



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

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

DATE: December 13, 2013
TO: Planning Commission
FROM: Zoning Committee
SUBJECT: Results of December 12, 2013 Zoning Committee Hearing

NEW BUSINESS

- | | | <u>Staff</u> | <u>Recommendation</u>
<u>Committee</u> |
|----|--|--------------|---|
| 1. | BLD Property Management (13-247-474)
Establishment of legal nonconforming use status as an administrative office | Denial | Laid over
(6 - 0) |
| | Address: 260 Aurora Ave
SE corner at Galtier | | |
| | District Comment: District 8 made no recommendation | | |
| | Support: 2 people spoke, 2 letters | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Laid over | | |
| 2. | The Waters Senior Living (13-253-015)
Rezone from B3 general business to T3 traditional neighborhood | Approval | Approval
(6 - 0) |
| | Address: 678 Snelling Ave S
between Scheffer and Eleanor | | |
| | District Comment: District 15 recommended approval | | |
| | Support: 0 people spoke, 1 letter | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval | | |

		<u>Recommendation</u>	
		<u>Staff</u>	<u>Committee</u>
3.	The Waters Senior Living (13-253-080) Variance for driveway setback	Approval with a condition	Laid over (6 - 0)
	Address: 678 Snelling Ave S between Scheffer and Eleanor		
	District Comment: District 15 recommended approval		
	Support: 0 people spoke, 1 letter		
	Opposition: 0 people spoke, 0 letters		
	Hearing: Hearing is closed		
	Motion: Laid over to January 2, 2014		

		<u>Recommendation</u>	
		<u>Staff</u>	<u>Committee</u>
4.	Vintage mixed use development (13-214-588) Site plan review for the Vintage mixed-use development	Approval with conditions	Approval with conditions (6 - 0)
	Address: 1573 Selby Ave		
	District Comment: District 13 recommended approval		
	Support: 4 people spoke, 11 letters, and 11 letters in support with conditions		
	Opposition: 4 people spoke, 2 letters		
	Hearing: Hearing is closed		
	Motion: Approval with conditions		

13-247-474
BLD Property Management

DEPARTMENT OF PLANNING &
ECONOMIC DEVELOPMENT
Cecile Bedor, Director



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6626
Facsimile: 651-228-3341

To: Chair Nelson, Zoning Committee
From: Hilary Holmes, City Planner
Date: December 11, 2013
Re: 13-247474, 260 Aurora NCUP Application

Chair Nelson and Committee Members,

Staff has received additional information regarding the use of 260 Aurora Avenue as of 12-10-13, after meeting with Courtney Henry, son of Louis Henry, applicant. The applicant has also submitted a Request for Continuance. In light of this, staff will be recommending that the Committee lay over the item, so that staff may have more time review the additional information.

Thank you,
Hilary Holmes
651-266-6612
hilary.holmes@ci.stpaul.mn.us

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

WHEREAS, Bradshaw Group Inc., File # 13-253-015, has applied to rezone from B3 general business to T3 traditional neighborhood under the provisions of § 61.801(b) of the Saint Paul Legislative Code, on property located at 678 Snelling Ave S, Parcel Identification Number (PIN) 102823330105, legally described as Macarthur E 190 ft of W 240 ft of Part Bet Eleanor Ave and Mac Arthur of SW 1/4 of Sec 10 T 28 R 23 and in SD Mac Arthur W 190 ft of Lot 9 and all of Lot 8; and

WHEREAS, the Zoning Committee of the Planning Commission held a public hearing on December 12, 2013, at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 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 Waters Senior Living proposes to build an 80-unit senior assisted living facility at the site. This use is not a permitted under the current B3 zoning. The applicant seeks rezoning to T3 which permits assisted living and is consistent with the project design.
2. The proposed zoning is consistent with the way this area has developed. Snelling Avenue South is an arterial roadway and high frequency transit corridor with a mix of commercial, residential and institutional uses. The scale of development within ½ mile of the site ranges from single-story retail to 3 ½ story residential. T3 zoning permits a range of residential and commercial uses, consistent with the existing development pattern and allows heights up to 55 feet for mixed use projects, which is suitable to the scale and width of this section of Snelling Avenue.
3. The proposed zoning is consistent with the Comprehensive Plan. The Land Use Plan map identifies this section of Snelling Avenue as a "Mixed Use Corridor" appropriate for a range of uses at densities of 30-150 units per acre. This project proposes 80 units on 0.93 acres. In the Housing Chapter, Figure H-K identifies this part of Snelling as an "opportunity area for potential new housing" and Strategy 2.18(b) states "Support rezoning for senior housing development that makes the most use of the City's developable land..."
4. The proposed zoning is compatible with the mix of uses along Snelling Avenue South which includes a variety of multi-family housing.

moved by _____
seconded by _____
in favor _____
against _____

5. Court rulings have determined that "spot zoning" is illegal in Minnesota. Minnesota courts have stated that this term *"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."* Rezoning to T3 for this site is consistent with the mix of uses in the area and allows for a density and size that is appropriate for this major transportation corridor. It is compatible with the nature and scale of RM2 zoning, which is the predominant district along with B3 on this section of Snelling Ave.

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission recommends to the City Council that the application of Bradshaw Group Inc. to rezone from B3 general business to T3 traditional neighborhood for property at 678 Snelling Ave South be approved.



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

The Waters
13-253-015 &
13-253-080

**Resolution in Support of a Rezone and Variance for Driveway Setback for
678 Snelling Ave S, The Waters of Highland Park**

Whereas The Waters of Highland Park has requested that the property at 678 S Snelling Ave be rezoned from R3 to T3, with a variance request for a driveway setback for The Waters of Highland Park to operate an assisted living and memory care facility; and

Whereas The Waters of Highland Park has met with the Community Development Committee of the Highland District Council on June 18, 2013, July 16th, 2013 and again with the CDC and Community on November 19th, 2013 to present preliminary plans and answer neighbors' questions about the project and operations; and

Whereas the neighbors that attended the community meetings supported The Waters of Highland Park project,

Therefore, be it resolved, that the Highland District Council supports the Rezone of 678 South Snelling Ave from R3 to T3 and supports a Variance request for a driveway setback.

Approved on December 6, 2013
By the Highland District Council Board of Directors

Resolution 2013-19D

Other pertinent project Information (revised 12-12-13):

There will be a total of 80 units

- 60 Assisted Living units
- 10 Memory Care units
- 10 Care Suites (higher level of assisted living, but not memory care)
- Estimated number of residents = 90

The underground garage will have 40 parking stalls for residents, staff and visitors.

- Off-street parking (Section 63.207) for "Assisted Living" = 1 space per 3 residents (90 residents = 30 spaces)
 - Off-street parking (Section 63.207) for "Housing for the elderly" = 0.33 spaces per unit
- Off-street parking for "Health club - including but not limited to yoga, martial arts, dance studies" = 1 space per 400 sq ft ("Fitness and Wellness" area proposed as 1,617 square feet = 4 spaces)

Building height is about 50 feet – 55 feet allowed in T3 mixed use bldg

Section 65.131 Housing for the Elderly

- A multi-family structure in which 80% of the occupants shall be 62 years or age or over, or...[reference to public housing]

Section 65.180 Assisted Living

- A facility licensed by the state department of health where individualized home care aide services or home management services are provided to residents either by the management or by provides under contract with the management.
- Standards and conditions per "Nursing Home"

Section 65.182 Nursing Home

- A building or structure where aged or infirm persons reside on a twenty-four hour basis in order to receive nursing care and related services.
 - (c) In traditional neighborhood development districts, the site shall contain minimum of one hundred fifty (150) square feet of green space per resident, consisting of outdoor seating areas, gardens and/or recreational facilities. Public parks or ~~places~~ ^{plazas} within three hundred (300) feet of the site may be used to meet this requirement.

If 90 residents, green space requirement = 13,500 sq ft (90 x 150)

- 9,366 s.f. is courtyard and patio space
- 4,300 s.f. (approx.) is other non-building and non-driveway areas
- 900 s.f. is 2nd and 3rd floor porch areas off of the Memory Care and Enhanced Care areas

A300

Garage Floor Plan
1/8" = 1'-0"

Rev. No.

Revisions

DATE

NOT FOR CONSTRUCTION

Owner

The Waters Senior Living, LLC

Project Number

13110010

Date

12.11.2010

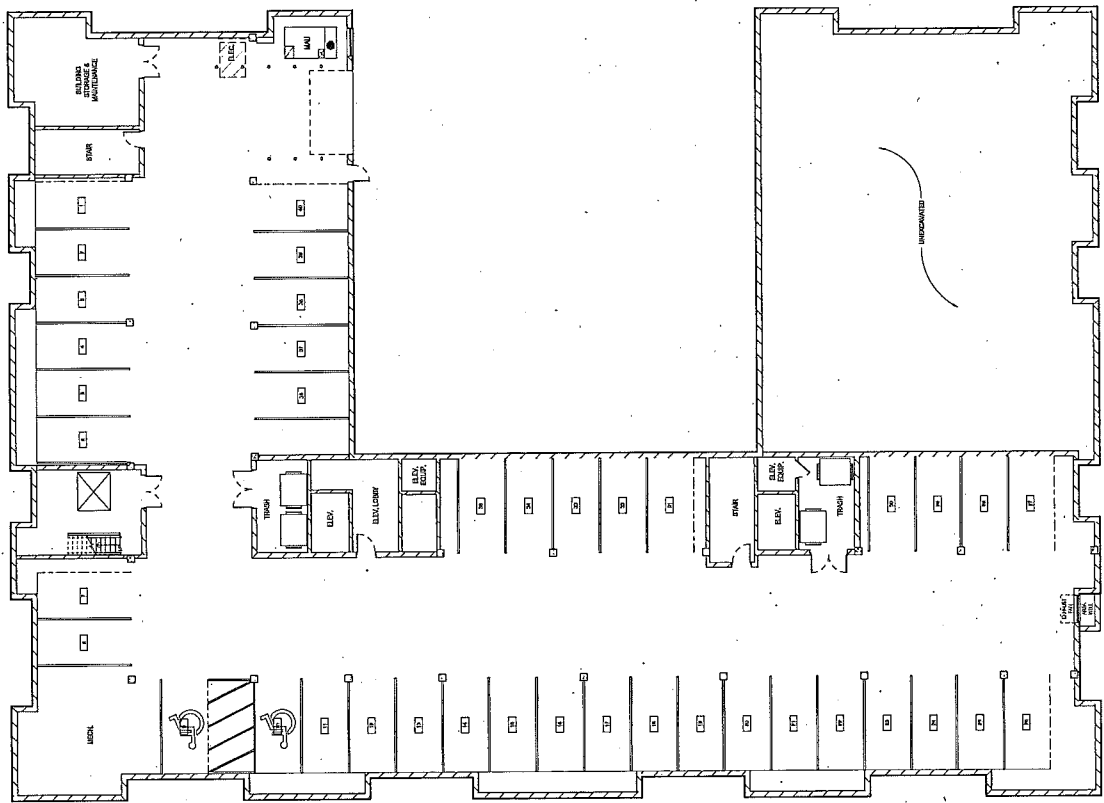
Project

The Waters of Highland Park

5178 E. Irving Avenue South

Suite 200, Lakewood, CO 80115

Waters Senior Living
11111 Avenue D
Suite 200
Lakewood, CO 80115
Tel: 303.586.5645
Fax: 303.586.5646
Web: www.watersliving.com



Scale: 1/8" = 1'-0"

A310

1/8" = 1'-0"

First Floor Plan

Sheet No.

