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November 19, 2020

CONDITIONAL USE PERMIT FOR HEIGHT

RE: The following are the findings under Article V. 61.500 for the Conditional Use Permit for Height for the proposed James Avenue Development project:

The height limit in the RM2 district is 50 feet and allows 5 stories. The proposed height of the project is 69 feet and six inches to the top of the roof deck. The proposed height meets the following criteria for a Conditional Use Permit.

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

The proposed building height will allow for redevelopment of the site with the type of high-density housing that is called for in Urban Neighborhoods Land Use areas.

Urban Neighborhoods Urban Neighborhoods are primarily residential areas with a range of housing types. Single family homes and duplexes are most common, although multi-family housing predominates along arterial and collector streets, particularly those with transit. Multi-family housing, schools, neighborhood parks, religious institutions and cemeteries may also be scattered throughout Urban Neighborhoods. Limited neighborhood serving commercial may also be present, typically at intersections of arterial and/or collector streets.

- Policy LU-1. Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.
- Policy LU-4. Invest in measures that minimize displacement in neighborhoods where the proximity to high-frequency transit has increased redevelopment pressure and/or housing costs.
- Policy LU-5. Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities.
- Policy LU-7. Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities.
- Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.
- Policy LU-10. Activate streetscapes with active first-floor uses, street trees, public art, outdoor commercial uses and other uses that contribute to a vibrant street life
- Policy LU-13. Support strategies, as context and technology allow, to improve off-street parking efficiency, such as shared parking agreements, district ramps, car sharing, electric vehicle charging and reduced parking overall.

- Policy LU-14. Reduce the amount of land devoted to off-street parking in order to use land more efficiently, accommodate increases in density on valuable urban land, and promote the use of transit and other non-car mobility modes.
- Policy LU-34. Provide for medium-density housing that diversifies housing options, such as townhouses, courtyard apartments and smaller multi-family developments, compatible with the general scale of Urban Neighborhoods.
- Policy LU-35. Provide for multi-family housing along arterial and collector streets, and in employment centers to facilitate walking and leverage the use of public transportation. Policy
- LU-36. Promote neighborhood serving commercial businesses within Urban Neighborhoods that are compatible with the character and scale of the existing residential development.

The density and scale of the project will provide a range of housing types and support transit use of bus routes on nearby Randolph Avenue going east towards Downtown Saint Paul and west Snelling Avenue and the A Line, as well as transit lines on Lexington Avenue towards University Avenue and the Light-rail Green Line. The project will include construction of public sidewalk along Lexington Avenue that does not currently exist, which will promote further extension of pedestrian facilities in the area.

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

The proposed project will offer sufficient ways of ingress and egress from the building. There will be two different garage levels that will have different access points: P1 garage entry would be from James Avenue and will have forty parking spaces, the entrance to the P2 garage level which will have approximately forty three parking spaces, would be from the alley way. There are two ways the access to the alley; one from Lexington Avenue and the other from James Avenue. The rear twenty-five-foot setback allows seventeen additional parking spaces along the south side of the building.

The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.

The general purposes of height limits are to maintain access to light and air for surrounding properties, to preserve important views and to mitigate shadowing – particularly of residential properties and significant public spaces. Since this site borders with only three buildings on the north side of it, and since the distance between the building exceeds 105 feet, shading would be minimal and mostly caused by trees existing on the properties, and the proposed project will not be detrimental to adjacent development or endanger the public health, safety and general welfare.

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

The added height to sixty-nine feet and six inches (69'-6") will not impede on any development or improvements to surrounding properties. There are no buildings to the east and to the south of the proposed building and all neighbors to the north are no less than 105 feet away and neighbors to the west are 90 feet away. The added height will not impede the adjacent property from adding solar to the roof.

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

The added height in all other aspects will conform to the regulations of the district. A previous version of the project was introduced to the Southside District Council prior to rezoning and will be presented again by the end of the month of January.