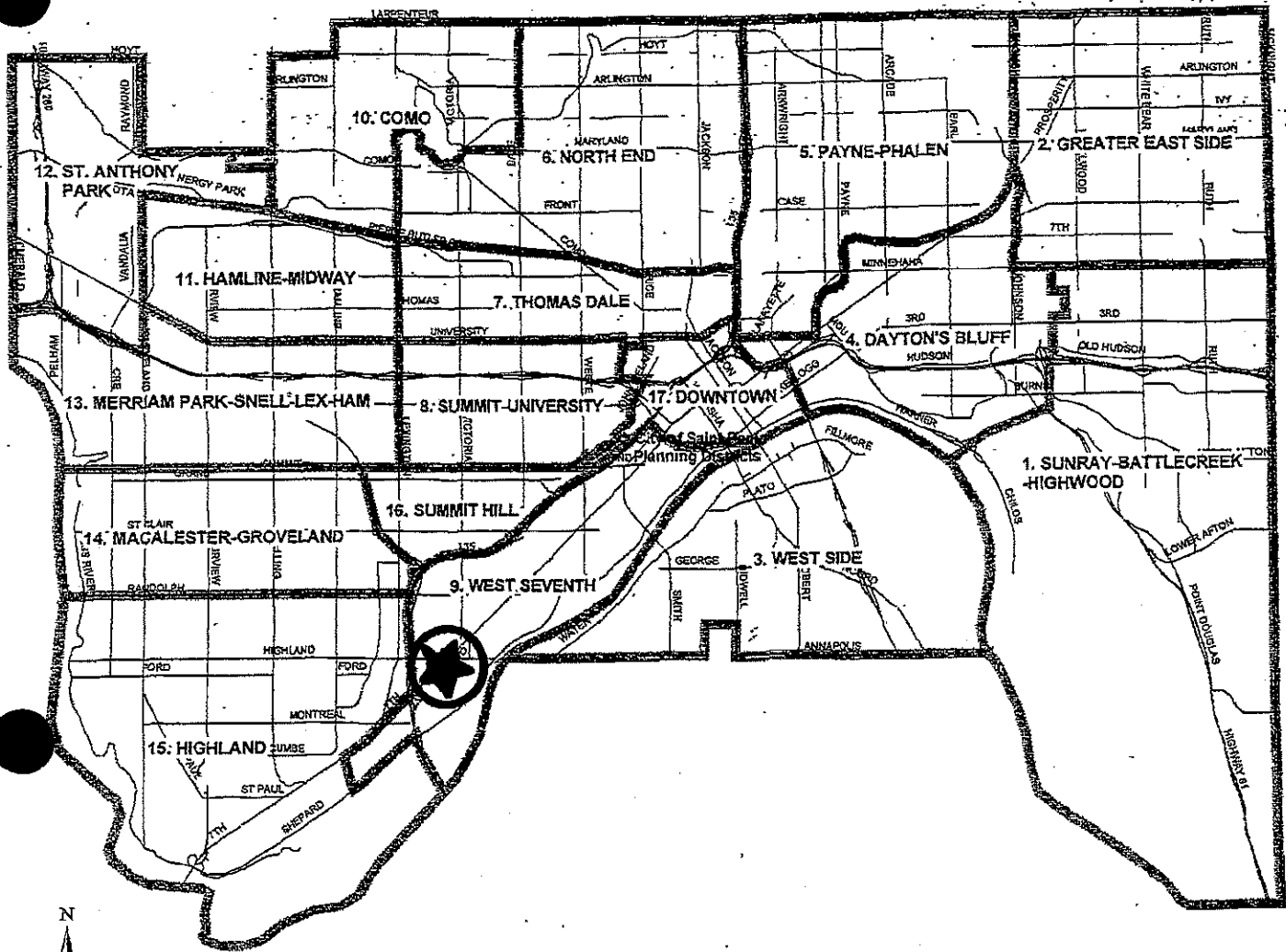


Plate 11
Development Phasing Plan

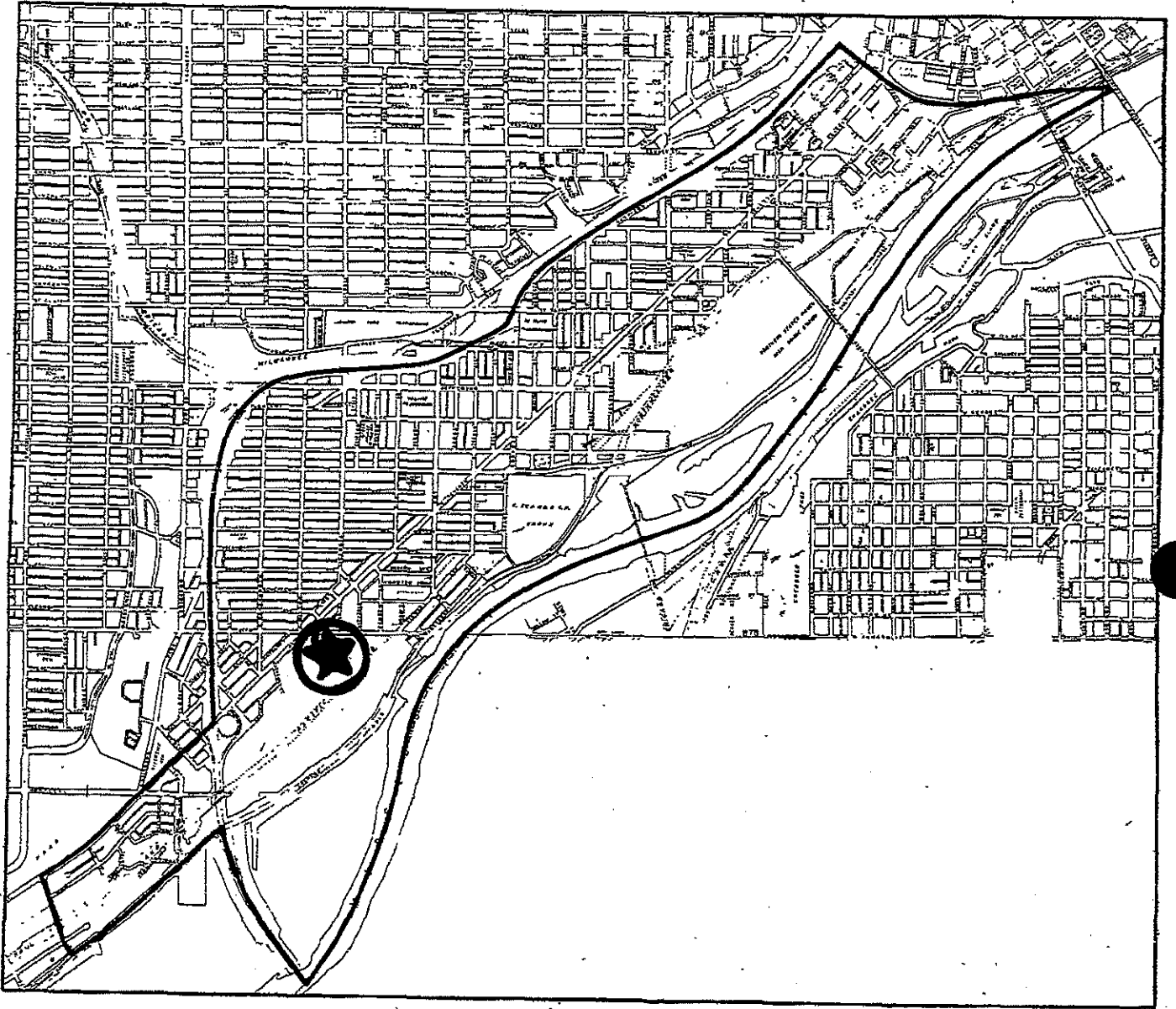
CITIZEN PARTICIPATION DISTRICTS



CITIZEN PARTICIPATION PLANNING DISTRICTS

- 1. SUNRAY-BATTLECREEK-HIGHWOOD
- 2. GREATER EAST SIDE
- 3. WEST SIDE
- 4. DAYTON'S BLUFF
- 5. PAYNE-PHALEN
- 6. NORTH END
- 7. THOMAS-DALE
- 8. SUMMIT-UNIVERSITY
- 9. WEST SEVENTH
- 10. COMO
- 11. HAMLINE-MIDWAY
- 12. ST. ANTHONY
- 13. MERRIAM PK. -LEXINGTON HAMLINE
- 14. GROVELAND-MACALESTER
- 15. HIGHLAND
- 16. SUMMIT HILL
- 17. DOWNTOWN

