

Memorandum

TO: Planning Commission
FROM: Izaak Peterson , Senior Planner
DATE: February 24, 2026
SUBJECT: 1090 Gramsie Road- PUD Development Stage, Preliminary Plat and Comprehensive Plan Amendment - Christian Brothers Automotive
ITEM NUMBER: 7.B
SECTION: NEW BUSINESS

REQUESTED MOTION

Motion #1

To open the public hearing

Motion #2

To recommend the city council approve the proposed Preliminary Plat, PUD- Development Stage, and adopt Resolution 26-16 for the proposed comprehensive plan amendment, submitted by Christian Brothers Automotive, for the property at 1090 Gramise Road. The adoption and approvals are subject to the following conditions:

Comprehensive Plan Amendment

1. The amendment changes the future land use designation from Office to Commercial within the Shoreview 2040 Future Land Use Map (Map 4.3) for the property located at 1090 Gramsie Road, Lot 1 Block 1 of the Reiling Second Addition.
2. The amendment is not finalized until review and approval by the Metropolitan Council.
3. The amendment will not be finalized until the city grants approval of the Final Plat and PUD - Final Stage request and the Development Agreements are executed.

Preliminary Plat

1. A public use dedication fee shall be submitted for Lot 2 as required in the Shoreview Municipal Code. This will be paid prior to the release of the final plat by the city.
2. The developer shall submit a cross-access and maintenance agreement is required for Lot 1 and Lot 2, Block 1 to have a shared access. The agreement shall be subject to the City Attorneys review, and be submitted prior to the approval of the Final Plat.
3. The developer shall submit a shared parking agreement is required for Lot 1 and Lot 2, Block 1 to address shared parking. The agreement shall be subject to the City Attorneys review, and be submitted prior to the approval of the Final Plat. The agreement will be recorded against the properties.
4. Drainage and utility easements shall be provided as required by City Engineer.
5. The development shall secure any and all permits regarding stormwater, grading, and erosion control plans from the Rice Creek Watershed District prior to commencing any grading work on this site.
6. The developer is required to enter into a subdivision agreement with the city related to

the site development and maintenance. The agreement shall be executed prior to the issuance of any permits for this project.

7. The final plat shall be submitted to the city for approval with the Final Stage PUD application.

Planned Unit Development – Development Stage

1. This approval permits the development of a 6,557 sf Automotive Service and Repair Facility within the Reiling Planned Unit Development.
2. The Automotive Service and Repair Facility shall maintain compliance with the noise standards specified in Article III of the Municipal code at all times. All storage of vehicles, materials, supplies, shall be stored wholly within the proposed Automotive Service and Repair Facility building. Long term outdoor parking or storage of customer vehicles for a period of time greater than 48 hours is prohibited.
3. The development shall secure any and all permits regarding stormwater, grading, and erosion control plans from the Rice Creek Watershed District prior to commencing any grading work on this site.
4. The development shall secure any and all permits required by Ramsey County and MnDOT prior to commencing construction work on this site.
5. A Tree Removal and Replacement plan is required. For any trees that cannot be accommodated on the development site, a financial contribution to the City's Forestry fund is required.
6. The applicant is required to enter into an amended Master PUD agreement related to the subdivision of the site as proposed. The amended Master PUD agreement shall be executed prior to release of the final plat for recording.
7. Approval of the final grading, drainage and utility plans by the director of public works is required, prior to the submittal to the City of applications for Final Plat and PUD - Final Stage.
8. The developer shall submit a parking study memo written by a licensed engineer which demonstrates adequate shared proof of parking availability on the proposed development site prior to PUD - Final Stage submittal.
9. The developer shall submit revised plans which identifies the installation and construction of two Level 2 Electric Vehicle Charging Stations or the construction of two Electric Vehicle charging spaces with readily available electrical conduit in place to adequately serve the future construction Level 2 Charging Stations on the site. Revised plans shall be submitted subject to staff review prior to PUD - Final Stage submittal.
10. The Final Stage - PUD application shall be submitted consistent with the plans and conditions of approval specified through this approval.
11. This approval shall expire after 60 days if the Planned Unit Development - Final Stage application has not been submitted for city review and approval.

INTRODUCTION

In September and October of 2025, the planning commission and council evaluated concept plans for the proposed development of a Christian Brothers automotive service and repair facility at the property located at 1090 Gramsie Road. At that time, the commission and council expressed general support for the proposed concept development of the site.

