

ZONING COMMITTEE STAFF REPORT

FILE NAME: 2285 Hampden Rezoning

FILE #: 23-075-366

APPLICANT: 2285 Hampden LLC

HEARING DATE: September 7, 2023

TYPE OF APPLICATION: Rezoning

LOCATION: 2281 Hampden Ave, between Hersey St. and Bradford St.

PIN & LEGAL DESCRIPTION: 29.29.23.42.0153; St. Anthony Park Addition, Lots 5-12 and SE 4 ft. of Lot 4, Block 73, and SW 8 ft. of Lots 5-6, Block 72, and all the land known and marked as "Private Railroad Alley" on the plat of St. Anthony Park, according to the recorded plot thereof, Ramsey County, Minnesota, between Blocks 72 and 73, which lies northwesterly of the southwesterly extension of the northwesterly line of Lot 14, said Block 72, and lies southeasterly of the southwesterly extension of the southeasterly line of said Lot 4, Block 72

PLANNING DISTRICT: 12

EXISTING ZONING: I1

ZONING CODE REFERENCE: § 61.801(b)

STAFF REPORT DATE: August 31, 2023

BY: Anton Jerve

DATE RECEIVED: August 23, 2023

60-DAY DEADLINE FOR ACTION: October 22, 2023

- A. **PURPOSE:** Rezone from I1 light industrial to IT transitional industrial.
- B. **PARCEL SIZE:** 74,923 sq. ft. (405 ft. of Hampden Avenue frontage)
- C. **EXISTING LAND USE:** Industrial, Vacant
- D. **SURROUNDING LAND USE:**
 - North: Industrial (I2)
 - East: Vacant (I1)
 - West: Industrial (I1)
 - South: Medium-density housing; Industrial (RM2; I1)
- E. **ZONING CODE CITATION:** § 61.801(b) provides for changes to the zoning of property initiated by the property owner.
- F. **HISTORY/DISCUSSION:** A portion of the property was rezoned from I2 to I1 in 2019 as part of a lot line adjustment (ORD 19-28). The applicant requested variances from the Board of Zoning Appeals (BZA) to allow residential uses on the first floor of in an I1 district, to reduce the percent of permitted first floor uses other than residential uses, reduce front yard setback, and to allow surface parking within a front yard setback (BZA File# 23-035-038). The City Attorney determined that the variance for residential use on the first floor was a "use variance" because residential uses are not allowed on the first floor. Use variances are not allowed by the State of Minnesota. For this reason, all the variances were denied by the BZA. The BZA suggested the applicant could apply to rezone to IT, which allows residential use on the first floor, along with any appropriate variances. The applicant appealed the BZA decision, but later withdrew the appeal.
- G. **DISTRICT COUNCIL RECOMMENDATION:** District 12 has provided a letter in support of the rezoning and redevelopment project.
- H. **FINDINGS:**
 - 1. The application is rezone the property as part of a development project of a five-story mixed-use building with 149 housing units and 5,761 sq. ft. of commercial space, fronting on Hampden Avenue.

2. The proposed zoning is consistent with the way this area has developed. This finding is met. The area has been a transitional area between industrial uses to the north and residential uses to the south. With the introduction to the Green Line LRT, residential uses in the area have intensified given the proximity to transit.
3. The proposed zoning is consistent with the Comprehensive Plan. This finding is met. The 2040 Comprehensive Plan identifies this site as “Industrial” in the future land use map. The property is within the West Midway Industrial Area Plan boundaries. The plan identifies this area as a “Vulnerable Land Use Edge” which means buffering and transitioning from industrial to residential uses. The zoning preserves the ability to site industrial uses, while allowing for the flexibility required for a transitional site. The proposed zoning is clearly consistent with the plan and the proposed housing use is also consistent through the following relevant policy:

PI-1 Retain and Protect Current Industrial Land from Conversions to Non-Industrial Uses: It is vital to protect the industrial economy in a way that balances competing land uses while preserving industrial business growth. There will be instances when the market dictates that conversion from industrial to another use is optimal. Such conversions should be considered carefully.

- a. *The City should only convert industrially-zoned lands to nonindustrial uses only in circumstances where development will be high density (either jobs or residential) and proximate to regional transportation.*

This application is consistent with this policy because:

- the rezoning maintains industrial zoning limiting the impact on adjacent properties,
 - the property is proposed of high-density housing, and
 - the property is just over one-half mile from the Raymond Station, a best-practice for the distance people are willing to walk to transit.
4. The proposed zoning is compatible with surrounding uses. This finding is met. The intent of IT is “to provide sites for commercial, office and light industrial uses that are compatible with nearby residential and traditional neighborhood districts [...]” The proposed IT zoning is compatible with the industrial zoning on the block. It allows similar uses to adjacent industrial zoning districts and has design standards intended to ensure compatibility with the RM2 zoning and residential uses across the street.

- I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the rezoning application from I1 light industrial to IT transitional industrial.



REZONING APPLICATION

Department of Planning and Economic Development
Zoning Section
1400 City Hall Annex, 25 West Fourth Street
Saint Paul, MN 55102-1634
(651) 266-6583

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

APPLICANT

Property Owner(s) 2285 Hampden LLC (c/o Exeter Management LLC)
Address 2303 Wycliff St, Suite W200 City Saint Paul State MN Zip 55114
Email thomasmnelson@mac.com Phone 612.805.9369
Contact Person (if different) Thomas Nelson Email thomasmnelson@mac.com
Address _____ City _____ State _____ Zip _____
(Attach additional sheet if necessary to include all of the owners of at least 67% of the area of the property to be rezoned.)

PROPERTY INFO

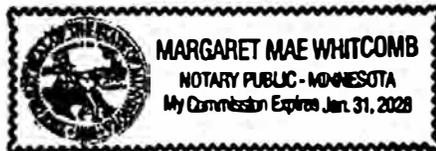
Address/Location 2285 Hampden Ave W, Saint Paul MN 55114
PIN(s) & Legal Description 292923420153
(Attach additional sheet if necessary.)
Lot Area 1.72 acres Current Zoning I1

TO THE HONORABLE MAYOR AND CITY COUNCIL:
Pursuant to Saint Paul Zoning Code § 61.801 and Minnesota Statutes § 462.357, 2285 Hampden LLC
owner(s) of land proposed for rezoning, hereby petition(s) to rezone the above described property from a
I1 Light Industrial zoning district to a IT Industrial Transition zoning district, for the purpose of:
Constructing a 5-story, mixed-use building with approximately 149 units of affordable housing and
commercial space on the 1.72 acre site.
(See attached for supporting information)
Attach additional sheets if necessary. Attachments as required: Site Plan Consent Petition Affidavit
 If you are a religious institution you may have certain rights under RLUIPA. Please check this box if you identify as a religious institution.