05-093694

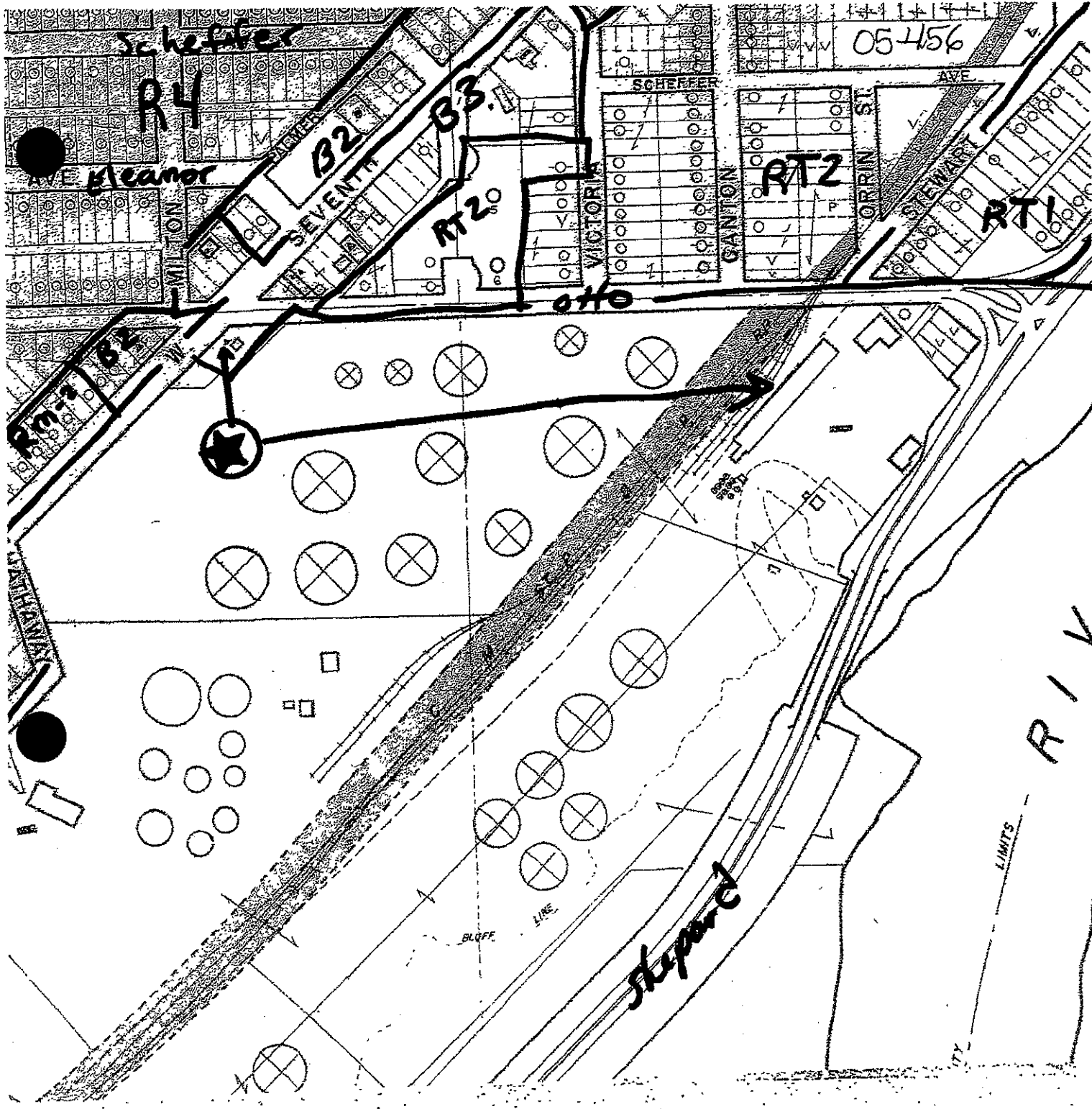


DISTRICT 9 



ZONING FILE _____

05-09369U

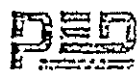


APPLICANT Victoria Park
 PURPOSE KE2 B3, T3 → TN3
 FILE # 05-093694 DATE 4-25-05
 DIST 9 MAP # 35

LEGEND

- zoning district boundary
- subject property
- one family
- two family
- multiple family
- commercial
- industrial
- vacant

north



5 1



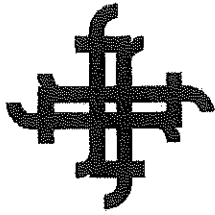
Imagery Date: 8/1/2015

44°53'07.05" N 93°08'14.48" W elev: 793 ft

© 2016 Google

Google earth

Eye alt 2986 ft



West 7th/Fort Road Federation
974 West 7th Street
Saint Paul, Minnesota 55102

651-298-5599
FortRoadFederation.org

March 7, 2016

Bill Dermody
St. Paul PED
25 West 4th Street
Saint Paul, Minnesota 55102

RE: Victoria Park Apartments Phase 3 Chase Real Estate

Dear Bill,

The Federation opposes the plan submitted by Chase Real Estate because it substantially modifies the Victoria Park Master Plan.

Whereas the Master Plan included a number of different housing styles to provide an urban vitality mix to the design of the neighborhood, this development changes the plan from townhouse to a 4 story apartment development.

There still remains two major parcels in the Plan that are not developed.

We urge the Planning Commission to stop the alteration of the Master Plan before the development becomes a monotonous set of 4 plus story buildings in a "traditional urban neighborhood."