Revision

Date

NOT FOR CONSTRUCTION

Owner: The Waters Senior Living, LLC

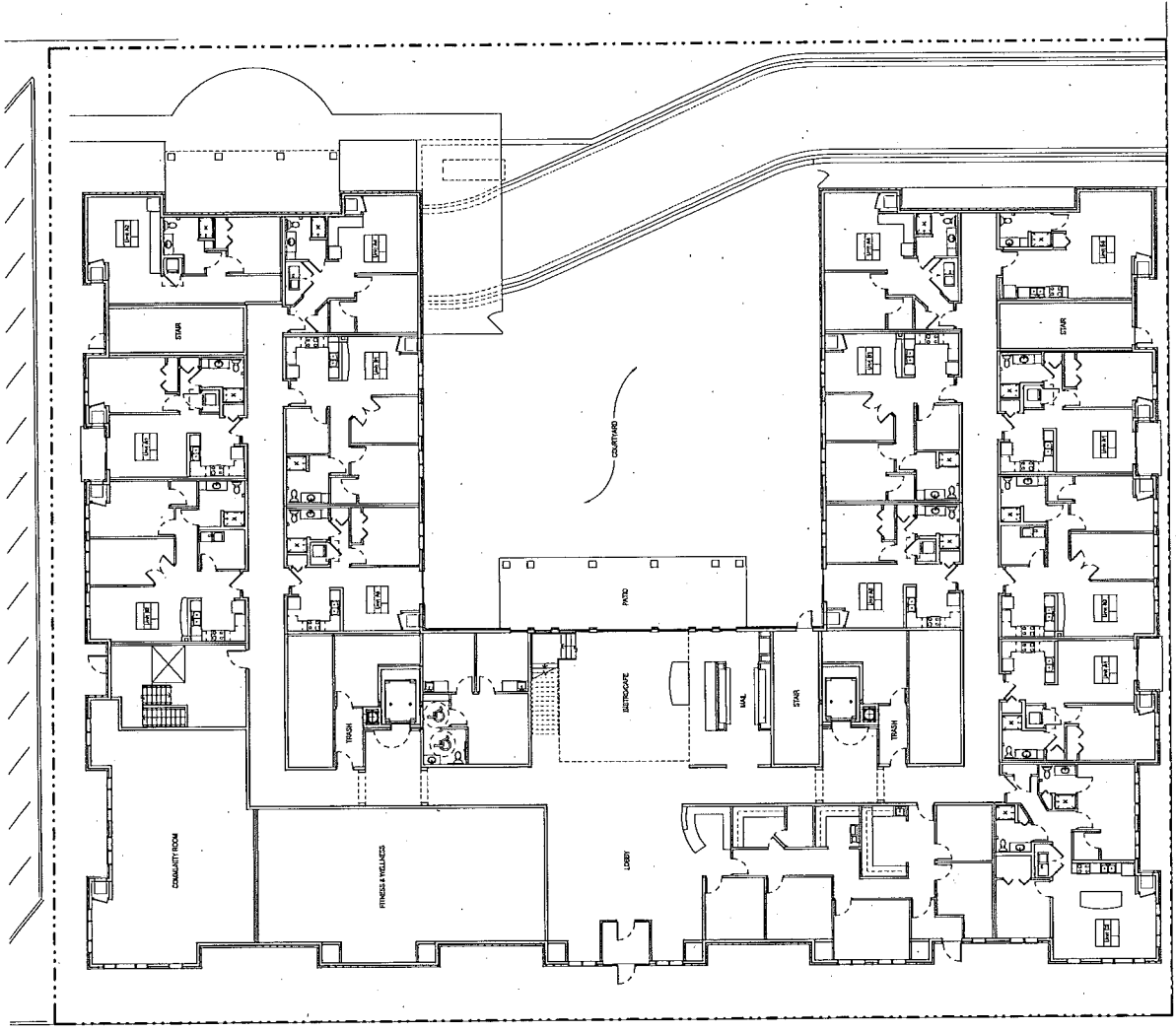
Project Number: 1201

Date: 12/11/2013

Project:

The Waters of Highland Park
670 S. Highway Avenue South
Salt Lake City, UT 84119

Architect: **WATERS**
1000 West 1000 South
Salt Lake City, UT 84119
Phone: (801) 466-1000
Fax: (801) 466-1001
www.watersarchitect.com



© 2013 WATERS ARCHITECT

NOT FOR CONSTRUCTION

Date: 12/11/2013

Project Number: 1001

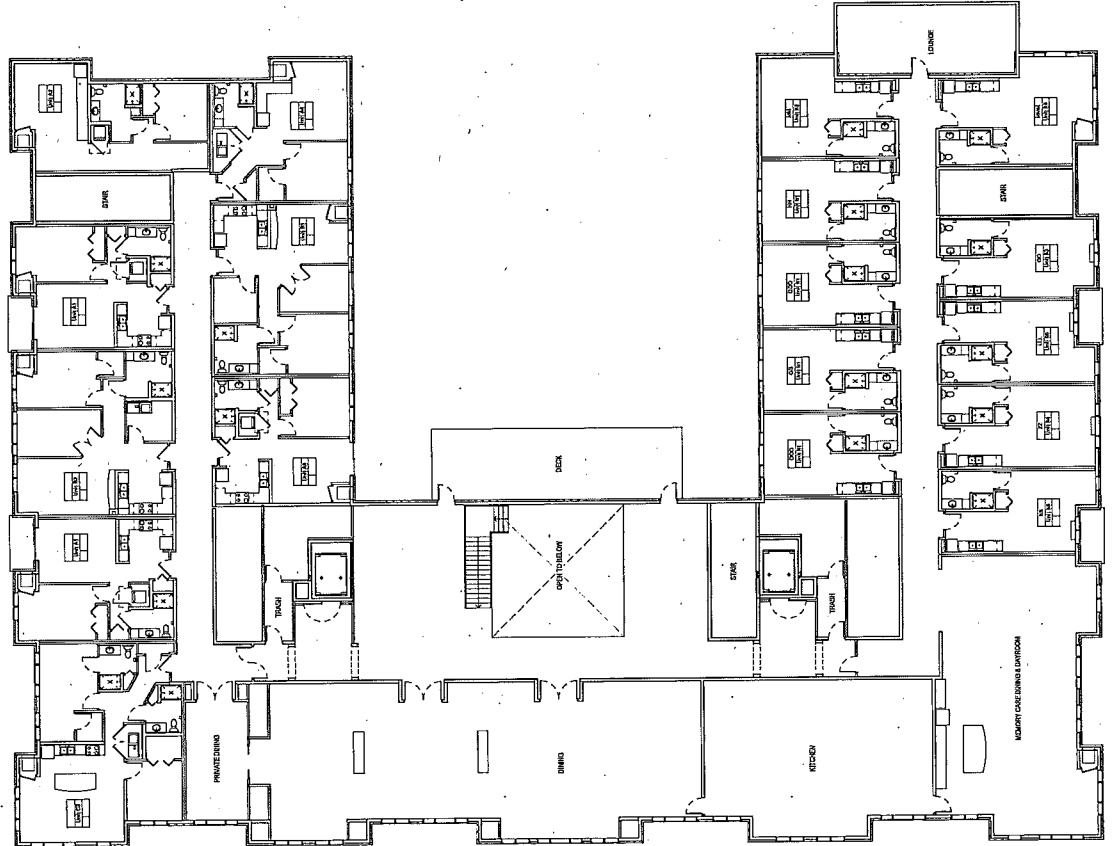
Owner: The Waters of Highland Park, LLC

Project: The Waters of Highland Park

578 E. 1st Avenue South
Salt Lake City, UT 84116



2100 E. 1st Avenue, S.
Salt Lake City, UT 84116
Tel: (801) 333-1000
Fax: (801) 333-1001
www.thewatersofhighlandpark.com



A330

Third Floor
Plan
1/8" = 1'-0"

NOT FOR
CONSTRUCTION

1501

Project Number

12/11/2013

Date

The Waters Senior Living, LLC

Owner

The Waters of Highland Park

Project

678 Sinking Avenue South

Highland Park, MS 38118

1501

Project Number

12/11/2013

Date

The Waters Senior Living, LLC

Owner

The Waters of Highland Park

Project

678 Sinking Avenue South

Highland Park, MS 38118

1501

Project Number

12/11/2013

Date

The Waters Senior Living, LLC

Owner

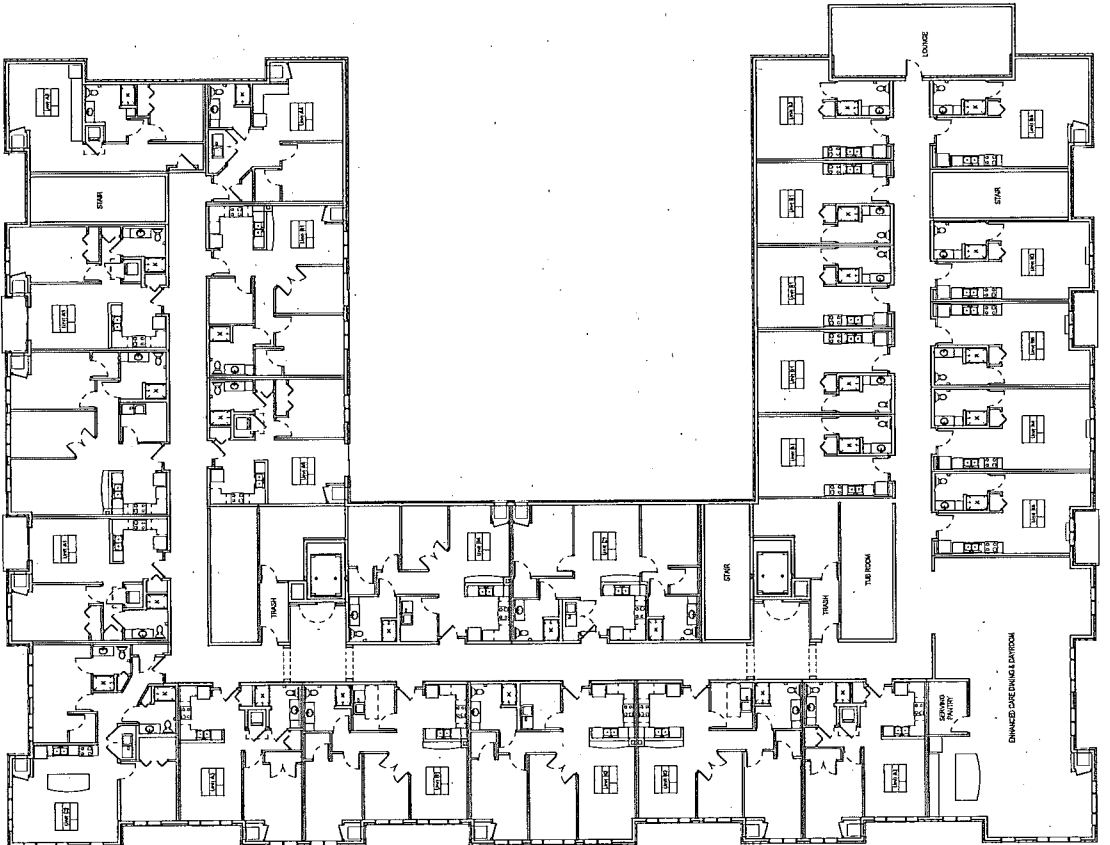
The Waters of Highland Park

Project

678 Sinking Avenue South

Highland Park, MS 38118

1501



0 1/8" = 1'-0"

A340

Fourth Floor
Plan

1/8" = 1'-0"