Subscribed and sworn to before me

Date August 17 2023

Margaret Whitcomb
Notary Public



By: [Signature]
Fee owner of property

Title: Member

August 17, 2023

City of Saint Paul
Department of Planning & Economic Development
Planning Commission

RE: Applications for Rezoning of 2285 Hampden Avenue West and Variances for Development of a Mixed-Use Affordable Housing Project

Project Description

The owner of 2285 Hampden Avenue West (the “Site”) is 2285 Hampden LLC which, in conjunction with its affiliate, Exeter Management LLC, is seeking to build a 5-story, mixed-use building with approximately 149 units of affordable housing and 5,761 square feet of first floor commercial space on the 1.7-acre Site. There will be approximately 137 parking spaces within the basement and ground level garage areas that will all serve the residential tenants. Thirteen surface spaces may serve both residential and commercial tenants. Although mixed-use housing is allowed under the existing I1, Light Industrial District zoning of the Site, we are proposing to rezone the site to the IT, Transitional Industrial District to allow for additional housing density on the first floor of the building. Additionally, we are requesting a variance to allow residential uses to occupy more than 50% of the basement and first floor. All of the basement area will be devoted to parking for the residential units, so the percentage of residential use will be 100%. The residential use areas on the first floor will occupy 84.6% of that floor. We are also requesting a variance to decrease the required front yard from 25’ to 9’ for portions of the building.

We have met several times with the District 12 Saint Anthony Park Community Council (“SAPCC”) to discuss this project. They have written in support of development of affordable housing on the Site and welcome the opportunity to improve walkability and streetscape in the transitioning neighborhood. We will also seek written support for the specific rezoning and variance requests contained herein.

The Site is ideally situated for continuation of the area’s growth, in harmony with the 2040 Saint Paul Comprehensive Plan and local area plans that encourage high-density residential development focused around access to transit, walkability and housing choice. It is centrally located between Minneapolis and Saint Paul and within ½ mile of multiple transportation options including the Raymond Avenue LRT, multiple bus routes on University and Raymond Avenues and the Grand Rounds bicycle trail. It is also a ¼ mile from both the Hampden and South Saint Anthony neighborhood parks and within ½ mile of the University and Raymond commercial area. The neighborhood has seen substantial development and adaptive re-use for residential and commercial uses over the last decade.

The property and existing improvements were most recently used as a warehouse and offices for a drycleaning chemical supplier. We purchased the Site in 2017 with the intention of cleaning up the

property and redeveloping the existing improvements for mixed commercial use. The improvements are obsolete for modern industrial use and the Site is too small to be marketable for construction of a new industrial building. Unfortunately, pre-Covid marketing efforts were unsuccessful and became even more challenging during and after the pandemic. The requested rezoning and variances would allow a long-vacant and underutilized site to be repurposed for its highest and best use in response to the reality of changing market conditions, the needs of the community and guidance from comprehensive and local area land use planning.

Rezoning Considerations

The proposed rezoning from I1 to IT is supported by the considerations Planning staff use to evaluate rezoning applications.

Consistency with the Comprehensive Plan and the plans for the area that have been adopted by the City Council.

The first policy in the land use chapter of the 2040 Comprehensive Plan emphasizes the importance of transit-oriented development:

Policy LU-1. *Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.*

As noted above, the Site is centrally located between Minneapolis and Saint Paul and within ½ mile of multiple transportation options including the Raymond Avenue LRT, multiple bus routes on University and Raymond Avenues and the Grand Rounds bicycle trail, making it an excellent location for addition of transit-supportive housing density.

Both the Comprehensive Plan and the West Midway Industrial Area plan guide the site for industrial use and rezoning from I1 to IT retains industrial zoning for the Site. Although industrial use is not proposed as part of the redevelopment of the Site, the following guidance from the West Midway plan specifically identifies circumstances where conversion of land from industrial to other use is appropriate:

PI-1 Retain and Protect Current Industrial Land from Conversions to Non-Industrial Uses: It is vital to protect the industrial economy in a way that balances competing land uses while preserving industrial business growth. There will be instances when the market dictates that conversion from industrial to another use is optimal. Such conversions should be considered carefully.

a. The City should only convert industrially zoned lands to non-industrial uses only in circumstances where development will be high density (either jobs or residential) and proximate to regional transportation.

We have owned the site for several years and, despite best efforts, have been unable to obtain an industrial or commercial tenant. With no prospects for an industrial user, we believe conversion of the land to high-density residential use is the optimal use of the Site and consistent with the guidance of the West Midway plan. The Site is just across the street from the official Raymond Avenue Green Line Station Area and, thus, is proximate to regional transportation.

Rezoning to IT to facilitate greater housing density will increase the number of affordable units that can be created, which is also consistent with the following policies from the housing chapter of the comprehensive plan:

Goal 6: Improved access to affordable housing.

Policy H-31. *Support the development of new affordable housing units throughout the city.*

Policy H-37. *Encourage the development of affordable housing in areas well-served by transit and/or in proximity to employment centers.*

Compatibility with land use and zoning of property within the general area.

The parcels that front on the north side of Hampden Avenue West between Raymond Avenue on the west and Hersey Street on the east are zoned I1. Property to the north of these I1-zoned parcels is zoned I2. The majority of the property located to the south of Hampden is zoned RM2, Medium-density Multiple-family Residential, along with a B2-zoned parcel at the intersection of Hampden and Raymond and an I1-zoned parcel on the east end of the street. The industrially-zoned land contains a mix of industrial and commercial uses, as well as a popular brewery and restaurant and a 4-story supportive housing project. The RM2 land contains a mix of multiple-family buildings, townhomes and single-family residences.

The intent of the IT district is to provide sites for commercial, office and light industrial uses that are compatible with nearby residential and traditional neighborhood districts. The proposed IT zoning will improve the transition between the industrial zoning and uses north of Hampden and the residential uses south of Hampden. The I1 and IT districts allow many of the same uses, including mixed-use housing (but to a lesser degree in the I1 than in the IT), but the I1 district also allows several uses that are less compatible or incompatible with the residential RM2 zoning and uses. Examples of I1-allowed uses that can pose significant conflicts with residential use include utility plants, recycling centers, and more auto-related uses (including more that are allowed as permitted, rather than conditional, uses).

Suitability of the property for the uses permitted under the existing zoning classification.

As discussed above, the property has been vacant for many years despite the best efforts of the owner to attract a commercial or industrial use allowed in the I1 district. The proposed redevelopment includes space for 5,761 square feet of commercial use, but the market has proven not to support the larger area of ground-floor non-residential space that the I1 district requires.

Housing is allowed in both the I1 and IT districts, but to a greater extent in the IT district because it allows housing on the ground floor, which the I1 district prohibits. Both market factors and City policies supporting high-density housing near transit and other community and commercial amenities favor zoning of the Site with IT, rather than I1, zoning.

The trend of development in the area of the property in question.