Sincerely,


Ed Johnson, Director

From: Tonya Johnson-Nicholie [mailto:crowjyne@yahoo.com]
Sent: Thursday, March 10, 2016 7:40 AM
To: Dermody, Bill (CI-StPaul); #CI-StPaul_Ward2
Cc: Betty Moran; Eric Williams; Thompson, Lucy (CI-StPaul); Maki, Taina (CI-StPaul); Foss, Katie (CI-StPaul); ewilliams@novaclassical.org
Subject: Victoria Park Apartments Phase 3

Dear Ms. Noecker,

I have concerns with the Victoria Park phase 3 CUP application. These are my own opinions not those of the Federation or the Nova School Board.

One, in the application Chase claims four meetings with the neighborhood. I am an executive on the Fort Road Federation and was not invited to a meeting with Chase before the board meeting. I also attend the Victoria Park Neighborhood meeting and Chase did not attend. The neighbors asked at the meeting if this wasn't already a done deal. It saddens me that the neighbors have little faith in the community input. I realize this is your third meeting as a city council member, but I want to think that you have the whole community's back.

The master plan amendment we did for the phase one raised the datum for the subsequent projects. This was not communicated clearly to the community at the time. We were not informed that by agreeing to the amendment to phase one we were losing input on the later projects. I think that this project is not a minor change from the original master plan.

The school preexisting Chase purchasing the land. They created the need for the height to get the return that they want. This is their own doing. 16 feet between a school and housing at 4 stories is not an appropriate distance. I haven't seen this anywhere else in the cities. There is always at least a drive way between the two. Even downtown.

The master plan states that the housing should be between 2-4 stories on average. We are never going to meet a 3 story average with the raising the height bar with each project.

I am not against development. My goal is to have development that does not negatively affect the existing neighborhood. The 'highest and best use' clause has to include all the players, not just one.

Thank you for your time,

Tonya Nicholie
275 Nugent St.
St. Paul, MN 55102

Dermody, Bill (CI-StPaul)

From: Kathy Lindstrom <kathrynlindstrom@gmail.com>
Sent: Thursday, March 10, 2016 3:28 PM
To: Dermody, Bill (CI-StPaul)
Cc: #CI-StPaul_Ward4; 'Kathy Lindstrom'
Subject: today's meeting regarding the new Victoria Park Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Dermody , Council Member Stark,

My husband Tom and I have lived in St Paul for 18 years in the Hamline Midway neighborhood. When our oldest of 3 sons was 4 we began looking for a great public school for him. We were thrilled to find Nova Classical Academy, a school that was a nurturing yet challenging environment. That son is now a thriving sophomore there, and we have a freshman and middle schooler there as well.

I also teach at the Nova as a guest teacher in both the elementary and upper schools. I am deeply grateful for the education Nova . I believe Nova has added great value to the city of St Paul. It is for this reason I ask that you please deny any further variance from the Victoria park Master plan in the West 7th neighborhood. Also, will you please do a serious traffic study in the Victoria park area? As a mother and a teacher(ie, NOT an engineer), I see **huge** problems with the proposed “ new plan”. I believe it is critical for the health of this part of St Paul to carefully study the impact of the potential variance on the health of the school and also the community itself.

I have never written a letter to a council member before. Your consideration of my request is so encouraging to me. I believe that your careful work on this will show that you value the people of

St. Paul more than a money making venture. In doing so, I believe you benefit St Paul 's very soul.

Gratefully,

Kathy Lindstrom

1409 Minnehaha Ave West

St Paul Minnesota

Parent of 3 Nova Classical Academy student

18 year resident the Hamline Midway neighborhood.

-----Original Message-----

From: Joel and Leslie [mailto:joel.leslie23@gmail.com]

Sent: Thursday, March 10, 2016 3:30 PM

To: Dermody, Bill (CI-StPaul)

Subject: Victoria Park Master Plan

Dear Bill Dermody:

Please deny any further variance from the Victoria Park Master Plan. We have 3 children who attend Nova Classical Academy. Our kids spend the majority of their day there and we deal with the traffic in the area on a daily basis. This includes morning and afternoon pick up/drop off and numerous conferences, activities and sporting events. We believe building more apartments so close to the school, will create traffic and parking problems that were never anticipated in the master plan. Please deny the variance.

Sincerely,

Joel & Leslie Norton

Joel & Leslie Norton

2186 Lakebrook Dr.

New Brighton, MN 55112

Dermody, Bill (CI-StPaul)

From: Kimberly Dumitrica <kdumitrica@yahoo.com>
Sent: Thursday, March 10, 2016 11:13 AM
To: Dermody, Bill (CI-StPaul)
Subject: please deny variances to Victoria Park Master Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Dermody,

I live in Saint Paul and my children attend school in Ward 2 at Nova Classical Academy. I am writing about my concerns for the development surrounding their school. Deviations have been taken from the original Victoria Park Master Plan, and more variances are being asked for. These variances concern me, and it is my understanding that a vote will be taken soon. Please do not approve any further variances to the Victoria Park Master Plan.