Christian Brothers Automotive have submitted development applications for the proposed infill development of a Christian Brothers auto repair services facility at the property located at 1090 Gramsie Road. The development applications seek to plat a .97 acre portion of the existing property to facilitate the development of a 6,557 sf, 10 bay auto repair facility. The

underlying property which currently contains a Red Robin Restaurant is located within a Planned Unit Development (PUD). Proposed development and subdivision of a PUD necessitates approval of a PUD Amendment to allow for the proposed use, and create the proposed property parcel. In addition, the site is currently guided Office within the 2040 Comprehensive Plan, which must be amended to Commercial to allow for the proposed development.

In order to proceed with the proposed development plans, the applicant has submitted the following applications for consideration:

1. Development Stage - PUD Application: To allow for the proposed Auto Service and Repair land use within the underlying Planned Unit Development District.
2. Comprehensive Plan Amendment: To reguide the sites future land use designation from Office to Commercial.
3. Preliminary Plat: To subdivide a .97 acre portion of the the existing 2.28 acre site to serve the proposed development.

DISCUSSION

Background & Site Description

The subject property is 2.28 acres in size, containing frontage along Lexington Ave N to the west, Gramsie Road to the north, and I-694 to the south. The site is zoned within a Planned Unit Development (PUD) and immediately abutted by PUD properties to the north and east, which include the 4000 Office Building, Loden SV apartment building, and Hilton Garden Inn hotel. In addition, the Land O'Lakes corporate campus is located across Lexington Ave N, within the City of Arden Hills. The property currently contains the Red Robin restaurant and associated parking facilities on the western portion of the property. Access to the site is served from a single curb cut on Gramsie Road.

The Red Robin site was initially approved by way of a PUD zoning approval "The Reiling PUD", from the UND district in 2004. At that time, subsequent future subdivision of the western portion of the site was anticipated. Permitted and prohibited land uses allowed through the PUD approval include the following:

- Office and Professional Services
 - Adult and continuing education centers
 - Financial Institutions
 - Public or quasi public facilities
 - Medical and dental offices and clinics
 - Licensed day care facilities
 - Restaurants which: qualify for a on-sale liquor license; do not have drive up facilities; food sales constitute 60% of gross sales; accommodate gatherings of 20 or more people; and do not accept food orders after 11 pm
- Limited Retail and Service
 - Salon and/or Spas
 - Photocopying service
 - Restaurants that are fast-serve, provide a sit down eating experience and do not have drive-through facilities.
- Prohibited Uses
 - Automobile sales accessories and parts
 - Bars

The associated PUD Agreement specified that automotive sales accessories and parts are prohibited, a PUD amendment was necessary in order to develop the remaining undeveloped portion of the site.

Planned Unit Development

The Planned Unit Development process is used to encourage or provide flexibility, creativity, and innovation in the planning and design to achieve a variety of objectives related to the Development Code and the city's land use goals. At the Development Stage, the detailed site development and subdivision plans are presented to the city for public review at both the planning commission and city council. The Final Stage of the PUD is reviewed only by the city council and provides the city with the opportunity to review the plans for consistency with the Development Stage approval. Development Agreements are also drafted and approved during the Final Stage.

While the development code establishes minimum standards for all new development, the PUD process allows the City to grant flexibility from these standards. [Sec 107-73](#) prescribes that the proposed development would need to satisfy certain objectives in order to be approved through the PUD process. Proposals that do not comply with the minimum standards of the ordinance need to provide a benefit to the city by meeting certain objectives including but not limited to life-cycle housing, sustainable and high quality building design, innovative stormwater management, and transportation demand management.

Based on the plans submitted, deviation from the City's previously approved PUD for the site would be needed to address and permit the proposed auto repair and service facility land use. An automobile service facility was not identified as a permitted land use within the approved Reiling PUD, and generally prohibited for future development under the automobile sales, accessories and parts land use contemplated with the 2004 PUD approval. In addition, the application proposes deviation to the city's minimum parking requirement for an automobile service station.

Comprehensive Plan Amendment

[Chapter Four](#) of the Comprehensive Plan designates this property for an Office land use within the future land use map. This designation is intended for property located adjacent to land planned for residential use but may also be located in areas surrounded by nonresidential uses. Professional offices, daycare centers, medical and dental clinics and similar uses are intended for these locations.