The trend of development in the area has been driven by proximity to the Central Corridor Light Rail Line, other transit improvements, including new bike lanes along Raymond Avenue, Carleton Street and Long Avenue, and the Traditional Neighborhood zoning which is within ¼ mile of the Site. In excess of 1,000 new housing units of all affordability levels have been delivered in the area in addition to new restaurants, breweries, coffee shops and service retail. In the immediate area, in excess of 100,000 square feet of office/industrial has been repurposed for co-working and creative space (The Wycliff Building) or modern, rehabbed office (2303 Wycliff Street). A popular brewery, restaurant and event space, Urban Growler, has also opened in a former industrial building. There is a co-op grocery store 1,000 feet west of the site, along with a neighborhood dentistry, veterinary hospital and hair salons.

While housing and associated service retail uses have thrived, there is currently more than 250,000 square feet of vacant commercial space listed as industrial/flex use within ½ mile of the site.

The proposed change to the IT district is not “spot zoning.”

Minnesota courts have stated that the term “spot zoning” applies to zoning changes, typically limited to small plots of land, which establish a use classification inconsistent with the surrounding uses and create an island of nonconforming use within a larger zoned property. The proposed IT zoning does not constitute spot zoning because the IT use classification is consistent with surrounding I1 and RM3 district classifications and the uses allowed in those districts. The proposed IT zoning also better supports City Comprehensive Plan and local area plan policies related to increasing housing density near transit and increasing the supply of affordable housing.

Proposed Findings for Variance of Percentage of First Floor Residential Area

Section 65.143(a) of the Zoning Code establishes the following development standard applicable to mixed residential and commercial developments:

In the B1-B3 business and IT industrial districts, residential uses shall be limited to no more than fifty (50) percent of the first floor and fifty (50) percent of a basement. Entire upper floors may be for residential use. At least fifty (50) percent of the first floor shall be devoted to principal uses permitted in the district, other than residential uses.

We are requesting a variance from this standard to allow 84.6% of the first floor and 100% of the basement to be occupied by residential uses. The requested variance is very similar to the variance

granted in 2020 for the IT-zoned property located at 2225 University Avenue West to increase the first floor area devoted to residential use to 95.6%. The proposal meets the following findings for approval of a variance.

1. *The variance is in harmony with the general purposes and intent of the zoning code.*

Section 60.103, "Intent and purpose," identifies several purposes of the regulations established in the Zoning Code, including the following which are relevant to the requested variance:

- (b) To implement the policies of the comprehensive plan.
- (i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods.
- (j) To provide housing choice and housing affordability.
- (o) To fix reasonable standards to which buildings, structures and uses shall conform.

Creation of high-density, affordable housing on the Site is consistent with the Comprehensive Plan. A mixed-use building with both commercial use and residential units on the ground floor is compatible with the surrounding mix of commercial, industrial and residential use. Specifically, allowing more than 50% of the basement and first floor to be residential use will not create conflict with the commercial use of the neighboring building to the west, the residential and parking uses across Hampden or, because they are to the rear, the industrial uses to the north. Allowing more area in the building to be residential increases the number of affordable units and housing density to support the nearby Green Line.

Maximizing the number and size of affordable residential units in the building and providing adequate parking to serve the residents, while also providing a substantial area (5,716 square feet) of commercial space, is also consistent with the intent of the development standard for mixed-use residential developments in the IT district because it provides an amount of non-residential space in the project that is appropriate in the context of this specific site.

2. *The variance is consistent with the comprehensive plan.*

As discussed in detail above related to the rezoning proposal, redevelopment of the Site with high-density housing is consistent with Comprehensive Plan goals and policies that:

- encourage high-density development in areas with high-transit capacity;
- support transition of land from industrial use to non-industrial uses when alternative high-density development is the optimal use of the land and proximate to regional transportation; and
- seek to improve access to affordable housing.

In light of the unmarketability of the Site for industrial use, the urgent need for increasing the supply of affordable housing in the City and the proximity of the Site to multiple transit amenities, these policies also support a variance that will allow additional affordable housing units in the building.

3. *The applicant has established that there are practical difficulties in complying with the provision, that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties.*

The proposed variance is reasonable because it maximizes the number and size of affordable residential units in the building and provides adequate parking to serve a mix of single and family residential tenants, while also providing a substantial area (5,716 square feet) of commercial space in the mixed-use development.

When market conditions make a particular type of use – in this case, use of at least 50% of the ground floor of the building for non-residential uses – completely unviable, market factors become more than just “economic” considerations. They become legitimate land use and public safety considerations. Denial of the requested variance that will allow the majority of the first floor to contain residential uses will result in either no redevelopment and continued “use” of the land with a vacant and boarded building, or (if it was even possible to get financing to build) a new building with what would inevitably have vacant commercial space on the first floor. The lack of market demand for new commercial space in this area is a land use factor and a practical difficulty for complying with the standards of the IT zoning district for mixed residential and commercial buildings. Moreover, it is practically difficult to maintain compliance with the 50% standard while developing the Site in a way that best promotes the most applicable policies of the Comprehensive Plan.

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

The property is located at the edge of an historic, but struggling, industrial area and in close proximity to light rail and bus transit, as well as the Grand Rounds bicycle trail. It is also within walking and biking distance from the University and Raymond commercial area and city parks. These circumstances make it especially well-suited for development with high-density housing in conformance with the several city land use and housing policies discussed above. Also as discussed above, practical difficulties prevent development of a project in compliance with both those city policies and the ordinance from which the variance is requested. These unique circumstances were not created by the landowner.

5. *The variance will not permit any use that is not allowed in the zoning district where the affected land is located.*

The variance will not permit a use that is not allowed in the zoning district. It will simply allow more residential use on the ground floor.

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

The proposed variance is in keeping with the essential, mixed-use character of the neighborhood. It would not alter, but would move in alignment with the transitioning, mixed-use area, as well as

in alignment with the long-term goals of the City and neighborhood to bring additional housing choice and improved public pedestrian-oriented streetscapes in proximity to major transit amenities.

Proposed Findings for Variance of Required Front Yard

Although there are no minimum yard requirements in the industrial districts, because the Site is across the street from property zoned RM2 residential, the Zoning Code requires a 25' front yard for redevelopment of the Site. The proposed building design orients the main body of the building to the rear of the Site, parallel to the rear property line. Three wings extend toward the front of the Site, with courtyards between the wings. The end of the building wings are 9' from the front property line. A variance is requested to reduce the required front yard to 9' for these portions of the building, which constitute approximately 50% of the front building façade. The proposal meets the following findings for approval of a variance.

1. *The variance is in harmony with the general purposes and intent of the zoning code.*

The proposed 9' setback for portions of the building is in harmony with the general purposes and intent of the Zoning Code. Much of the existing, long building is set at the front property line, so the proposed building will add significant separation and open space between the new building and the RM2 properties south of Hampden. Because the project will not include industrial uses, greater setbacks are not needed in order to buffer the residential uses across Hampden from such industrial use. The Zoning Code supports mixed-use development of the Site and the project includes a large commercial space in the center wing of the building. City policies encourage placement of commercial uses close to the street to activate the pedestrian realm and support the visibility and viability of the commercial use. CPTED (crime prevention through environmental design) principles also encourage building placement that adds "eyes on the street" to create a safer public experience along Hampden Avenue.