Apartment complexes have already been built where town homes were originally planned. There is currently undeveloped land adjacent to Nova Classical Academy. It was originally planned to be town homes, and now a variances are being requested, and the developers plan to change from town homes to higher density apartments. While I am in favor of development of the area, I have concerns for these changes. A possible short term gain in taxes, should not outweigh the long term benefits of housing diversity, traffic flow, and/or safety.

parking/traffic- Parking and traffic during drop off and pick up is already difficult, especially once roads narrow due to snow. I am against a variance for additional street parking. I am also concerned about the increase in street parking required from apartments having more than one resident, as well visitor parking. Apartments will require a greater need for street parking than the town homes originally planned. There will also be an increase in traffic from the new park not yet built and from the proposed Shalom home expansion. Please consider a traffic study with possible changes from 2-way to 4-way stop signs and changing some streets to one-way. The ability for traffic to flow is critical for safety, especially during school start and end times.

building height— I am against a variance for a fourth level to the proposed apartment complex. The school building next door is only three levels per building code. There are many reasons height limits are set, and I feel it should be followed, especially right next to a building that follows the building height codes. This added height will further the density of people in the area above what was originally planned.

underground - The proposal includes an underground parking garage. Nova Classical Academy does not have a basement. It has been my understanding that this is due to the toxicity of the land. The acceptability of digging and building underground should be reviewed.

security—I am concerned for students' safety to have people living so close to a school. Additionally, I am concerned about residents smoking and having alcohol within a few feet of a school building. It is my understanding that a patio is planned at the apartment complex facing the school, which is a tobacco free zone.

Please deny the conditional use permit and the height and parking variance, along with any other variances to the Victoria Park Master Plan. I also highly recommend the completion of a traffic (during school start/end times) and possibly an environmental impact study.

Sincerely,

Kimberly Dumitrica
2187 Berkeley Ave.
Saint Paul, MN 55105

From: Ben Granberg [mailto:bgran2243@hotmail.com]
Sent: Tuesday, March 01, 2016 8:11 AM
To: Dermody, Bill (CI-StPaul)
Subject: Victoria Park

Dear Mr Dermody,

I am concerned about the Victoria Park development and the traffic congestion at the school. I am employed and spend much of my time out of town and I am unable to make any of the zoning meetings. Please do not grant a variance for additional housing units in Victoria Park. Making the units taller will only result in more traffic congestion

Traffic there is horrible right now as a result of bad planning just a few years ago. It is only expected to get worse with this development, the Shalom Home expected development and with Nova planning to additional students also. Currently the roads are almost unpassable around the school and behind Mississippi Market at the beginning and the end of the school day. At best it is a one way street. The situation is made worse as the streets get narrower during the winter due to the snowbanks and parking.

I don't see how the city can plan on making this worse by adding twice as many cars. Right now there is very limited emergency vehicle access, blocking fire and police access to the school. Why are there not any crosswalks marked at the intersections? How can there be a school with no marked crosswalks or signs?

The school tries to do there part by having untrained people directing traffic. Does the city even know that untrained people are directing traffic on the streets of St Paul, because of the city is unwilling to act.

What's going to happen eventually is someone is going to get injured by the traffic in front of the school. At the very least please block the variance of the development if it goes before the city council. The city can also help by clearly marking crosswalks, and better plowing in the winter.

Sincerely,

Ben and Michelle Granberg
1659 Hartford Ave
St Paul, MN 66116

From: Naomi Kritzer [mailto:naomi.kritzer@gmail.com]
Sent: Thursday, March 10, 2016 12:39 PM
To: Dermody, Bill (CI-StPaul)
Subject: Victoria Park development - public comment

I am very concerned about the proposed development by Chase in the Victoria Park neighborhood.

My Grandmother lives in Sholom Home, and my children attend Nova Classical Academy, so I am in and out of the Victoria Park neighborhood daily, as is my mother when she visits my Grammie. I have looked at the Master Plan written for the neighborhood and compared it to what's actually been built. One of the goals for the neighborhood was a *mix* of housing, including free-standing owner-occupied houses, condo units, "mansion" style apartments, and townhomes, and yet at this point it is overwhelmingly rental apartments.

And I want to see some of that planned, promised, the smaller-scale housing built! I want families to have the opportunity to own homes in this neighborhood, because that will add stability and give us residents who are committed to the neighborhood for the long term. (I am not opposed to rental housing; I am opposed to a monoculture. And that's basically what we've got.)