The proposed auto service facility conflicts with the 2040 future land use guidance of the site, and would most appropriately fall under a commercial future land use category. This designation is intended for a variety of service, office, restaurant, and retail uses ranging in intensity from those that serve the immediate neighborhood to those whose patrons come from outside of the community. The comprehensive plan instructs that the intensity of commercial use chosen for a particular site, through the adoption of a zoning designation, must be compatible with the uses planned for the adjoining property.

As the sites Office future land use designation conflicts with the proposed commercial use of the property, a comprehensive plan amendment would be required in order to consider future development of the site as proposed. The comprehensive plan identifies the following areas of consideration when contemplating revision of a future land use designation:

1. Land use decisions should be influenced by the availability of urban services, the transportation network, existing development pattern, nearby land uses, natural characteristics of land and community needs.
2. Revision of a land use plan map designation shall require the City Council to find that the proposed designation will not facilitate development which would have a significant, adverse impact on the planned land use of surrounding property. The City may require documentation to support said findings. The existing planned land use of the property shall be the basis for comparison from which to judge the impact of the proposed designation.
3. When a land use plan amendment is proposed, the following elements shall be considered relative to the site and the characteristics of adjoining planned land uses:
 1. probable building mass differences;
 2. traffic generation;
 3. separation to dissimilar land uses;
 4. carrying capacity of the site (sewer, water, access, topography, etc.);
 5. buffering potential of dissimilar but adjoining land uses

As guided by the policies and goals of the Comprehensive Plan, the planning commission and council must make a determination as to whether the commercial auto service and repair land use would meet a community service need, not lead to adverse impacts to surrounding properties, and be cohesive with the surrounding office, restaurant, and hotel land uses.

Development Analysis

For the purposes of dimensional and setback standard review within the underlying PUD, the project has been reviewed in accordance with the intent of C-2 General Commercial zoning district standards which most closely reflect the proposed commercial land use, and is the zoning district in which Automobile repair stations are permitted.

Subdivision & Lot Orientation

The application proposes to subdivide a .97 acre portion of the existing 2.28 acre site to serve the automobile service facility. Although the proposal contemplates the creation of less than three properties, consideration of Preliminary and Final Plat applications is required, as specified by [Sec. 105-36. - Minor subdivision exemptions and exceptions](#).

The submitted preliminary plat proposes a lot which contains 140 feet of frontage along Gramsie Road (north), and 184 feet of frontage adjacent I-694 (south). The proposed lot appears to be compliant with the dimensional standards set forth within [Sec 107-60](#), as it applies to the C2 district.

Building Setbacks

The proposal appears generally to meet or exceed of typical commercial zoning standards. The following table compares the proposed building setbacks with the Development Code Requirements for the C2 District:

	C2 District	Proposed Auto Service Building
Front (Gramsie Road)	50 feet	51.9 feet
Side (West)	10 feet	78.9 feet

Side (East)	10 feet	11 feet
Rear (I-694)	30 feet	66.7 feet

Parking & Access

Access to the site is proposed as a consolidated shared access at the location of the existing Red Robin curb cut. Shared access with zero setbacks may be permitted, with the submittal of a shared access agreement between the affected parties.

Development code [Sec 109-93\(2\)\(i\)](#) specifies minimum parking requirements for auto service station facilities. Auto service stations require one parking space per employee plus five per service stall. Ten service bays are proposed within the facility, a requirement of 50 parking spaces. The applicant has indicated that the facility will employ 8-11 individuals. The Development Code would require 61 parking spaces to achieve parking code compliance. The plan proposes a total of 41 parking spaces on the site, with parking utilization of the 10 proposed service bays to serve as parking on the site. The parking on site has been increased by 11 stalls from the time of concept plan review.

The city may provide deviation to base parking standards through the PUD amendment process. Staff is generally comfortable with the proposed parking 51 parking spaces proposed to serve the site. However, due to the proposed shared access and proximity of parking shared between the existing Red Robin site and proposed development, staff recommends a condition of approval requiring the applicants submittal of a site parking memo from a licensed engineer which demonstrates adequate shared proof of parking availability on the site.