2. *The variance is consistent with the comprehensive plan.*

The proposed front setbacks of the building are consistent with policy SD 1-20 of the West Midway plan which states that buffering along Hampden shall "[m]aintain and infill the landscaping on both sides of the edge." Much of the existing building sits on the property line adjacent to the public sidewalk, leaving only a narrow boulevard between the sidewalk and street for landscape area. The 9-foot and greater setbacks of the proposed building will significantly increase the space for landscape buffer between the new building and Hampden. Moreover, the proposed residential building itself will buffer existing residential uses south of Hampden from the larger Midway Industrial area.

3. *The applicant has established that there are practical difficulties in complying with the provision, that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties.*

The proposed building setback is reasonable because it aligns with the setback of the adjacent commercial building to the west, which is the only other building on the block face, and because it will not adversely impact the residential uses across the street. Compliance with the 25' setback requirement would create practical difficulties in achieving the goals and policies of the Comprehensive Plan related to creation of high-density housing near transit and increasing availability of affordable housing throughout the city. Reduction of the floor plate area on all the floors to meet a 25' front yard requirement would eliminate at least 13 units in the proposed layout and reduce the size and number of bedrooms of at least 13 more.

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

As described above, the unique proximity of the Site to transit, park and commercial amenities make it particularly suited for development with high-density housing, which becomes more difficult to achieve with large yard requirements. City codes and policies that encourage inclusion of commercial uses in the building are incompatible with a 25' setback requirement. These unique circumstances were not created by the landowner.

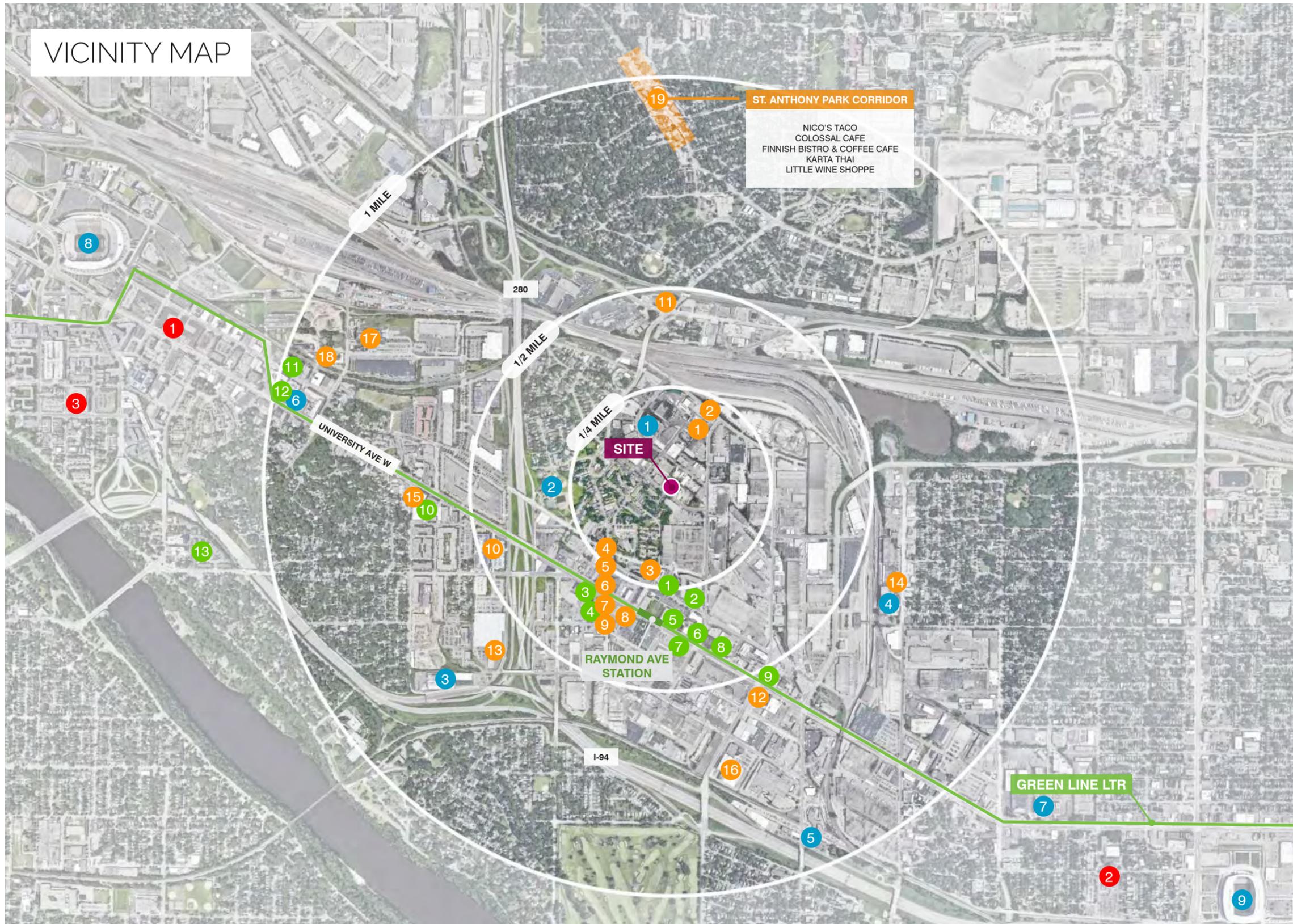
5. *The variance will not permit any use that is not allowed in the zoning district where the affected land is located.*

The proposed front yard variance will not permit a use that is not allowed in the zoning district.