Rev No

Revision

Date

NOT FOR
CONSTRUCTION

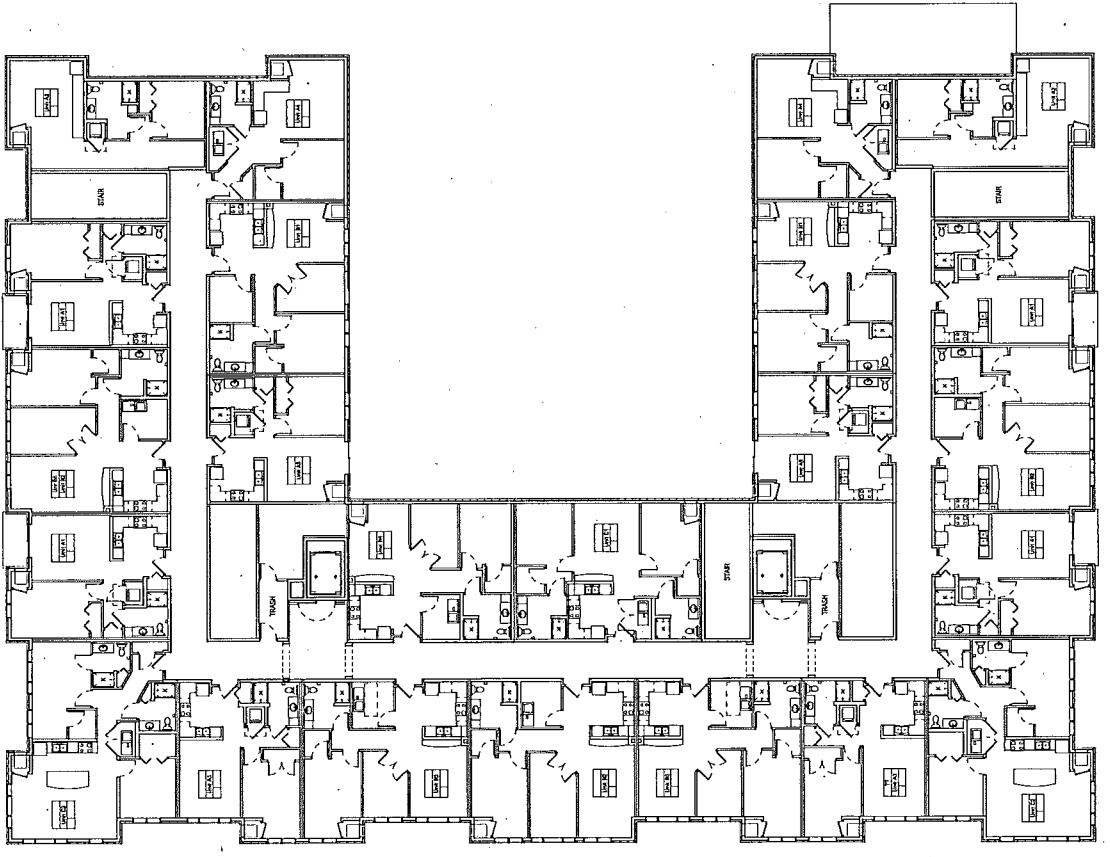
Project Number

Date

The Waters of Highland Park

Project
The Waters of Highland Park
675 Gering Avenue South
Salt Lake City, UT 84119

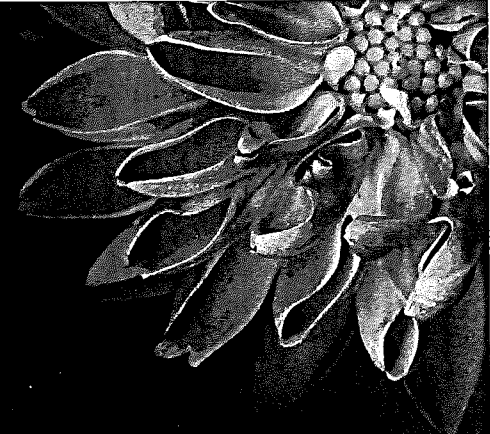
2100 4th Avenue S.
Salt Lake City, UT 84143
Tel: (801) 571-0000
Fax: (801) 571-0000
www.watersofhighlandpark.com



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THE WATERS

SENIOR LIVING™



thrive™

Our Mission

To create communities that thrive.

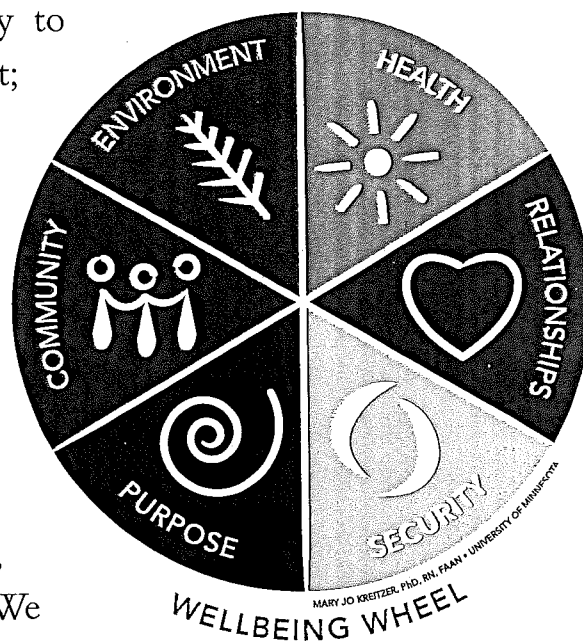
About Us

The Waters Senior Living is an owner, operator, and developer of senior living communities throughout the Twin Cities metro area. Our mission is powerful yet simple. We are committed to create communities that thrive by offering living and working experiences centered on wellbeing.

The Waters Way

At The Waters we believe that wellbeing is the key to thriving. In a state of wellbeing, we feel content; connected to purpose, people, and community; peaceful and energized; resilient and safe.

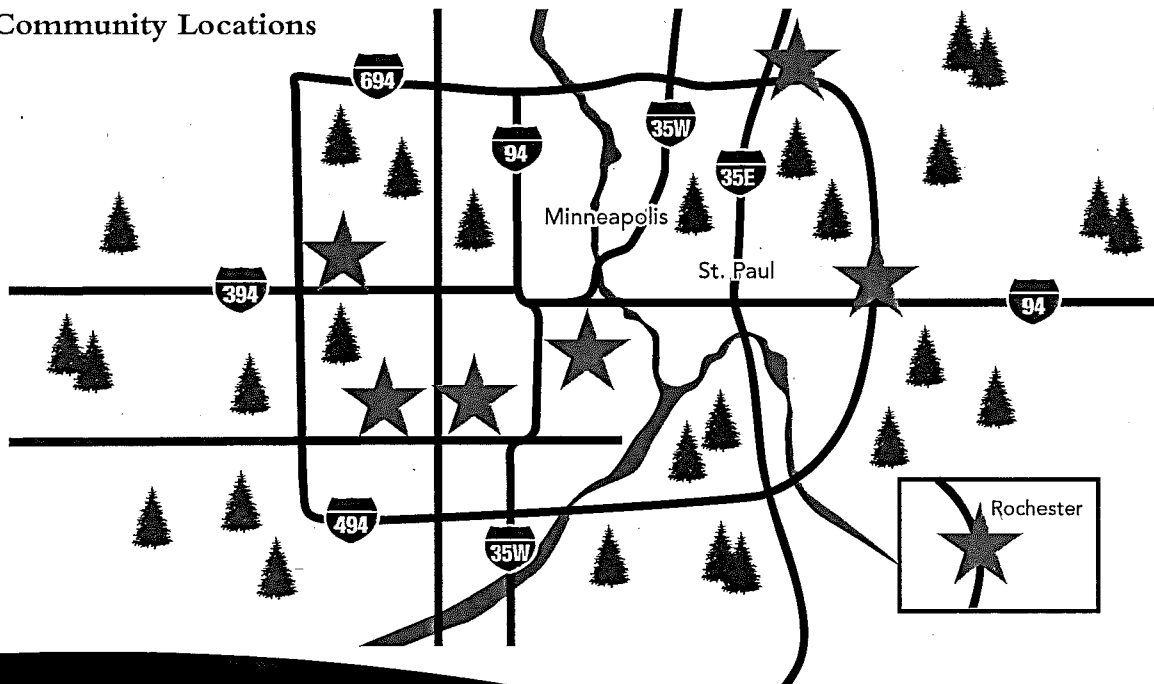
To accomplish this, we've gone the extra mile by partnering with thought leaders, experts and evidence-based research organizations in this field. We leverage our partnership with University of Minnesota's Center for Spirituality & Healing to provide innovative clinical care, integrative therapies, wellbeing-focused activities in our communities. We use the Wellbeing Model as the foundation to design and program our communities.



Community	Status	Address	Independent Living	Senior Living	Memory Care	Enhanced Care
The Waters of White Bear Lake	Opening Late 2014	White Bear Lake, MN		■	■	■
The Waters of Highland Park	Opening Late 2014	St. Paul, MN		■	■	■
The Waters on Mayowood	Opening Late 2014	827 Mayowood Rd SW Rochester, MN 55902	■	■	■	■
The Waters of Oakdale	Opening Fall 2014	7088 11th Street N Oakdale, MN 55128		■	■	
The Waters on 50th	Opening May 2014	3500 50th Street W Minneapolis, MN 55410		■	■	■
The Waters of Edina	Open	6300 Colonial Way Edina, MN 55463		■	■	■
The Waters of Plymouth	Open	11305 Highway 55 Plymouth, MN 55441		■	■	■

**Future community information is subject to change*

Community Locations



THE WATERS

SENIOR LIVING™

TheWatersSeniorLiving.com |

612-254-6388

1600 Hopkins Crossroad, Minnetonka, MN 55305

City of Saint Paul
Planning Commission Resolution
File Number _____
Date _____

WHEREAS, Ryan Companies has submitted a site plan (File # 13-214-588) for review under the provisions of Sec. 61.400 of the Saint Paul Legislative Code, for the construction of a new mixed use development on property located at 1573 Selby Avenue, legally described as Lots 2 thru 28, Blk E, Boulevard Addition; and

WHEREAS, the Zoning Committee of the Planning Commission, on December 12, 2013, 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 § 61.303 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 as required under the provisions of § 61.402(c) that the site plan is consistent with:

1. *The city's adopted comprehensive plan and development or project plans for sub-areas of the city.*

The site plan is consistent with the City of Saint Paul's Comprehensive Plan. Policy LU1.23 says to *guide development along Mixed-Use Corridors*. The future land use map in the Land Use Chapter of the Comprehensive Plan (Figure LU-B) identifies the project site as part of a Mixed-Use Corridor. The development proposed in the site plan facilitates the relocation an existing use to a smaller site within the Snelling Ave Mixed-Use Corridor and provides for the redevelopment the currently underutilized site at higher densities.

Policy LU1.25 calls for the City of Saint Paul to *promote the development of more intensive housing on Mixed-Use Corridors where supported by zoning that permits mixed-use and multi-family residential development*. The site plan provides for the redevelopment of an underutilized site with a higher density, mixed-use building.

Policy LU1.21 calls for the City to *balance the following objectives for Mixed-Use Corridors through density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, and providing housing at densities that support transit*. The site plan accommodates growth and brings a range of new housing options to the site at densities that support transit.

2. *Applicable ordinances of the City of Saint Paul.*

The project is subject to design standards for Traditional Neighborhoods in Section 66.343. The

Moved by _____
Seconded by _____
In Favor _____
Against _____

layout of the Whole Foods has not been designed yet and so it is not clear if the current site plan meets two of these standards. One standard requires a minimum amount of windows that are "clear ... and allow views into and out of the interior". The other standard requires "a primary pedestrian building entrance ... at the corner". The applicant understands these standards and is working to ensure compliance as the layout of the Whole Foods is finalized. The building and site conform to all of the other Traditional Neighborhood Design Standards. Therefore a condition of approval should be that the building must conform to all Traditional Neighborhood Design Standards in Section 66.343, including standards 12 and 13 related to doors and windows.