In addition, due to the nature of the proposed automotive land use, and the sites proximity to the I-694 corridor, staff recommends that the development plans incorporate a minimum of two Level 2 EV Charging Spaces, or the installation of conduit to prepare two EV charger ready spaces. Staff believe that the incorporation of EV charging spaces on the site would provide an element of a higher standard of site design, as outlined within the PUD District standards noted in [Sec 107-73](#).

Architectural Design

The applicant has provided exterior elevations of the proposed facility to demonstrate intended design of the sought building. The proposed use of brick, stone, of varying colors and materials appears to be consistent with the standards set forth by the development code. In addition, code compliant screening of a dumpster enclosure is proposed within the plans.

Landscaping

The applicant has provided an updated landscaping plan of the proposed development. The landscaping plan shows the planting of 9 overstory trees, 3 coniferous trees and three ornamental trees, dozens of shrubs as well as several areas of ornamental grasses. The proposed landscaping plan meets and exceeds city landscaping standards. Following city direction from the time of concept plan review, the applicants landscaping plan has increased the quantity of overstory trees and screening ornamentals in available greenspace preserved on the site. Staff believes that the proposed increased landscaping is a component of sustainable and high quality site design, above and beyond typical development code requirements, which addresses PUD amendment approval criteria.

Comprehensive Plan Amendment

Staff has evaluated the proposed comprehensive plan amendment using the review criteria provided within the 2040 Shoreview Comprehensive Plan. Generally staff is supportive of the designation of the site as a commercially guided property based on the following:

Land use decisions should be influenced by the availability of urban services, the transportation network, existing development pattern, nearby land uses, natural characteristics of land and community needs.

The subject property currently contains a commercial restaurant land use, and is surrounded by commercial and office land uses. With the expected closure of the Amocco Station auto shop, the city will contain one automotive repair facility. The amendment of the comprehensive plan to support the commercial use would aid in addressing this community need.

Revision of a land use plan map designation shall require the City Council to find that the proposed designation will not facilitate development which would have a significant, adverse impact on the planned land use of surrounding property. The City may require documentation to support said findings. The existing planned land use of the property shall be the basis for comparison from which to judge the impact of the proposed designation.

The proposed development does not appear to pose a significant adverse impact on the surrounding properties. City staff recommends a condition of approval requiring a parking study, to verify that adverse parking impacts will not occur. The planned Office land use of the property is commensurate with the proposed commercial land use of the property, given the site is surrounded by both commercial and office land uses.

When a land use plan amendment is proposed, the following elements shall be considered relative to the site and the characteristics of adjoining planned land uses: probable building mass differences; traffic generation; separation to dissimilar land uses; carrying capacity of the site (sewer, water, access, topography, etc.); and buffering potential of dissimilar but adjoining land uses.

The proposed building mass is smaller, or commensurate with surrounding land uses. The site development as proposed will result in modest traffic generation, and is surrounded by a mix of commercial and office land uses. The proposed site development incorporates a heavily planted landscaping plan to adequately buffer and screen the site.

Public Comments

Public notice was distributed to property owners within 350' of the subject property, and noticed within the February 10th edition of the Shoreview Press. At the time of this report, no public comment has been received by staff.

Agency Comments

Notice of the proposed applications have been distributed to partner agencies for review and comment, and were published within the February 10th edition of the Shoreview Press. The Rice Creek Watershed District has provided feedback regarding the anticipated permitting requirements of the district. The Development Plans are still under review by Ramsey County, whose feedback is expected prior to council consideration of the applications.

The City Engineer has provided comment regarding the proposed development plan. The City

Engineers comments, and requested revisions are incorporated within the recommended conditions of approval.

RECOMMENDATION

The submitted plans were reviewed in accordance with the city's criteria for platting and planned unit development. Overall, staff is supportive of the development as it is consistent with Shoreview's land use policies in the comprehensive plan, underlying PUD district and the regulations in the development code.

Staff is recommending that the planning commission recommend the city council approve the proposed comprehensive plan amendment, preliminary plat of the property located at 1090 Gramsie Road, and the Reiling PUD Amendment- Development Stage, to subdivide the existing parcel site into two individual property parcels. These recommended approvals are subject to the following conditions:

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ATTACHMENTS

[Location Map](#)

[Reiling PUD Agreement](#)

[Applicant Narrative](#)

[Preliminary Plat](#)

[Civil and Landscaping Plans](#)

[Building Elevations](#)

[Draft Resolution 26-16](#)

[City Engineer- Comment](#)

[RCWD- Comment](#)