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

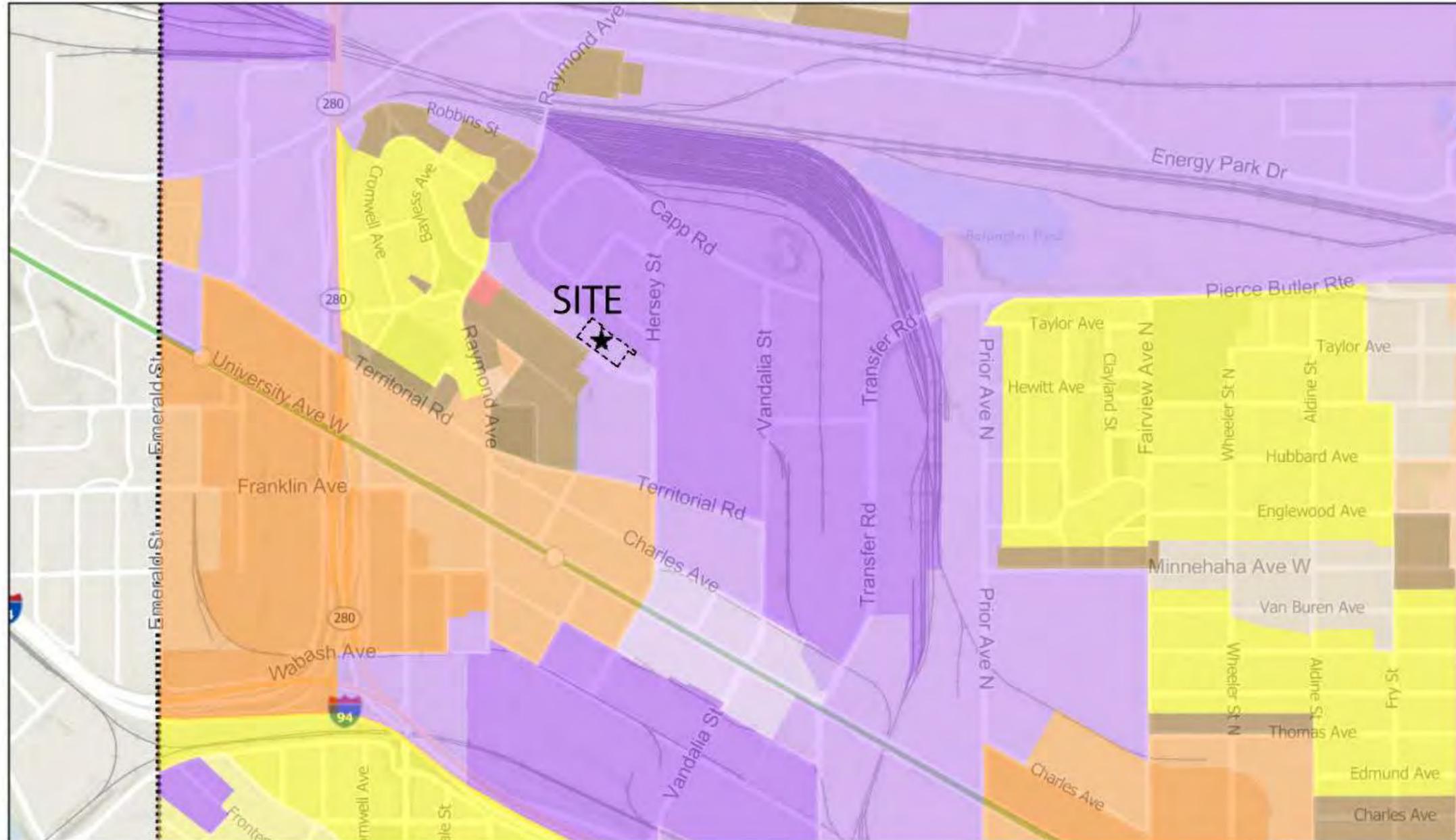
The proposed front yard variance is in keeping with the essential character of the neighborhood. As noted, the setback will align with that of the adjacent building to the west. The new building will be set back more than the existing building and the courtyard design will place approximately half of the building well back from the street.

VICINITY MAP



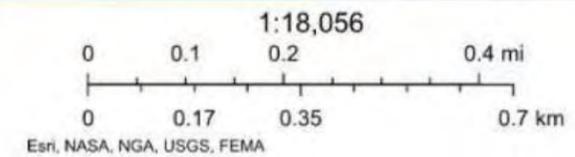
●	Restaurants
1.	Urban Growler Brewing Company 0.17
2.	Bang Brewing Company 0.20
3.	Dogwood Coffee Bar 0.22
4.	Foxy Falafel 0.23
5.	Keys Cafe & Bakery 0.28
6.	Workhorse Coffee Bar 0.30
7.	The Naughty Greek 0.32
8.	Cafe Biaggio 0.33
9.	Dual Citizen Brewing Company 0.35
10.	Egg & I 0.46
11.	Pho 79 0.48
12.	The Dubliner 0.57
13.	The Lab Taproom 0.59
14.	Blackstack Brewing 0.60
15.	Hodges Bend 0.63
16.	Lake Monster Brewing Company 0.73
17.	Surly 0.82
18.	Malcom Yards Market 0.92
19.	St. Anthony Park Corridor 0.97
●	Apartment Buildings
1.	The Ray 0.25
2.	Union Flats Apartments 0.30
3.	C&E Lofts 0.32
4.	C&E Flats 0.35
5.	Carleton Artists Lofts 0.35
6.	The Lyric 0.38
7.	Platform 0.41
8.	2225 University Ave 0.41
9.	U.S Bank Re-Development 0.55
10.	2700 University Ave 0.62
11.	Green on 4th 0.97
12.	The Link 0.99
13.	22 on the River 1.26
●	Health
1.	MN Health Fairview Children's Clinic 1.31
2.	MN Health Fairview Midway Campus 1.46
3.	MN Health Fairview Primary Care 1.52
●	Other
1.	Skybox St. Paul 0.11
2.	South St. Anthony Recreation Center 0.29
3.	Vertical Endeavors 0.74
4.	Can Can Wonderland 0.80
5.	CrossFit St. Paul 0.95
6.	Fresh Thyme Farmers Market 0.99
7.	St. Paul Midway YMCA 1.24
8.	TCF Bank Stadium 1.63
9.	Allianz Field 1.73

ArcGIS Web Map



10/27/2022, 11:37:23 AM

Principal Zoning	RT2 Townhouse	T3 Traditional Neighborhood	I1 Light Industrial
R3 One-Family	RM2 Multiple-Family	T4 Traditional Neighborhood	I2 General Industrial
R4 One-Family	RM3 Multiple-Family	B2 Community Business	VP Vehicular Parking
RT1 Two-Family	T2 Traditional Neighborhood	IT Transitional Industrial	



Esri, NASA, NGA, USGS, FEMA | For more information on these zoning designations, contact PED Principal City Planner for Zoning Allan Torstenson at 651-266-6579 or allan.torstenson@ci.stpaul.mn.us. ArcGIS Web AppBuilder

AERIAL VIEW



PROPOSED AFFORDABLE
HOUSING SITE: 2285
HAMPDEN AVE

AERIAL VIEW



PROPOSED AFFORDABLE
HOUSING SITE: 2285
HAMPDEN AVE

SITE

BRADFORD STREET

WYCLIFF STREET

HAMPDEN AVENUE W

HERSEY STREET

LEVEL 1



LEVELS 2-5



HAMPDEN AVENUE W



SUBLEVEL



HAMPDEN AVENUE W



DEVELOPMENT SUMMARY: Exeter - 2285 Hampden

Updated 2023-08-11

DESCRIPTION	TOTAL	PARKING			COMMERCIAL	RESIDENTIAL						
	Gross SF	Parking GSF	Structured Parking	Surface Parking	Total Parking	Commercial GSF	Residential GSF	Amenity	NLSF	Efficiency	Residential Parking	Residential Units
S1 Sublevel Parking	38,023	37,249	-	111	-	-	-	-	-	-	-	-
1 Lobby / Parking / Units	37,354	8,868	26	13	39	5,761	22,725	809	15,636	69%	-	17
2 Units / Amenity	37,354						37,354		30,311	81%		33
3 Units	37,354						37,354		30,311	81%		33
4 Units	37,354						37,354		30,311	81%		33
5 Units	37,354						37,354		30,311	81%		33
	224,793 Gross SF	46,117 Parking GSF	137 Structured Parking	13 Surface Parking	150 Total Parking	5,761 Commercial GSF	172,915 Residential GSF	809 Amenity	136,880 NLSF	79% Efficiency	111 Residential Parking	149 Residential Units