The site plan is consistent with all other applicable ordinances including zoning standards for setbacks, building height, floor area ratio, and parking. (All of the parking for the project will be in the building and the maximum number of parking spaces permitted by zoning does not apply to structured parking spaces.)

3. *Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*

The site does not have any unique geologic, geographic or historically significant characteristics, and it is not an environmentally sensitive area.

The Selby/Snelling area has an active commercial district with a number of older commercial buildings and this development will enhance the character of this area.

4. *Protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and sight buffers, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*

The site plan is consistent with this finding.

- Surface stormwater drainage will be directed to City storm sewers at a controlled rate, using underground detention chambers which will also allow infiltration of 1" of stormwater.
- The parking and loading areas will be screened. The site plans shows that a portion of the screening along Dayton Avenue will be provided by large planters. These would be moved to accommodate truck movements during deliveries by large semi-trailers. If moving the planters proves to be impractical, the applicant will have to devise an alternative or the parking spaces along Dayton will have to be removed.
- The east end of the building will step down in height and be set back from the east property line to preserve light and air to adjacent residential property.
- The driveway to the underground parking will be set back 38' from the adjacent residential property.

5. *The arrangement of buildings, uses and facilities of the proposed development in order to assure abutting property and/or its occupants will not be unreasonably affected.*

The scale and location of the building and driveways are consistent with this finding.

6. *Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*

The site plan calls for a high-density, mixed-use development at the intersection of two major bus routes. This will encourage residents and customers of the development to use transportation options other than cars and this will conserve energy.

Parking for the development would be located inside the building instead of in a surface -parking lot. Paved surface parking lots are a source of heat build-up in the City.

7. *Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*

Traffic in the vicinity of the site, particularly at the intersection of Snelling and Selby, is heavy, resulting in regular congestion, especially at peak hours. The primary cause of congestion is vehicles using Selby and Snelling to move between Ayd Mill Road and points north. Ayd Mill Road was connected on to 35E on the south end around 2002. Initial planning has been done to connect Ayd Mill Road to I94 via Concordia and Saint Anthony Avenues, however at this time there are no specific plans or timelines for implementation of the connection. The proposed development will result in additional trip generation, and will exacerbate the already poor traffic flow.

Public Works and the Minnesota Department of Transportation have reviewed plans for the site and a Transportation Demand Management Plan (TDMP) and Traffic Impact Study (TIS) provided by the applicant, which look at traffic from both the Vintage on Selby and the new bank proposed on the north side of Dayton Avenue. Both agencies have accepted the documents as adequate, subject to some revisions requested by Public Works, documented by a December 4, 2013 memo from Public Works Traffic Division to Mr. Beach.

MnDOT conducted a multi-modal study for the area prior to the current development proposal. The study recommended extension of the southbound Snelling left turn lane to eastbound Selby northwards across the intersection at Dayton. Left turns from southbound Snelling to eastbound Dayton would still be allowed, but left turns from westbound Dayton to southbound Snelling would be prohibited, as would traversing Snelling via Dayton. Public Works staff generally agrees with this recommendation. Additional discussions are planned between Public Works Traffic Division, MnDot, and Metro Transit to identify the best overall layout for the Snelling/Dayton intersection in the context of the proposed development and the planned Snelling Avenue Arterial BRT line.

The TIS modeled 2017 traffic conditions at Selby and Snelling under a number scenarios:

- No build with no intersections changes
- Build with no intersection changes
- Build with dedicated right-turn lane from WB Selby to NB Snelling
- Build with 5-second pedestrian lead at Selby/Snelling intersection
- Build with both dedicated right-turn lane and 5-second pedestrian lead

Public Works' recommendation is for the addition of the dedicated right-turn lane but not the 5-second pedestrian lead. Based on the modeling, the additional congestion and delays caused by the 5-second pedestrian would not justify and might even offset—through induced driver behavior—any benefits to pedestrian safety and convenience provided by the pedestrian lead. This concurs with the recommendations of Westwood Engineering, who prepared the TIS.

Neighborhood residents have stated that traffic congestion and pedestrian safety at the intersection of Snelling and Selby are major concerns, and the Union Park District Council has recommended approval of the site plan conditional on the City of Saint Paul working with the neighborhood in the first half of 2014 to further explore options for addressing these concerns. Public Works has agreed to participate in such a process.

8. *The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.*

The site plan shows new sanitary and storm sewers for the project, including a stormwater infiltration system in the northeast corner of the site so that the site will meet Public Works standards for stormwater discharge rate control. The site plan is also being reviewed by the Capitol Region Watershed for stormwater quality and their approval should be a condition of the City's approval of the site plan.

9. *Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*

Landscaping

The building would cover most of the site. Trees and other landscaping are shown in the adjacent public sidewalks. These trees would be planted per the City's standard specifications using pavers and structural soil. The site plan also shows landscaping for rooftop outdoor space.

City staff has expressed reservations regarding the impact of the proposed development on the Dayton Avenue public realm. Public Works staff has specifically requested that further exploration of options for truck maneuvering, screening of the ground-level parking, and Dayton Avenue streetscape and on-street parking restrictions occur. A condition of the approval of the site plan should be that it is approved as proposed by the applicant, but allowing for modification in regard to these issues at the discretion of City staff.

A further condition of approval should be that the applicant obtains written easements, maintenance agreements, etc. with Associated Bank as needed to allow for the use of property at 202 N. Snelling Avenue for truck maneuvering as currently proposed by the applicant or as needed under a modified approach as approved by City staff at their discretion.

Parking

All the parking spaces for the project would be in the basement for first floor of the building. The amount of parking provided will exceed the City's minimum requirement.

- The Whole Foods store would have 175 parking spaces. Zoning requires a minimum of 97 parking spaces.
- The apartments would have 270 parking spaces. Zoning requires a minimum of 238 parking spaces.

The total amount of parking for the project would be 445 spaces. In comparison, the bank currently has 202 parking spaces (122 south of Dayton and 80 north of Dayton).

10. *Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*

The site plan complies with the provisions of the Americans with Disabilities Act. Accessible parking spaces, routes and access to the buildings are provided.

11. *Provision for erosion and sediment control as specified in the ``Minnesota Pollution Control Agency's 'Manual for Protecting Water Quality in Urban Areas'."*

The plan shows erosion and sediment control measures that will meet this standard, including silt fence, inlet protection, and a rock construction entrance.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Ryan Companies for a site plan review for a new mixed use development at 1573 Selby Avenue is hereby approved subject to the following conditions:

1. The building must conform to all Traditional Neighborhood design standards in Zoning Code Section 66.343, including standards #12 and #13 related to doors and windows.
2. Final approval of the Transportation Demand Management Plan and Traffic Impact Study must be obtained from Saint Paul Public Works.
3. Should the "moveable planters" proposed in the applicant's "loading area plan" [pg. A8.3] for the purpose of separating the truck maneuvering area and parking spaces from the public sidewalk along Dayton Avenue be deemed impractical by either the applicant or the department of public works, the applicant, or its successor, shall either immediately design and install at its own expense a "revised loading area plan" acceptable to the City or discontinue using any of the parking spaces adjacent to Dayton Avenue shown in the applicant's "first level plan" [pg. A1.1].

The portions of the site and building abutting Dayton Avenue must be constructed as currently proposed by the applicant or with modifications of building, site, and/or public realm elements at the discretion of the City of Saint Paul.

4. Before any certificate of occupancy may be issued for this development, the applicant shall provide, in a form acceptable to the City Attorney, a right-of-way easement which grants to the applicant or its successor the perpetual use of that property commonly known as 202 North Snelling Avenue for truck maneuvering purposes as generally described on the applicant's "architectural site plan" [pg. A0.2] and to then provide proof that the approved easement has been duly recorded.
5. The project must obtain a permit from MnDOT
6. The project must obtain a permit from the Capitol Region Watershed District.

1. *This condition can remain as drafted.*
2. *This condition can remain as drafted*
3. *I recommend that you consider redrafting condition no. 3 to read:*

At its own expense, the applicant shall add a dedicated right-turn lane to westbound Selby Avenue at Snelling together with any other modifications to the configuration of this intersection as determined by the department of public works.

4. *I recommend that you consider redrafting the first paragraph of condition no. 4 to read:*

Should the “moveable planters” proposed in the applicant’s “loading area plan” [pg. A8.3] for the purpose of separating the truck maneuvering area and parking spaces from the public sidewalk along Dayton Avenue be deemed impractical by either the applicant or the department of public works, the applicant, or its successor, shall either immediately design and install at its own expense a “revised loading area plan” acceptable to the City or discontinue using any of the parking spaces adjacent to Dayton Avenue shown in the applicant’s “first level plan” [pg. A1.1].

The second paragraph of condition no. 4 can remain as drafted.

5. *I recommend that you consider redrafting condition no. 5 to read:*

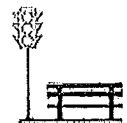
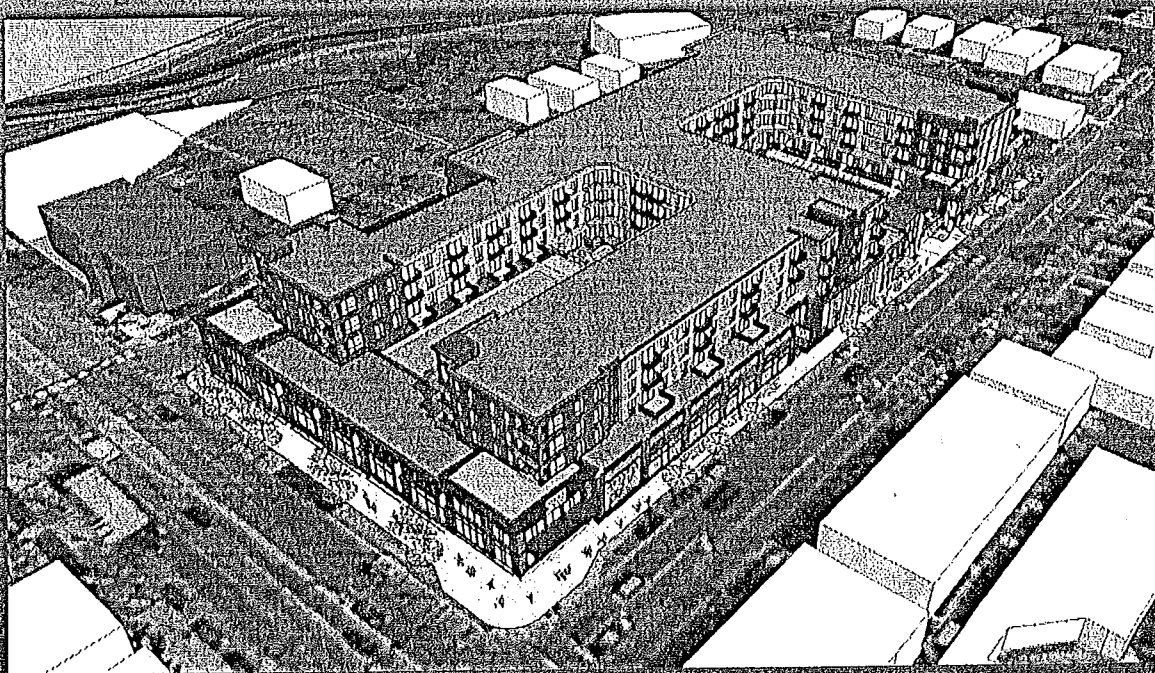
Before any certificate of occupancy may be issued for this development, the applicant shall provide, in a form acceptable to the City Attorney, a right-of-way easement which grants to the applicant or its successor the perpetual use of that property commonly known as 202 North Snelling Avenue for truck maneuvering purposes as generally described on the applicant’s “architectural site plan” [pg. A0.2] and to then provide proof that the approved easement has been duly recorded.

