# Memorandum

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| **TO:** | City Council |
| **FROM:** | Izaak Peterson , Senior Planner |
| **DATE:** | April 6, 2026 |
| **SUBJECT:** | 3570 Lexington Avenue North - Planned Unit Development Concept Stage- Dan Alstatt, Redbrick Commercial |
| **ITEM NUMBER:** | 10.a |
| **SECTION:** | GENERAL BUSINESS |

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**REQUESTED MOTION**
No formal action is taken on Planned Unit Development - concept stage applications.

**INTRODUCTION**
Property owner Dan Alstatt, Redbrick Commercial, has submitted a Planned Unit Development Amendment (PUD)- concept stage application for the proposed commercial infill development at the property located at 3570 Lexington Ave N. The proposed development concept seeks to plat an approximately .25 acre portion of the existing property to facilitate the development of a 810 sf drive-through retail building, on a portion of existing parking lot. The applicant has chosen to solicit feedback of development proposal in advance of a formal PUD or rezoning application with a concept stage application in order to receive initial feedback and direction from the planning commission and city council.

The PUD Concept Stage is an informal review process that allows the public, planning commission and city council an early opportunity to provide general feedback, and identify issues and concerns to the developer before more detailed plans are prepared for formal consideration. There is no formal action taken by either the planning commission or city council at this stage.

**DISCUSSION**
**Background & Site Description**
The subject property is 2.10 acres in size, containing frontage along Lexington Ave N to the west. The site currently contains a 29,832 sf multi-tenant office building, which was developed in tandem in the early 1980's with the 3550 Lexington office building immediately to the south. The site is zoned within the Office (O) zoning district. The property abuts Office zoning to the south, and commercial zoning to the north, and west across Lexington Ave N within the City of Arden Hills.

Access to the site is currently provided by way of a shared access that serves the 3570 and 3550 Lexington Ave N properties. These properties were developed with formalized shared access and parking agreements at the time of their initial development.

**Comprehensive Plan Consistency**

Chapter Four of the Comprehensive Plan designates this property for a Commercial land use within the future land use map. 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 concept commercial retail drive-through facility would be consistent with the comprehensive plans future land use guidance, and would otherwise support a potential Office to Commercial rezoning of the property to accommodate the use.

**Development Analysis**

Generally, at the time of concept stage to determine the extent of flexibility that will be needed from the Development Code until detailed plans are developed, and direction is given for the viability of the proposed commercial land use. For the purposes of comparative review, the project has been reviewed in accordance with the intent of C-2 General Commercial zoning district standards which may be pursued with a future rezoning or PUD application, and most closely reflect the proposed commercial drive-through use. Uses with drive-up facilities are permitted as a conditional use within the C2 district.

*Subdivision & Lot Orientation*

The application proposes to subdivide a .25 acre portion of the existing site to serve the drive-through facility. Within the C2 district, no minimum lot size is established. The proposed lot contains 85 feet of frontage along Lexington Ave N (west), and 146.75 feet of depth. The proposed lot appears to be compliant with the dimensional standards set forth within Sec 107-60, as it applies to the C2 district.

Although the proposal contemplates the creation of less than three properties, consideration of Preliminary and Final Plat applications would be required, as specified by Sec. 105-36. - Minor subdivision exemptions and exceptions.

*Building Setbacks*

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

| | C2 District | Proposed Building |
|---|---|---|
| Front (Lexington) | 50 feet | 72 feet |
| Side (North) | 10 feet | 17 feet |
| Side (South) | 10 feet | 11 feet |
| Rear (East) | 30 feet | 30 feet |

*Parking & Access*

Separate access is proposed to be served to the development site, with no internal circulation or access to the existing office buildings to the south. Lexington Ave N is a divided roadway in the location of the proposed access point. As a result, the proposed access would have to be restricted to a right-in/right-out access that would only allow for site access from northbound Lexington traffic. Ramsey County is the agency that administers access rights and restrictions to Lexington Ave N.

The site proposes 3 onsite parking spaces to serve the facility. Development code Sec 109-93(2)(i) specifies minimum parking requirements for commercial and drive-up facilities

facilities. For commercial districts, parking spaces are required at a ratio of 5.5 spaces per 1,000 sf of net floor area. In addition, drive up facilities require one space per employee, plus one per 25 square feet of floor area in addition to the number of required spaces. The code required parking depends largely on the internal layout and use of the drive-up facility, but would generally require 30-45 parking spaces to serve the concept.

Generally, staff is concerned that adequate parking is not proposed to serve the site to accommodate employees, or the potential reuse of the facility if it is not solely a drive through facility. That said, the city may provide deviation to base parking standards through the PUD review and approval process, and/or the application of shared parking with adjacent land uses. If the application advances, staff would anticipate the applicant submit a parking study or demonstrate proof of parking, to ensure that the site is adequately parked.

Development code Sec 109-92(g) also specifies minimum stacking spaces required of drive-through facilities. A minimum of six spaces per lane for stacking is required in addition to the number of required parking spaces. The stacking lane shall be a minimum of 12 feet wide. The vehicle stacking area must not exceed beyond the street right-of-way line and shall be delineated so that the vehicles waiting in line will not interfere with the primary driving and parking facilities on site.

The concept does demonstrate code minimum compliance with stacked drive-up parking, however, there is limited internal alternative stacking available on the site if the drive-up queue exceed capacity. This may would potentially result in queuing into Lexington Ave N, which is a concern that requires further study and evaluation in advance of formal development applications.

*Architectural Design*
The applicant has provided precedent generative images of the desired architectural quality and style of the proposed building. The applicant has expressed interest in using high quality brick/stone facade materials, which would meet development code design standards.

**Planning Commission**
The Planning Commission reviewed the submitted concept plan at their regularly scheduled meeting on February 24, 2026. The planning commission discussed the prospective traffic operation and function of the site, and inquired to the applicant about prospective businesses that may operate in the space. The commission was generally supportive of commercial concept, but expressed concern about the function of traffic, and prospective queueing and parking issues that may be generated if the site is successful.

**Public Comments**
Public notice was distributed to property owners within 350' of the subject property. At the time of this report, staff has received one comment from a member of the public regarding the concept plan, which is attached to this report. The comment questioned the need for a new coffee shop in the area, and potential traffic concerns.

**Agency Comments**
Notice of the proposed concept plan has been distributed to partner agencies for initial review and comment. The Rice Creek Watershed District has provided feedback regarding the anticipated permitting requirements of the district. Ramsey County has provided initial comments regarding site access constraints, and anticipating traffic/queuing study needed at

the time of a formal application submittal.

**RECOMMENDATION**

The PUD Concept Stage is the first step in the City's review process. While optional to the developer, the concept level provides an early opportunity for the public and City to review, identify issues and concerns, and provide guidance to the applicant on possible plan revisions and additional analysis that may be required. Formal applications and approvals would be needed from the city, including Preliminary and Final Plat, Rezoning or PUD applications.

The city council is being asked to review the concept plans, provide general feedback, and identify any issues or concerns regarding the proposed uses and the site and building design that should be considered by the developer as they move forward with preliminary plat, site plan, and rezoning applications.

Comments from the public should also be taken during the review, although an official public hearing would be held at the next review stage. No formal action is taken on concept application.

**ATTACHMENTS**

Location Map.pdf
Proposed Concept Plan
Engineering Comment
Ramsey County Comment
RCWD Comment
Public Comment- Holmstrom