We are reaching the breaking point in terms of cars that come through: in addition to the residents of the existing apartments, we have employees of Nova and Sholom Home, parents who bring their kids to and from school, and the city is planning to build a park, which I'm really looking forward to, which will also bring many people into the neighborhood. Especially at pickup and dropoff times for Nova and shift changes for Sholom Home, traffic in the neighborhood is already really terrible, and requires a lot of cooperation and patience. Adding the cars to go with fifty more units of housing is going to create significant safety problems as well as conflict and frustration for everyone involved.

But fundamentally I think adding more apartment housing is going to be bad for the neighborhood. This was never intended to look like downtown, with 100% large apartments, and that's where we're heading. Let's get back to the Victorial Park Master Plan and think about how to add variety. Thank you.

Naomi Kritzer
St. Paul resident

1305 Pinehurst Ave, Saint Paul, 55116

From: Jane Lagerquist [mailto:jglager@gmail.com]
Sent: Thursday, March 10, 2016 2:24 PM
To: Dermody, Bill (CI-StPaul)
Subject: Regarding the CHASE application for the building next to Nova

Dear Mr. Dermody,

Thanks for considering our comments for the proposed variance by Chase.

Our children are students attending Nova Classical Academy. I have concerns for this proposed new building plus the variance that they are requesting to have a 4th floor added. Here's an itemized list of my concerns.

- An Apartment building will give a view of smokers, place drinking within 100 feet of a school.
- Create a possible unsafe narrow walk way next to the school.
-
- Exiting from the underground parking will be putting cars in direct traffic of our carpool/drop off traffic, and will be a potential safety hazard to our school children.
- a 4th floor will put a good deal of classrooms in a shadow, and give a view of a brick wall.
- 52 (approx.) units would increase the cars in the area. Their underground parking is an additional cost to residents. Surely not everyone in the apartment complex will only have 1 car, and always pay for a parking spot inside.
- All the residential units in the area and Nova are only 3 stories high. To have this one new building taller than all the rest would look inconsistent, and ill planned.
- The neighborhood Master plan - had shown these buildings and neighboring residential buildings to be mostly townhomes. But the residential buildings built so far have mostly been apartment buildings, with a greater density of people. This has increased the outdoor parking shortage immensely already.
- Sholom home is planning on building expansion in the neighborhood as well which will increase the need for employee parking, and visitors.
- Its still unclear how the new park and athletic fields will effect event parking.
- That residents can see directly into the classrooms from windows in the courtyard area. This would be an ideal location for voyeurism, either direction,

We are pleased with many of the neighborhood improvements to the West 7th area. But please make these improvements and decisions thoughtfully made, so that the quality of life for existing residents, employees, and children already in the neighborhood are not poorly impacted with safety issues, difficult parking and high density of people.

Thank you,
Jane Lagerquist

2016 palace ave. St paul

Dermody, Bill (CI-StPaul)

From: Theresa Nelson <tmnelson2@hotmail.com>
Sent: Thursday, March 10, 2016 2:05 PM
To: #CI-StPaul_Ward4
Subject: development on fort road

Council Member Stark,

I am writing to express my concerns with the proposed development that will be adjacent to Nova Classical Academy. It has been brought to my attention that an apartment complex with proposed variances is planned for the land. While I am in favor of development of the area, I have concerns for the project as planned.

parking/traffic- Parking and traffic during drop off and pick up is already difficult, especially once roads narrow due to snow. I am against a variance for additional street parking. I am also concerned about the increase in street parking required from apartments having more than one resident, as well visitor parking. The intersection at Mercer Way and Kay Ave. is already a place of near misses with a 2-way stop sign and limited visibility due to on-street parking. Victoria Way has a lot of traffic during drop off and pick up times, and the ability for traffic to flow is critical during school these times. Increased parking and traffic is a huge concern which impacts the safety of our community. There will also be an increase in traffic from the new park not yet built and from the proposed Shalom home expansion.

building height— I am against a variance for a fourth level to the proposed apartment complex. The school building next door is only three levels per building code. There are many reasons height limits are set, and I feel it should be followed, especially right next to a building that follows the building height codes. A variance in height will have a negative impact on the surrounding area.

underground - The proposal includes an underground parking garage. Nova Classical Academy does not have a basement. It has been my understanding that this is due to the toxicity of the land. The acceptability of digging and building underground should be reviewed. Also the impact of building underground next to an existing structure without a basement should be considered.

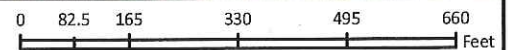
security—I am concern to have people living so close to a school. I am concerned for the students' safety. Additionally, I am concerned about residents smoking and having alcohol within a few feet of a school building.

Please deny the conditional use permit and the height and parking variance. I also highly recommend the completion of a traffic and possibly an environmental impact study. Please consider visiting the area around school drop off (8:30-8:40 am) or at school pick up (3:40 - 3:50 pm). If and when you visit please understand that snow narrows the streets and often makes two-way traffic impossible. Thank you for your time and consideration.