6. *This condition can remain as drafted.*

Travel Demand Management Plan
And
Traffic Impact Study

The Vintage on Selby

Snelling Avenue and Selby Avenue
Saint Paul, Minnesota
December 2, 2013



Prepared for:



Westwood

TRAVEL DEMAND MANAGEMENT PLAN

THE VINTAGE ON SELBY

SAINT PAUL, MN

December 2, 2013

Prepared For:



Ryan Companies US, Inc.
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Westwood Project R0002225

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I. INTRODUCTION

Ryan Companies US, Inc. plans to redevelop the existing building in the northeast corner of the intersection of Snelling Avenue (MN Hwy 51) and Selby Avenue in Saint Paul, MN (See Figure 1). The site, referred to as The Vintage on Selby, comprises the area on the east side of Snelling between Selby and Dayton Avenues, and extends to the east approximately five-hundred feet. Current plans call for demolition and removal of the existing bank and office building, as well as several single-family residences and off-street parking on the site. The plan is to construct a 39,100 sq. ft. street-level grocery store at the corner of Selby and Snelling, and to construct four levels of multi-family residential (208 units) above. It is also intended to construct off-street parking at-grade for the grocery store, as well as residential parking and grocery executive parking underground.

In a related development, a new bank building will be constructed to the north of Dayton Avenue and to the east of Snelling Avenue. The project calls for the demolition of a small office building and residential unit to make way for the new bank building.

This Travel Demand Management Plan outlines the ways in which the proposed redevelopment will help the City of Saint Paul achieve their goals of enhancing the local transportation system. These goals are achieved by proper land use selection, site design and implementation of specific vehicular demand reduction strategies to encourage use of alternate modes of travel, enhance pedestrian friendliness, and achieve a balance in the needs of all users of the transportation system.

II. LAND USES AND ZONING

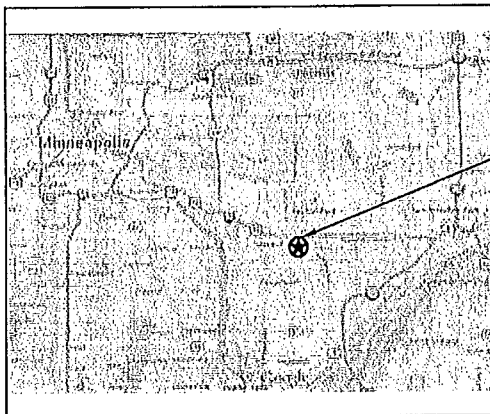
The western portion of the Vintage on Selby parcel is currently zoned as:

B2, Community Business, this district is "intended to serve the needs of a consumer population larger than that served by the "local business district," and is generally characterized by a cluster of establishments generating large volumes of vehicular and pedestrian traffic." General retail, food and related goods sales, and other general business uses are allowed in this district. Multiple-family dwellings are not listed as principal uses under the B2 District.

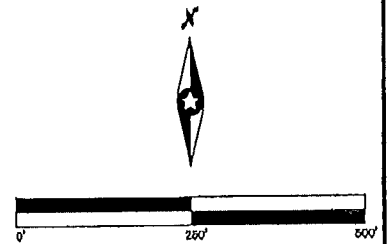
The eastern portion of the Vintage on Selby parcel is currently zoned as:

RM2, Multiple-Family, is defined as a "medium-density multiple-family residential district is intended to provide for more extensive areas of multiple-family residential development and a variety of congregate living arrangements, as well as uses that serve the needs of the multiple-family residential districts. It is intended to provide for comprehensive development of multiple-family uses and a balance of population concentration near major thoroughfares, transit, and related facilities."

Twelve residences are proposed to be removed. Therefore, the current zoning of the site in the process to be modified for the Vintage on Selby project:



SITE
LOCATION



Date: 10/7/13

Site Location

Figure 1

The Vintage
on Selby

St. Paul, MN

Volumes.dwg



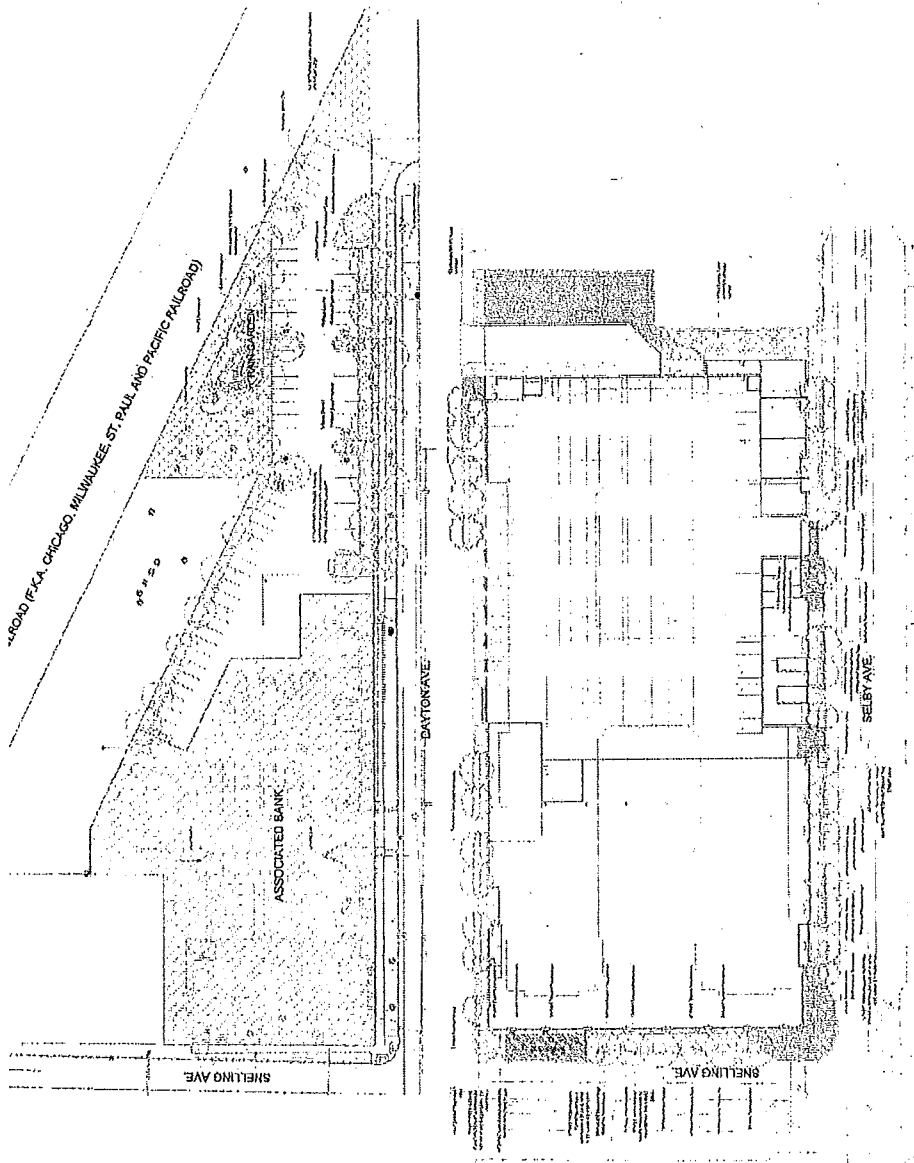
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Checklist _____
Drawn _____
Revised Drawing By/Date _____



Date: 10/7/13

Volumes.dwg

Concept Site Plan

Figure 2

The Vintage on Selby

St. Paul, MN

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Westwood

T2 Traditional Neighborhood District zoning is being proposed to the north of Dayton Avenue.

T2, Traditional Neighborhood District, is "designed for use in existing or potential pedestrian and transit nodes. Its intent is to foster and support compact, pedestrian-oriented commercial and residential development that, in turn, can support and increase transit usage. It encourages, but does not require, a variety of uses and housing types, with careful attention to the amount and placement of parking and transitions to adjacent residential neighborhoods."

To the south of Dayton Avenue, T3 zoning is being proposed:

T3, Traditional Neighborhood District, "...provides for higher-density pedestrian- and transit-oriented mixed-use development. It is designed for development or redevelopment of land on sites large enough to support:

- (a) A mix of uses, including residential, commercial, civic and open space uses 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 T3 district is also intended for smaller sites in an existing mixed-use neighborhood center where some of the above elements already exist, or in an area identified in the comprehensive plan as a potential "urban village" site. The above elements may be found within the T3 district or adjacent to it; the intent is that all would be present within a reasonable walking distance..."

Many of the uses allowed in the T2 zoning are also allowed in the T3 zoning areas. T2 zoning allows single and multi-family dwellings as well as bank/credit union uses, as well as drive-thru sales and services. T3 zoning allows single and multi-family residential uses, as well as food and related goods sales.

The zoning changes proposed for this area are appropriate for their designated land uses.

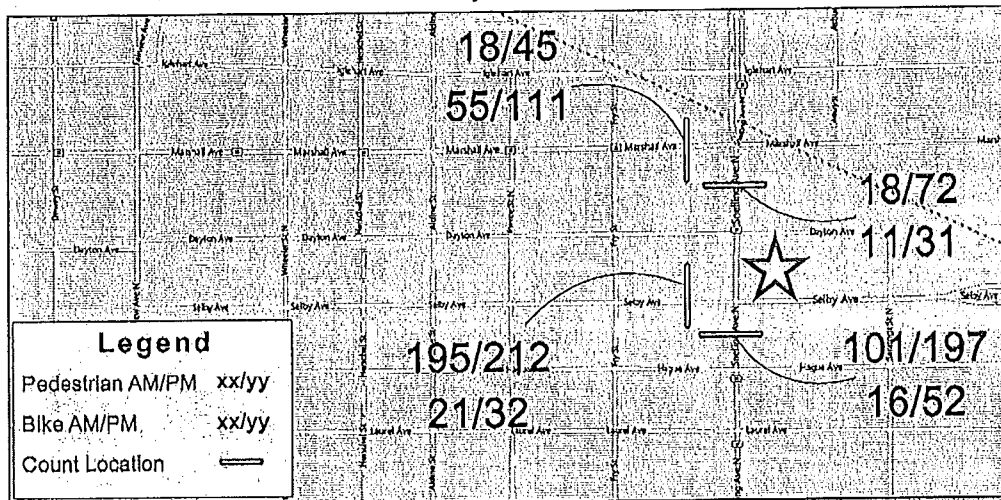
III. PEDESTRIAN, BICYCLE AND TRANSIT

The Vintage on Selby is located in the heart of several pedestrian, bicycle and transit facilities that are existing and initiatives that are being proposed by the City of Saint Paul and the Minnesota Department of Transportation.

In January 2013, the Minnesota Department of Transportation issued its final report of the Snelling Avenue Multi-Modal Transportation Plan.¹ The plan is intended "...to address multi-modal transportation system infrastructure needs and requirements of Snelling Avenue between Selby Avenue and Midway Parkway in the City of Saint Paul ... The Minnesota Department of Transportation (MnDOT), in cooperation with Ramsey County and the City of Saint Paul, initiated this planning effort in February 2012 with the ultimate goal of identifying a planning vision to achieve a balanced transportation system along the study corridor." Further, the purpose of the study is "to achieve a balanced multi-modal transportation system along Snelling Avenue between Selby Avenue and Midway Parkway." This includes pedestrian, bicycle and transit use.