METRICS

Site SF	74,255	SF
Site Acreage	1.70	Acres
Dwelling Units	149	DU
Dwelling Unit per Acre	87	DU/Acre
Residential Parking Ratio Per Unit	0.74	Stalls/Unit
Residential Parking Ratio Per Bedroom	0.40	Stalls/Bed
FAR	2.41	

RESIDENTIAL MIX

Unit Type	Mix	Qty	Total Beds	Avg Unit NLSF	Total NLSF
Studio	5%	9	9	518	4,663
1 BR	20%	32	32	673	21,546
2 BR	50%	86	172	981	84,356
3 BR	25%	22	66	1,196	26,316
	100%	149	279	919	136,880

ELEVATIONS



ELEVATIONS







St. Anthony Park Community Council/District 12
P.O. Box 8124
Saint Paul, MN 55108



To: Saint Paul City Council
15 Kellogg Blvd. West
310 City Hall
Saint Paul, MN 55102

June 27, 2023

Re: FILE #: 23-035038 — 2285 Hampden LLC (c/o Thomas Nelson, Exeter Management LLC)

Dear Council President Brendmoen and City Council Members,

The St. Anthony Park Community Council supports building affordable housing in our neighborhood, particularly with a goal of an average AMI of 60% or lower, with a high number of two- and three-bedroom homes, as appears to be the case with this project. We are satisfied that this use, in the current economic environment, is best-suited to this site, which has been vacant for about five years.

Currently, more than 250,000 square feet of commercial space listed as Industrial/Flex Use is vacant within one-half mile of the site. Requiring 80% of the first floor to be commercial space ignores economic viability. Although one goal of the Industrial zoning category is to “be supportive of well-paying jobs” as stated in the BZA Staff Report, this is not being achieved for nearly 10 acres of empty space at the moment. It is conceivable that providing affordable housing for people who could fill some of those well-paying jobs would benefit Saint Paul’s economy better over the long run, as they build savings and move up to home ownership.

Because the site is on Hampden Avenue, we have some trepidation about the livability standard for residents because of the heavy truck traffic they will experience on a daily basis, given our research on this topic.(1)

However, we also know that any new commercial or industrial use at this site could also increase truck traffic in the neighborhood for existing residents, and so creating more affordable housing is the better choice, since residents come and go less often than business users and do not create more over-sized vehicle traffic.

Among the variances requested, we do not favor the existence of the surface parking lot, though we understand the developer’s rationale for it. If a surface lot is actually necessary for the commercial space and the housing offices, we would prefer the lot to be smaller. The building and its residents, we believe, would be much better off with green space in that location, since green space is lacking in that immediate area. The building is only three blocks outside of the Raymond Station area, and especially with the completion of a pedestrian and bike path north-south between Carleton Street and Long Avenue, it could have excellent non-motorized connection to the Green Line (the “Carleton Extension”). It also is less than 1,000 feet from a well-stocked grocery store. A moderately dense residential area abuts this site to the southwest.

Although we would like to see more green space in the plan, the early drafts of the proposed building show a setback that exceeds what is currently on the site. Two of the existing buildings meet the sidewalks. The neighboring building to the west is set back 9 feet from the sidewalk, which is consistent with what is being asked for in the present plan.

We have been concerned about the known contamination of soil and groundwater at the site, but the MPCA has determined “No Association” for a prior development plan at the site and has specified procedures that will minimize the risk of spreading contaminants during construction. There are reliable ways to prevent intrusion of vapors into the building, which undoubtedly will be required by the MPCA. Consequently, we agree that this location can be made safe for residential use and, for reasons stated elsewhere in this letter, that it will not pose a hazard to the families that will live here.

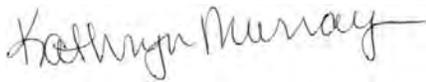
The development could help reduce the urban heat island effect of this industrial area by installing a reflective white roof or a green roof, which also would reduce stormwater runoff. Alternatively, with some 35,000 square feet of roof space and with current incentives for renewable electricity production, it would be financially feasible to install a solar photovoltaic array that produces far more than 100 kilowatts of energy. This, together with improved building insulation and energy-efficient HVAC and appliances, would reduce utility costs substantially.

The Staff Report argues that this property is “outside the Raymond Avenue Green Line Station Area” and therefore cannot be considered an acceptable conversion of land use as described in the West Midway Industrial Plan. As we point out above, this site is within easy walking distance (about 2000 feet) of the Green Line Raymond Station and many shops and restaurants, and it adds considerable population density (281 beds planned); we conclude that it fits the characteristics required for land conversion.

In closing, we hope our support for this project will allow for timely engagement about the design with the developer during the site plan process, if the project gets its initial approval.

Thank you for your consideration.

Sincerely,



Kathryn Murray, Executive Director
kathryn@sapcc.org | 651-649-5992
www.sapcc.org

CC: Doua Yang, Ward 4 Legislative Aide
Thomas Nelson, Exeter Management, LLC

- (1) In September 2020, the SAPCC Transportation Committee counted heavy truck traffic at several key intersections in South St. Anthony Park, after community complaints about the effect of their sound and air pollution. We plan to replicate these counts at the equivalent days and times this fall for comparison.

One of the corners we counted was Raymond and Hampden Avenues, about two blocks east of the 2285 Hampden site.

At that corner, we recorded 22.5 heavy trucks *per hour* from 1:00 to 3:00 p.m. on an average weekday, going east or west on Hampden to or from Raymond, which is more than one every three minutes. Note that this did not include any truck traffic originating/terminating in the industrial area north of Hampden that came from or went east on Hampden toward Vandalia/University.

That 22.5 trucks per hour number is almost identical to the number of trucks we counted around the same time on Territorial Road at Seal Street.

As Councilmember Jalali knows, SAPCC has written a letter to her and to Public Works about the effect of this heavy truck traffic on the residents along Territorial Road, many of whom live in affordable housing, such as Union Flats and Seal Hi-Rise.

Residents of both these buildings, in addition to the residents of the St. Anthony Greens townhouses along Territorial Road, express strong opinions about the negative effects of the incessant heavy truck traffic they live with every day.

St. Anthony Park Community Council/District 12
P.O. Box 8124
Saint Paul, MN 55108



To: Nicolle Goodman, Director
City of St. Paul, Dept. of Planning & Economic Development
City Hall Annex
25 West 4th Street, Suite 1300
Saint Paul, MN 55102

Re: Proposed Housing Project – 2285 Hampden Ave.