Also, NOVA has made an offer to buy that land; this was refused. The owners of the land then requested a variance in order to build a taller apartment complex.

Sincerely,


Theresa Nelson
mother of 2 students at NOVA classical academy
Resident of the awesome Hamline Midway neighborhood



FILE NAME: Nova Academy Appeal

Aerial

APPLICATION TYPE: Appeal

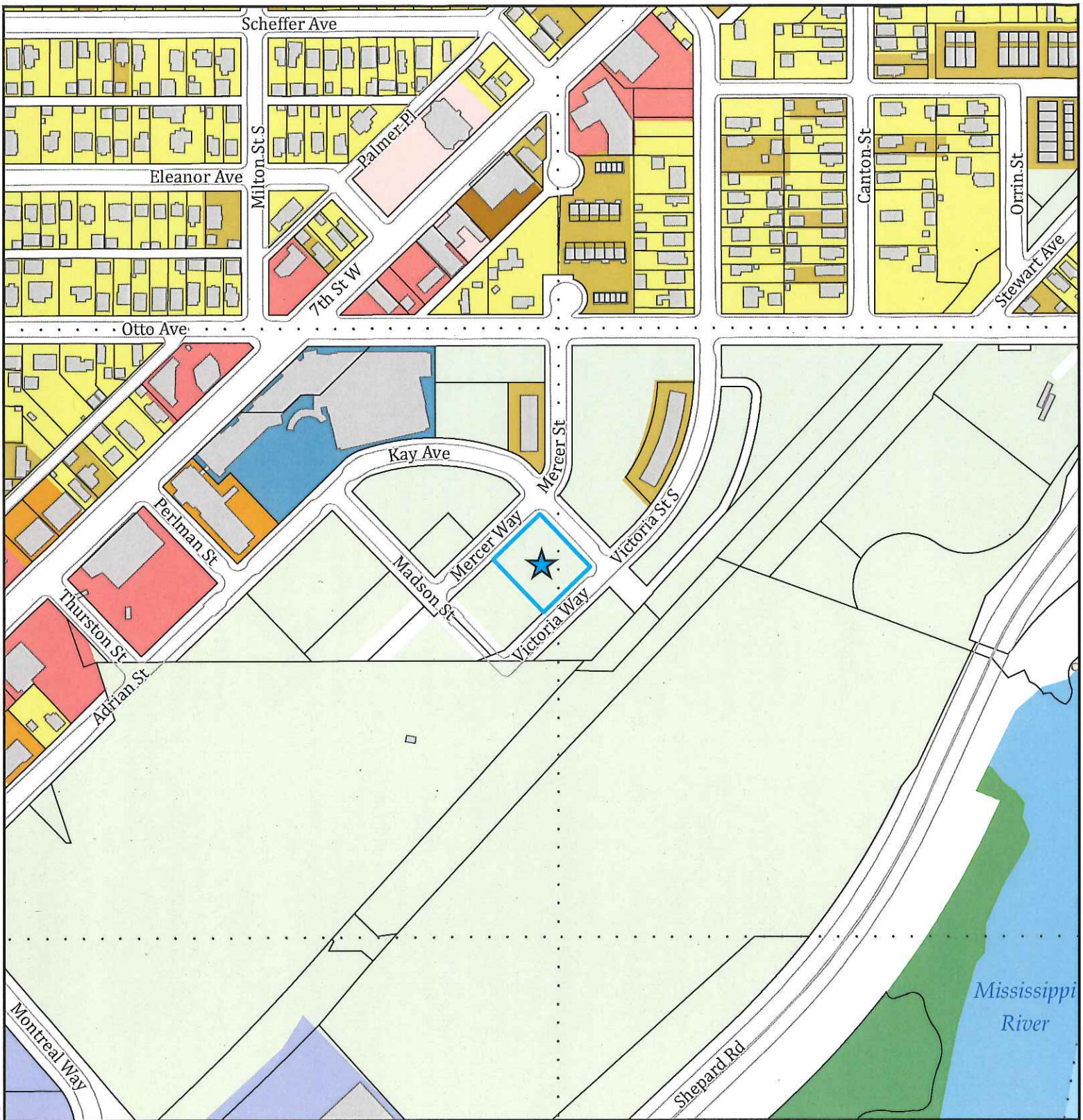
 Subject Parcels

FILE #: 16-015194 DATE: 3/3/2016

PLANNING DISTRICT: 9

ZONING PANEL: 27





FILE NAME: Nova Academy Appeal

APPLICATION TYPE: Appeal

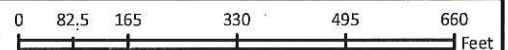
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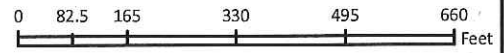
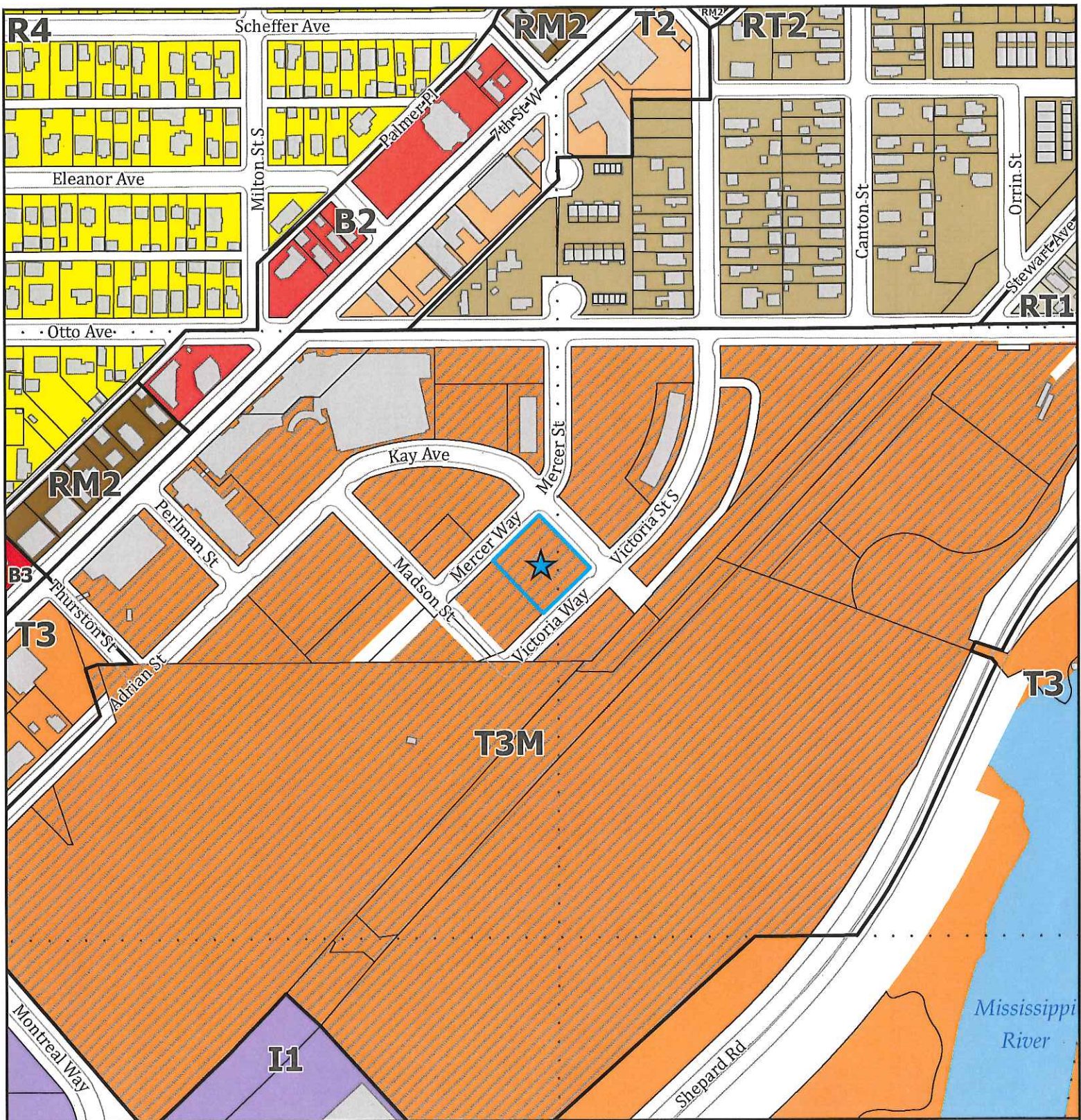
PLANNING DISTRICT: 9

ZONING PANEL: 27

Land Use

- Single Family Detached
- Single Family Attached
- Multifamily
- Office
- Retail and Other Commercial
- Mixed Use Residential
- Industrial and Utility
- Institutional
- Park, Recreational or Preserve
- Undeveloped
- Water
- Subject Parcels
- Section Lines





FILE NAME: Nova Academy Appeal

APPLICATION TYPE: Appeal

FILE #: 16-015194 DATE: 3/3/2016

PLANNING DISTRICT: 9

ZONING PANEL: 27

Zoning

- Subject Parcels
- Section Lines
- R4 One-Family
- RT1 Two-Family
- RT2 Townhouse
- RM2 Multiple-Family
- T2 Traditional Neighborhood
- T3 Traditional Neighborhood
- T3M T3 with Master Plan
- B2 Community Business
- B3 General Business
- I1 Light Industrial