The MnDOT study looked at alternate modes of travel currently utilized by people in the area. Part of the MnDOT study included surveys of pedestrian and bicycle traffic at intersections along Snelling Avenue. Figure 3 shows two-hour counts of pedestrians and bikes crossing "screenlines" (imaginary lines drawn between building face and building face) in either direction during the AM and PM Peak Hours. According to the report, the intersection with Selby experiences the second busiest pedestrian and bicycle activity (behind only University). Incidentally, bicyclists in this area tend to use sidewalks as opposed to riding on the streets.

Figure 3
Two-Hour Pedestrian/Bicycle Screenline Peak Hour Counts

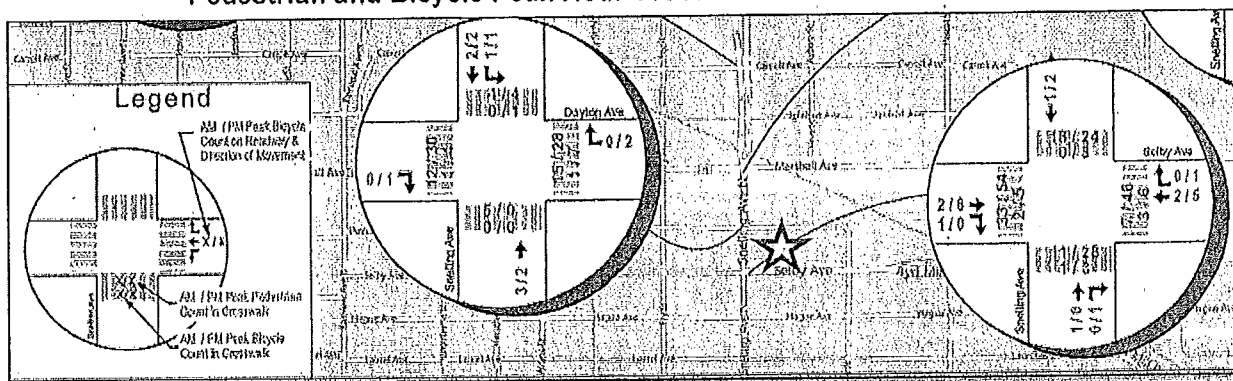


Source: Bike/Ped Count Results, Snelling Avenue Multi-Modal Transportation Plan prepared for MnDOT & City of Saint Paul, by Alla Planning & Design, Zan Associates and S.E.H., January 2013.

¹ <http://www.dot.state.mn.us/metro/projects/snellingstudy/>

The study also recorded the peak hour volumes of pedestrians and bikes using the crosswalks in AM and PM Peak Hours. In addition, the study showed bike turning movements at certain intersections. The pedestrian and bike peak hour counts for the study area intersections are shown on Figure 4.

Figure 4
Pedestrian and Bicycle Peak Hour Crosswalk Count Results



Source: Bike/Ped Count Results, Snelling Avenue Multi-Modal Transportation Plan prepared for MnDOT & City of Saint Paul, by Alta Planning & Design, Zan Associates and S.E.H., January 2013.

The Snelling Multi-Modal Plan states, "Measuring current use and evaluating potential demand for bicycling and walking facilities along Snelling Avenue can be challenging due to a lack of available use data compared to motor vehicles."² Therefore, projections of proposed increases in pedestrian activity along the corridor can be difficult.

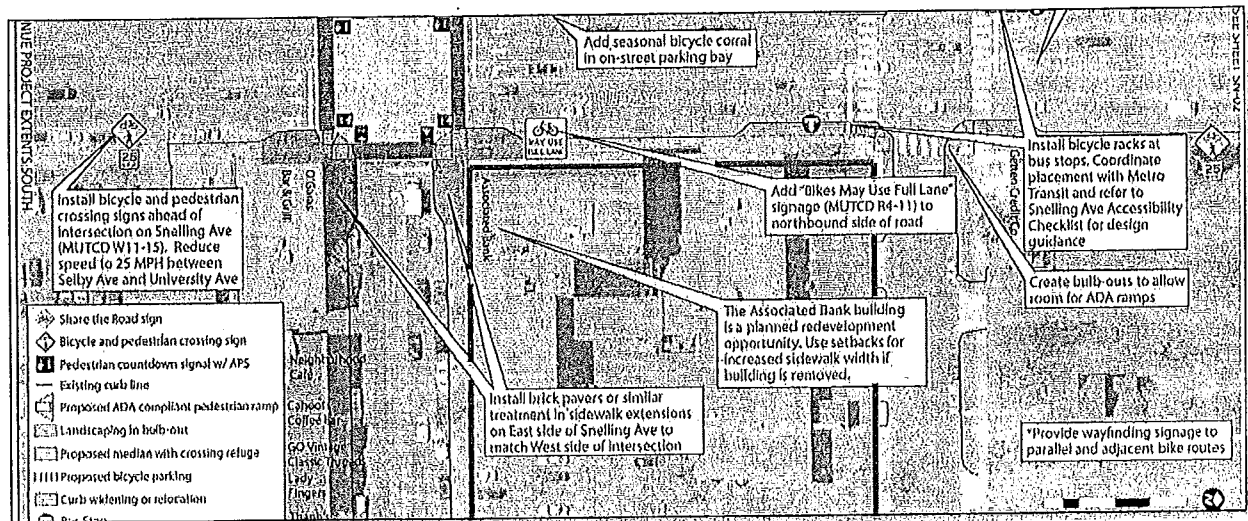
Figure 5 illustrates the proposed multi-modal recommendations that impact the east side of Snelling Avenue between Selby and Dayton Avenues. (NOTE: Crosswalk pavement markings on Snelling at Dayton Avenue are not finalized due to the MnDOT proposal to extend the southbound left turn lane on Snelling northward from Selby through the Dayton intersection, thus precluding the marking of a crosswalk. The bus stop may also be relocated closer to Selby, where the crosswalk will remain.)

In addition, this area of Snelling Avenue is being considered for a Bus Rapid Transit (BRT) line by Metro Transit.³ In 2015, Metro Transit plans to introduce BRT service along Snelling Avenue from Rosedale Center southward to Ford Parkway and then westward to the Mississippi River. The BRT service would provide more frequent service than routine bus service, provide train-like features at enhanced stations with real-time signage and stepped-up security, and provide specialized vehicles. The east side of Snelling just south of Dayton is being considered for a BRT stop, tentatively called the Snelling/Hague-Selby-Dayton station. Figure 6 illustrates the proposed Snelling/Ford BRT lane (to be known as the "A Line").

² Technical Memorandum #1- Documentation of Existing Conditions, Snelling Avenue Multi-Modal Transportation Plan Minnesota Department of Transportation, Page 34.

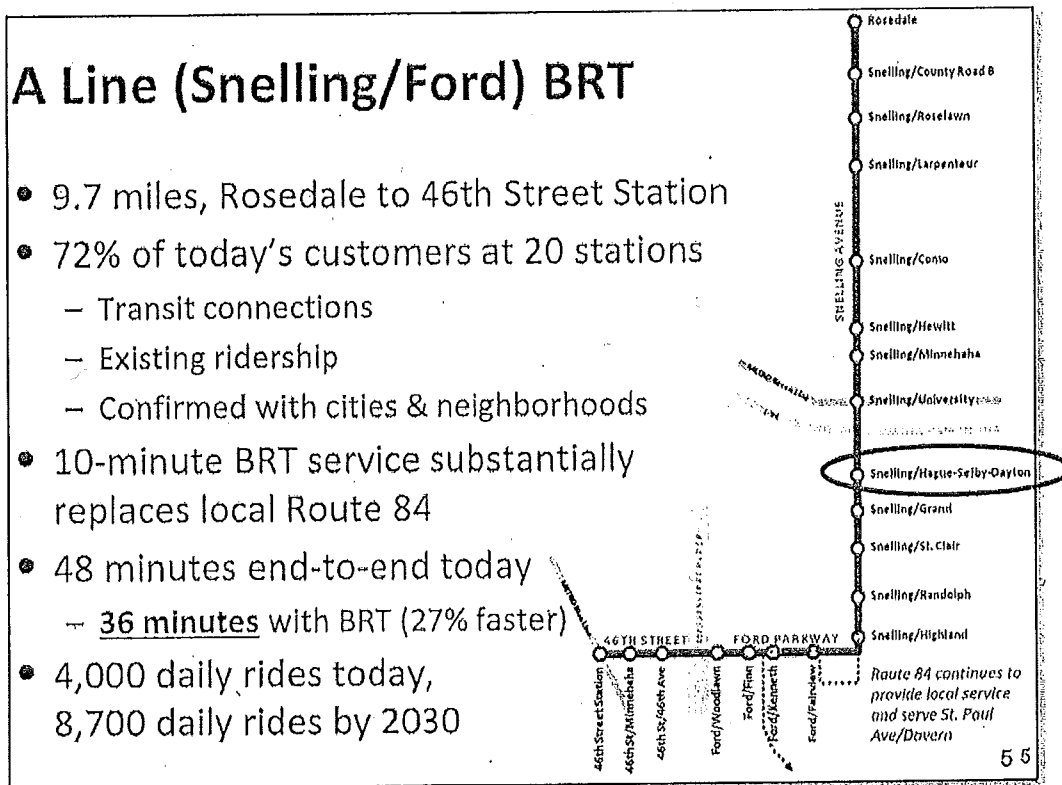
³ <http://www.metrotransit.org/snelling-brt>

Figure 5
Concept Plan – Snelling Avenue Multi-Modal Transportation Plan



Source: Sheet SN-01 Concept Plan, Snelling Avenue Multi-Modal Transportation Plan prepared for MnDOT & City of Saint Paul, by Alta Planning & Design, Zan Associates and S.E.H., January 2013.

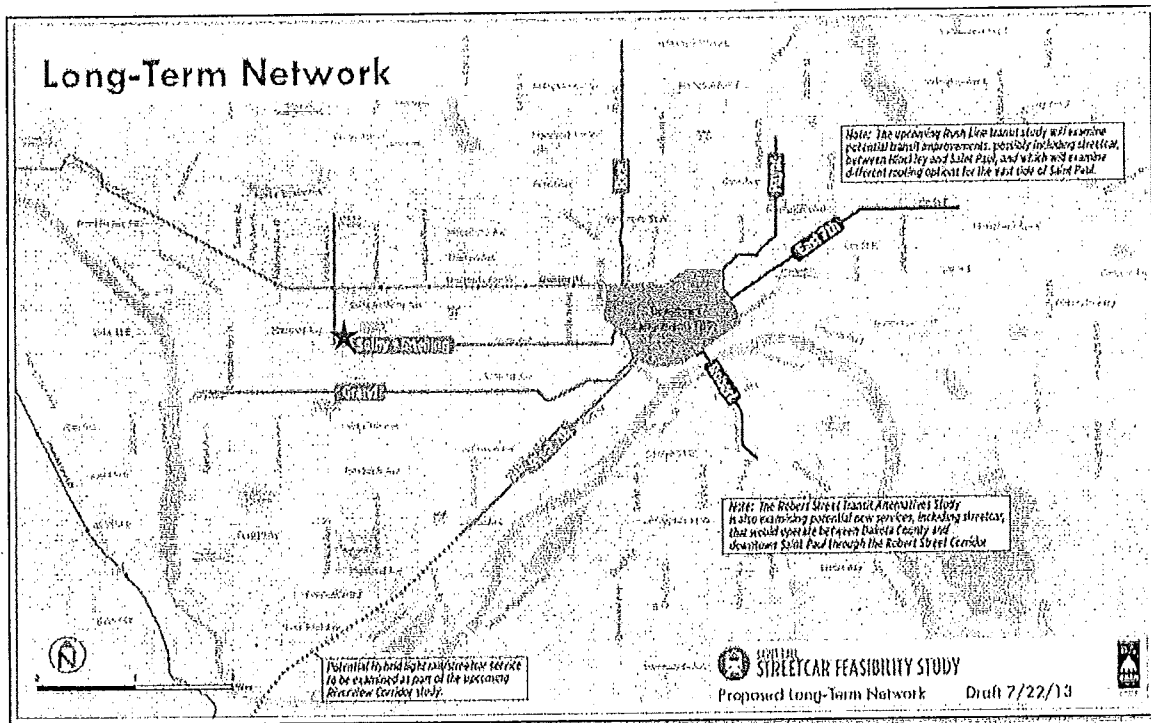
Figure 6
Proposed Route – Snelling Avenue Bus-Rapid Transit Route



Source: Snelling & West 7th Bus Rapid Transit Update, Metro Transit presentation to Saint Paul Planning Commission, 09/20/13.