August 7, 2023

Dear Director Goodman,

The Land Use Committee of the St. Anthony Park Community Council once again discussed the proposed project at 2285 Hampden Ave at our August 3rd meeting. As before, we generally support the project and the affordable family housing that this brings to our neighborhood. We look forward to reviewing the final plans reflecting the zoning change suggested by the City, in hopes that we can issue a formal letter of support at that time.

In keeping with our Unified Design Standards, the one change from the previous plans that we would like to see is the elimination or relocation of the surface parking at the front of the building. We understand the desire for some limited parking to support the commercial spaces but hope that could be located under or at the ends of the building in order to create more green space for gardens, play space or lawn.

I've included our letter of support from the June variance request by Exeter. The process for this project to go through the City procedures has already been confusing and frustrating for all involved. It makes it particularly difficult to communicate timely updates for the purposes of community engagement as is our role as the District Council for this project area.

Please keep us apprised of the progress of the project and call with any questions.

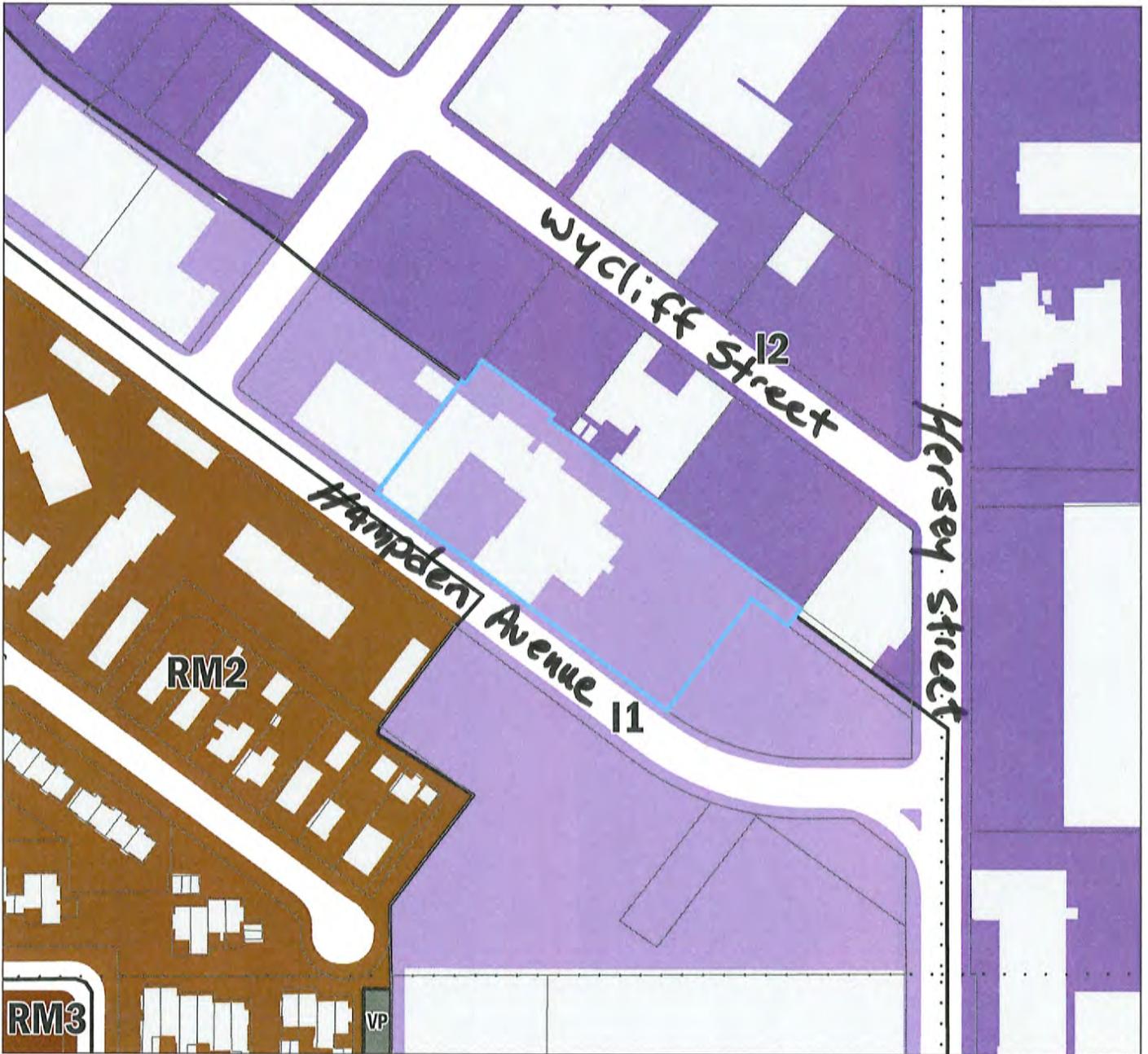
Sincerely,

A handwritten signature in cursive script that reads "Kathryn Murray".

Kathryn Murray, Executive Director
kathryn@sapcc.org | 651-649-5992
www.sapcc.org

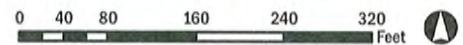
CC: Starke Mueller and Roger Purdy – SAPCC Land Use Committee Co-Chairs
Thomas Nelson, Exeter Management LLC
City Council Member Mitra Jalali, Ward 4