Further, the City of Saint Paul is examining the feasibility of streetcar service stretching in each direction from the downtown core. One of the seven final routes to be considered in the Long-Term Network for further streetcar feasibility study is the "Snelling + Selby" route.⁴ (See Figure 7.) In a process similar to that being followed by the City of Minneapolis, the City of Saint Paul has looked at routes that would support streetcars as a means to improve transit service and to stimulate and support economic development. Streetcars are being considered primarily along linear economic corridors and will focus on shorter and more local trips with frequent stops. Streetcar routes have lower impacts to the surrounding neighborhood and faster construction times than do LRT routes. The City of Saint Paul is continuing its study of these proposed lines, and will examine funding and public support through the next year.

Figure 7
Proposed Long-Term Streetcar Network – Saint Paul, MN



Source: Saint Paul Streetcar Feasibility Study, prepared for City of Saint Paul, 07/22/13.

These projects illustrate the multi-modal options that residents and customers of the Vintage on Selby project will have available to them. If and when these options are constructed and operational, residents and customers who travel to and from the site will have a variety of transportation mode choices.

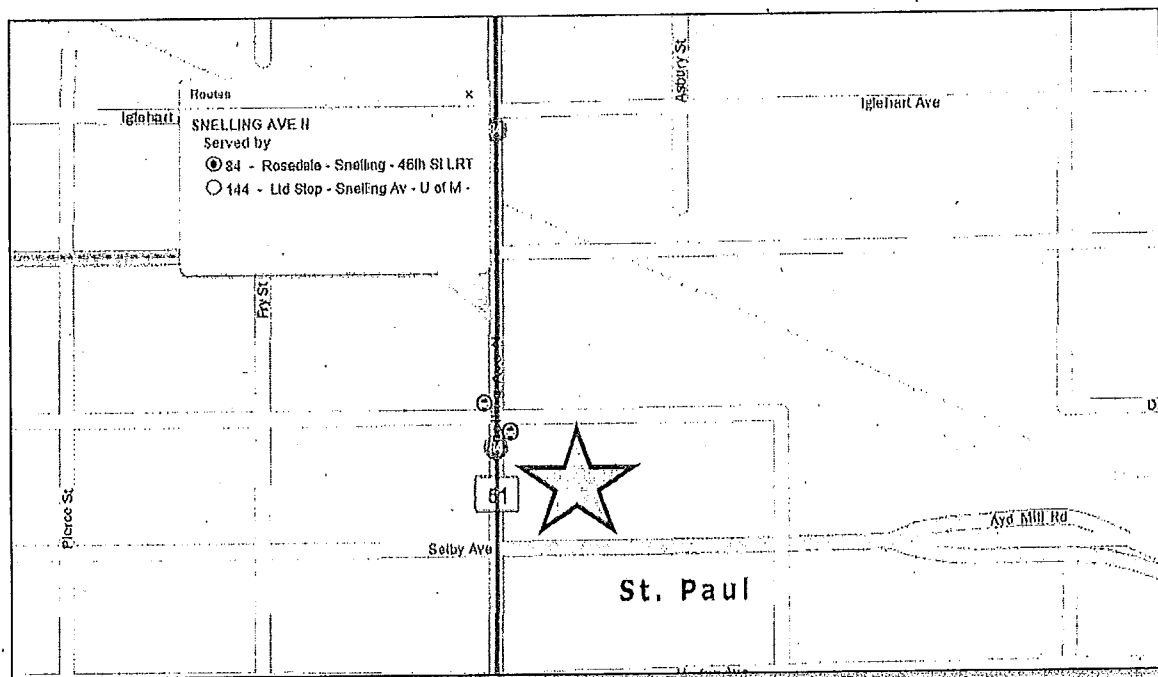
⁴ Proposed Long-Term Streetcar network, Saint Paul Streetcar Feasibility Study, 08/08/13, <http://www.stpaul.gov/DocumentCenter/View/67368>

Currently, Metro Transit routes serving the area making stops on the Snelling Avenue side of the site are as follows, and as shown on Figure 8:

Route 84 -- A local route with stops serving areas from Rosedale Center, Snelling Avenue, 46th Street LRT station and Sibley Plaza. Service is offered 7 days per week, all year. Busses on this route run from 5:20 AM to 12:00 AM Monday through Saturday, and on Sunday from 6:30 AM to Midnight, with average time between busses approximately every thirty minutes depending on the time of day and day of week.

Route 144 -- A local route with limited stops serving the Highland Park neighborhood up along Snelling to I-94 and then serving the University of Minnesota and downtown Minneapolis. Weekday Service is offered year round. Busses on this route run westbound from 6:00 AM to 8:20 AM, and then eastbound from 3:30 PM to 6:25 PM with lead times varying from 20 to 45 minutes depending on the time of day.

Figure 8
Metro Transit Routes – Snelling and Selby Area, Saint Paul, MN



Source: <http://www.metrotransit.org/map/>.

In addition, The Vintage on Selby is located 8 blocks south of the Central Corridor Light Rail Transit (Green Line) that is scheduled to be operational in 2014.

These transportation options would enable residents to use alternate modes to travel between the Vintage on Selby and nodes such as Rosedale, Highland Park, or downtown Saint Paul for work, shopping, dining and entertainment. Transit options connect to bus routes or the pending Central Corridor LRT line, which will allow access to the University of Minnesota, downtown Minneapolis, Target Field, the Metrodome, Northstar and Hiawatha Light Rail lines and West River Road.

The City of Saint Paul's Comprehensive Plan promotes a balance of, and choice of, transportation alternatives. Transit-oriented development will promote walkability and transit use, especially in commercial corridors. To promote biking as an alternative mode of transportation, the developer will provide one bicycle storage space per dwelling unit in the parking garages and outdoor bicycle racks.

In conclusion, The Vintage on Selby is well-positioned to accommodate alternate modes of travel for its residents and customers. For instance, the main customer access points for the proposed grocery store will be along Selby at the Snelling intersection and just to the east. These access points will promote the pedestrian and bicycle use of the signalized crosswalks at Snelling and Selby. Increased transit options will serve the area with transit stops and bike racks. The more options available to users translate into fewer single occupant vehicle trips.

IV. PARKING

A. Parking Requirements per Saint Paul City Code

The City of Saint Paul has adopted Off-Street Parking Requirements. These requirements were used in calculating off-street parking needs for the Vintage on Selby site.

Table 1
Off-Street Parking Stalls Required and Provided

Land Use	Minimum Number of Parking Spaces	Minimum # of spaces	Area (sq. ft.)	# of Units in Development	Number of Spaces Required	Total	Stalls Provided
Retail (incl. food & related goods sales)	1 space per 400 sq ft. up to 30k GFA + 1 space for each additional 800 sq ft. GFA over 30k GFA		39,089		75 + 11 = 86	86	150 at grade + 25 below grade = 175
Multiple-family dwelling unit							
	Efficiency Unit - 1 room	1		3	3	3	3
	One bedroom Unit = 2 rooms	1		144	144	144	144
	Two bedroom Unit = 3 rooms	1.5		59	89	89	118
	Three bedroom Unit = 4 rooms	1.5		2	3	3	5
Drive-In Bank	1 space per 400 sq ft. up to 30k GFA + 1 space for each additional 800 sq ft. GFA over 30k GFA		7,475		18	18	50
TOTAL				208	337	337	495

Source: Rates found in Table 63.207 Minimum Required Off-Street Parking By Use, Saint Paul, MN Code of Ordinances

The City of Saint Paul specifies off-street parking maximum requirements, as well as the minimum requirements noted above. Sec. 63.207(c) states:

"Surface parking facilities with more than fifteen (15) spaces that exceed the specified off-street parking minimum for food and beverage uses by more than two hundred (200) percent, ...or that exceed the specified minimum for all other uses by more than seventy (70) percent, ...shall not be created unless a conditional use permit is approved based on demonstration of need. As an alternative, parking spaces over the maximum may be provided in a structured parking facility.

According to this section of the code, the development is above the maximum for parking, but these are provided in the structured parking facility.

Depending on City authorization, a net gain of on-street parking may be available along Dayton Avenue and along Selby Avenue with the removal of former residential and business driveways as part of redevelopment.

B. Arrival Mode

Other issues to consider with parking will be the travel mode taken by the customer to the proposed supermarket use on the ground floor of the Vintage on Selby site. A study was conducted by RLK Incorporated at an existing urban supermarket with a multi-story multi-family residential development built above.⁵ Specifically, the travel study was conducted at the Lunds supermarket at the intersection of Central Avenue and University Avenue in Northeast Minneapolis, MN. Above the Lunds are the Colbalt Condominiums. The development has off-street parking for the residents and the supermarket customers.

In late October and early November, 2010, Lunds customers were surveyed about their means of transportation to the store, as well as whether their trip was their primary destination or a secondary destination. This survey was taken during midday (11:00 a.m. – 1:00 p.m.) and during the P.M. Peak (5:00 p.m. – 7:00 p.m.). Tables 2a and 2b illustrate the findings of the survey.

These survey results show that a mixed-use development with residential housing and a supermarket in an urban setting can draw significant numbers of trips from sources other than personal vehicle. The midday peak indicates half of the customers arrived by means other than personal vehicle. Similarly, during the PM peak, nearly one-third of all customers arrived by means other than personal vehicles.

Also, a significant number of trips were multi-purpose, diverted or pass-by trips; that is, the customers responded that the supermarket trip was a secondary trip. In the midday period, just over 30% of the respondents reported the supermarket trip was a shared trip. In the PM Peak, over half of the trips (53%) were shared trips.

While one cannot say this will be directly reflective of what trip types will occur at the Vintage on Selby development, one can say that a mixed-use development in an urban setting may have significantly more trips by means other than personal vehicle than a similar development in a suburban setting. As a result, trips (and parking) to and from the proposed supermarket in the development will likely be more transit and pedestrian-based than those for a development in a suburban setting. Likewise, multi-purpose trips in this urban CBD setting may be more prevalent than in a suburban setting. As a result, fewer personal vehicle trips and parking stalls may be required.

While the Lunds survey showed 46% of trips by pedestrians in the midday peak and 21.5% of trips in the P.M. peak, it would be difficult to draw any projections to number of pedestrians to be drawn to The Vintage grocery store because other variables (size of grocery store and number of apartments above, etc.). This illustration has been presented to show that a significant number of trips can be expected to come to and from the grocery use by means other than personal vehicle.

⁵ Travel Demand Management Plan for The Penfield, conducted for the City of Saint Paul by RLK Incorporated, November 30, 2010.