Attached Document: *2023.06.27 Hampden Variance Appeal LOS.pdf*



File #23-075-366 Zoning Map
Application of 2285 Hampden LLC

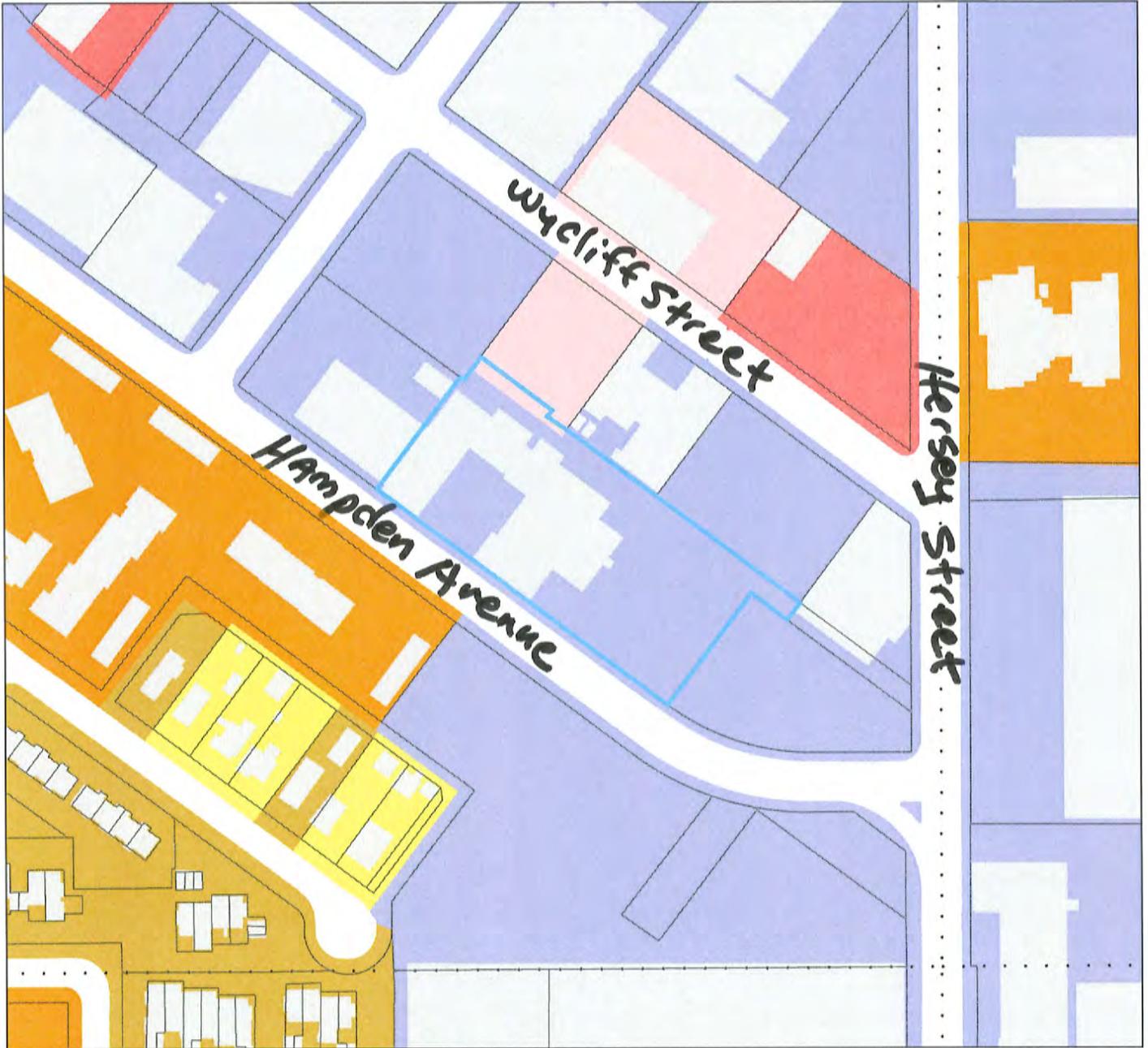
Application Type: Rezone
 Application Date: August 17, 2023
 Planning District: 12



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

Subject Parcel(s) Outlined in Blue

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



File #23-075-366 Existing Land Use
Application of 2285 Hampden LLC

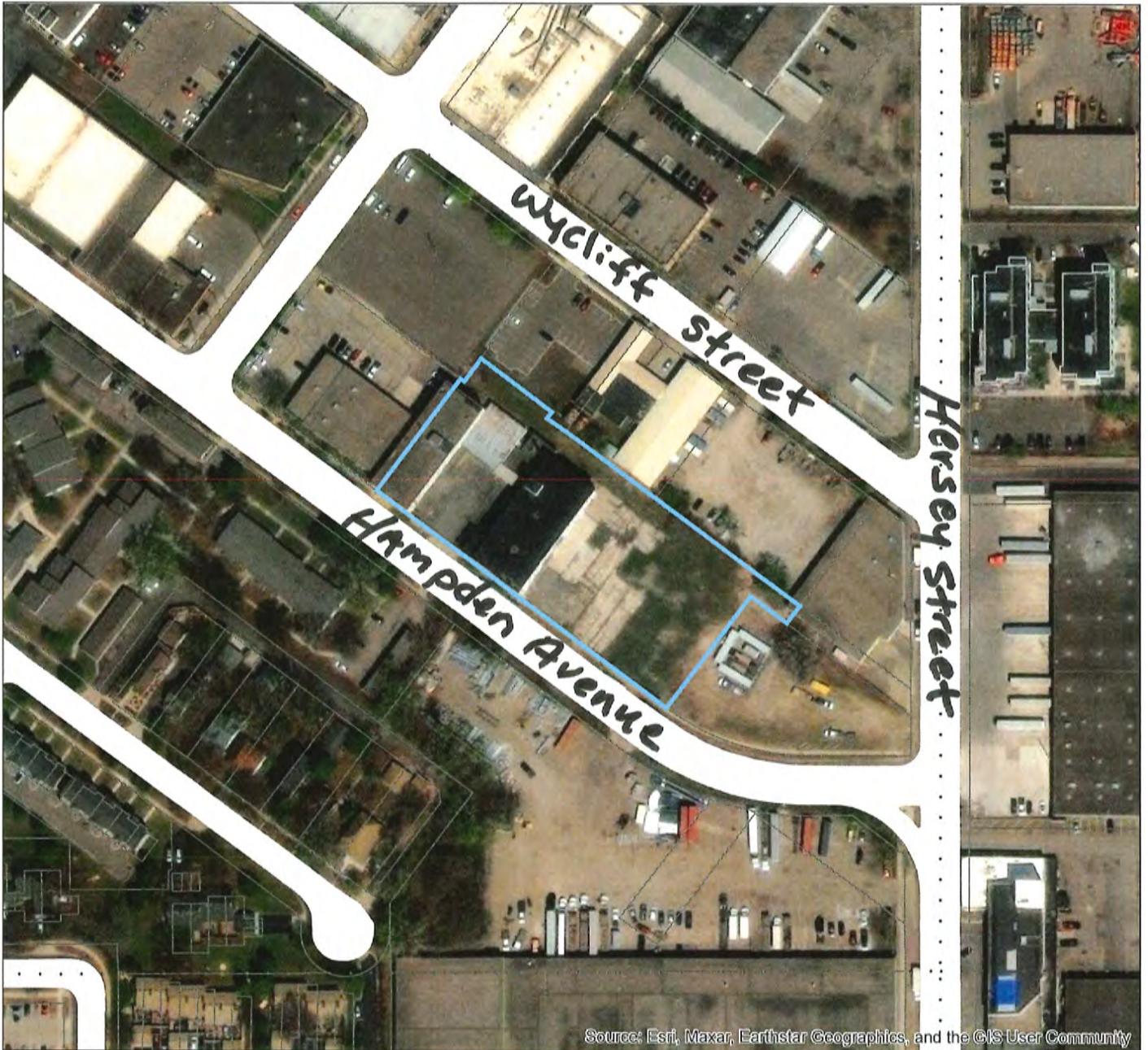
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Subject Parcel(s) Outlined in Blue

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



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

File #23-075-366 Aerial Map

Application of 2285 Hampden LLC

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Subject Parcel(s) Outlined in Blue

-  Subject Parcel(s)
-  ParcelPoly



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