Table 2a

Midday Arrival Patterns and Primary/Secondary Trip Type
Lunds Supermarket, Central & University, Northeast Minneapolis, MN1

TOTAL STORE	Personal Vehicle	Walking	Bicycle	Bus	Elevator	Other	Primary	Secondary	Non-Responsive	Total Customers
11:00-11:15 AM	11	3		1			6	9	1	16
11:15-11:30 AM	22	3		1	2		15	13		28
11:30-11:45 AM	33	26	1	1	1		42	20		62
11:45-12:00 PM	20	23		3			32	14	2	48
12:00-12:15 PM	20	21	1	1	1		30	14		44
12:15-12:30 PM	27	22					35	14		49
12:30-12:45 PM	32	10	3	3	1		22	27	4	53
12:45- 1:00 PM	25	15	1	0	0		23	18	1	42
2-Hour Total	190	123	6	10	5		205	129	8	342
Peak Hour	100	92	2	5	2		139	62	2	203
% 50.0% 46.0% 1.0% 2.5% 1.0% 68.5% 30.5% 1.0% 1 Empirical data collected October 29 & November 4, 2010, by RLK staff										

Table 2b

PM Peak Arrival Patterns and Primary/Secondary Trip Type
Lunds Supermarket, Central & University, Northeast Minneapolis, MN1

TOTAL STORE	Personal Vehicle	Walking	Bicycle	Bus	Elevator	Other	Primary	Secondary	Non-Responsive	Total Customers
5:00-5:15 PM	28	8		0		0	17	19	1	37
5:15-5:30 PM	51	12	1	1	1	0	27	39		66
5:30-5:45 PM	40	16	0	6	0	1	24	39		63
5:45-6:00 PM	35	11	4	3	1	0	28	26	0	54
6:00-6:15 PM	34	12	1	5	1	1	32	22		54
6:15-6:30 PM	31	9	3	3	3	0	30	19		49
6:30-6:45 PM	37	10	3	1	3	0	30	24	2	56
6:45-7:00 PM	38	8	3	2	0		23	28	1	52
2-Hour Total	294	86	15	21	9	2	211	216	4	431
Peak Hour	160	51	6	15	3	2	111	126	0	237
% 67.5% 21.5% 2.5% 6.3% 1.3% 0.8% 47% 53% 0% 1 Empirical data collected October 29 & November 4, 2010, by RLK staff										

C. Parking Requirements per Institute of Transportation Engineers

The second source to calculate the number of required parking spaces, for comparison purposes only is Parking Generation, 4th Edition, published by ITE. Calculations using this source indicate an average rate of 2.27 stalls per 1,000 square feet of GFA for an urban supermarket. This rate equals a required demand of 89 stalls for the urban supermarket use.

For low and mid-rise apartments, ITE recommends an average rate of 1.20 stalls per dwelling unit. This calculates to a demand of 242 stalls for the apartments.

The unadjusted parking demand for this development using the ITE Parking Generation rates is 331 stalls. These calculations do not include shared or modal shift trips, which would reduce the overall parking demand.

D. Bicycle Parking

Sec. 63.210 of the Saint Paul Municipal Code specifies required numbers of bicycle parking spaces. For the Vintage on Selby, one secure bicycle parking space for every 20 motor vehicle parking spaces designated for the commercial use would mean eight (8) bicycle stalls are required. For the residential use, a minimum of one secure bicycle parking space for every 14 dwelling units would mean 14 secure bicycle spaces would be required.

The Vintage on Selby proposes to provide 24 bike stalls at the grocery pedestrian entrance.

V. TRAFFIC OPERATIONS

Traffic operations at the site access points and nearby intersections were studied to determine whether the addition of site-generated traffic would have adverse impacts. The existing conditions of the nearby roadway system were documented by a field inventory conducted by Westwood Professional Services in September 12-18, 2014. The purpose of the inventory was to identify features that affect roadway capacity, including intersection traffic control, lane designations, turn lane storage bay lengths, speed limits, etc.

The following study area intersections were considered for this analysis:

- Snelling Avenue & Selby Avenue (signalized)
- Snelling Avenue & Dayton Avenue (unsignalized)
- Snelling Avenue & Marshall Avenue (signalized)
- Selby Avenue & Saratoga Street (unsignalized)
- Selby Avenue & Ayd Mill Road (unsignalized)
- Selby Avenue & Fry Street (unsignalized)
- Dayton Avenue & Fry Street (unsignalized)

It is noted that the existing (2013) signal timings for the signalized study area intersections were obtained from the Minnesota Department of Transportation.

Two scenarios, a No-Build and a Build scenario, were analyzed and compared to assess the development's impact of vehicular traffic to the roadway system. A design year of 2017 was chosen, corresponding to the year after build-out of the site.

The redevelopment is expected to result in peak hour trips of 242 veh/hr during the AM peak and 243 veh/hr during the PM peak. No growth in background traffic was assumed for the area. This compared with the existing trip generation of 202 trips/hr in the AM Peak Hour and 213 veh/hr in the PM Peak Hour.

Results of the operational analyses indicate that study area roadways and intersections will continue to operate acceptably without improvements for the A.M. Build scenario. The P.M. Build scenario indicated a need to lengthen the southbound left turn lane along Snelling Avenue at Selby Avenue to and through the Dayton Avenue intersection.

A full traffic impact study detailing the methodology and results of the analysis has been completed and is attached as Appendix A.

VI. TRAVEL DEMAND MANAGEMENT STRATEGIES

A. City of Saint Paul Transportation Goals

The City of Saint Paul recognizes that Travel Demand Management (TDM) is an important goal in increasing transit ridership and managing single-occupancy vehicle use. In the City's Comprehensive Plan, "Travel Demand Management is a set of tools to reduce single occupancy-vehicle travel and facilitate transportation choices for work and non-work trips. By promoting modes of travel such as ridesharing, vanpooling, transit, bicycling, and walking, TDM improves the efficiency and capacity of the existing transportation system. TDM also includes strategies like staggered work schedules and telecommuting, which can shift and reduce overall demand on a system."

The following selected goals for transportation improvements and transportation demand management are included in the Transportation Element of the Saint Paul Comprehensive Plan:

1. Complete the streets.
2. Maintain sidewalks, street crossings and bikeways year-round.
3. Create true transportation choices for residents, workers, and visitors to every part of the City.
4. Support transit-oriented design through zoning and design guidelines.
5. Build the Central Corridor LRT.
6. Expand commuter options with Travel Demand Management (TDM).
7. Create incentives for development in which off-street parking is volumarily reduced, structured, pervious or heavily landscaped.
8. Work with metro Transit to study and implement possible corridors for new bus rapid transit, LRT, streetcars, or commuter rail lines servings Saint Paul.
9. Create more seamless connections between pedestrians, bicycles , transit and personal vehicles.
10. Simplify and reduce off-street parking requirements and use definitions.
11. Expand the parking management toolbox.
12. Develop and maintain a complete and connected bikeway system.

B. Goal of the Travel Demand Management Plan

The purpose of this Travel Demand Management (TDM) plan is to assist the City of Saint Paul to achieve their overall transportation goals discussed earlier. The plan encourages residents, employees and visitors to utilize alternative modes of transportation other than driving alone.

This Travel Demand Management plan identifies actions to manage and minimize the vehicle trips and parking generation by the development.

Discussions with the Union Park District Council Land Use Committee and residents have yielded a number of concerns that the TDM plan has striven to address:

Congestion Issues

1. North-south traffic on Snelling, especially southbound left turn lanes at Selby & Snelling.
2. Selby east of Snelling, especially traffic coming to & from Ayd Mill Road
3. Cut-through traffic on residential streets to avoid Snelling/Selby intersection, especially Saratoga/Dayton.
4. Difficulty of entering Snelling traffic from side streets, especially left turns
5. Increased traffic anticipated due to new development

Pedestrian Issues

6. Pedestrians don't feel safe crossing Snelling, especially at non-signalized intersections such as Hague, Laurel and Ashland
7. Drivers don't yield to pedestrians in crosswalks, especially when turning at intersections
8. Cut-through traffic goes too fast on residential streets and don't pay close enough attention to children playing, pedestrians and bicyclists
9. Cars do not stop at stop signs on residential streets and don't yield to pedestrians and bicyclists
10. Recent car/bicycle accident at Hague and Fry brings additional urgency to addressing safety issues at this intersection where few cars come to a stop at stop signs

C. Specific Travel Demand Management Strategies

This section outlines specific Travel Demand Management strategies to be implemented by the owner/end user/property manager/etc. of this site. The strategies detail the responsibilities of the site's responsible party in addressing the issues regarding transportation cited above.

Ryan Companies US, and their successors, by accepting the responsibility of implementing the items below, desires to help achieve their goals of enhancing the local transportation system. Implementation of the items noted will help to encourage use of alternate modes of travel, enhance pedestrian friendliness, and achieve a balance in the needs of all users of the transportation system.

For this site, Ryan Companies US and their successors agree to the implementation of the following measures:

General

1. The owners and/or property managers of the development will appoint designated TDM Liaisons to coordinate the various TDM strategies that require ongoing attention. The responsibilities of the TDM Liaison would include upkeep of transit information displays and other communications, carpool program coordination, sale of discounted transit passes, and/or administration of a shared car program, as appropriate for each individual land use. (More detail on individual programs is provided below.)
2. The owner/TDM Liaison of the apartment building will maintain a display of commuter information in common areas for residents/employees. Information should include items

such as transit schedules, Metro Transit commuter/carpool program information (Rideshare and the Guaranteed Ride Home), and bicycle/pedestrian commuter information or maps.

3. The owners/property managers of the site shall maintain clear, well-lit sidewalks for pedestrian ease of use.
4. Sidewalks impacted by construction shall be rebuilt with ADA-compliant tactile dome curb ramps, encouraging use by pedestrians of all abilities.

Transit/Carpool

1. The location of the site, near the proposed Snelling/Ford BRT corridor and Long-Term Streetcar Line offers a tremendous opportunity to utilize alternative modes of transportation to and from the site.
2. Appropriate signage shall be placed on-site directing users to the alternate modes of travel (Snelling/Ford BRT, Central Corridor, and to bikeways throughout the area).
3. Two Metro Transit bus routes (84 and 144) provide service to the site. The nearest bus stops are along Snelling Avenue just south of Dayton Avenue.
4. The property manager/TDM liaison for the apartment building will manage the building's involvement in a shared car program for residents' use. The "HOURCAR" system, detailed at www.hourcar.org is an example of such a program.

Bicycles

1. The apartment building shall provide a bicycle storage area within the parking garage which will provide adequate space to accommodate one bicycle per dwelling unit. The bicycle storage area will be conveniently located to provide easy access to nearby bike routes. Exterior bike racks will be provided for guests.
2. Bicycle parking for the grocery use will be located near the main entries to the store.

Deliveries

1. Owners/property managers shall develop and maintain a policy that provides for truck and service deliveries to occur outside of peak traffic times. This would not include FedEx/UPS-type deliveries.
2. Delivery drivers and service vehicle drivers shall learn to utilize the Dayton Avenue access driveways, and not to use on-street parking or standing for their deliveries.

Parking

1. On-site residential parking will only be used by residents and their invited visitors. No parking spaces shall be used or sold to anyone that does not own, rent or lease property in the development. This does not allow the development site to sell residential parking to the general public. Any such change must result in an amended TDM Plan.

Specific Issues Raised by Union Park District Council Land Use Committee

1. Work with the City, MnDOT and others to encourage other modes of travel through corridor; encourage these agencies to lengthen the left turn lane through the Dayton intersection with a painted median.
2. Work with City to locate the grocery off-street parking driveway mid-block between Snelling and Saratoga; Locate the residential driveway and grocery service driveway on the Dayton side of the development.
3. Maintain on-street parking for the remaining residential units to the east of the Vintage development; encourage agencies to lengthen the southbound left turn lane on Snelling at Selby to accommodate more vehicles bound to the east without having to cut through the neighborhood.
4. Side street access onto Snelling is an issue that affects the overall neighborhood. The Vintage on Selby will work with the neighborhood to find compromises between the dueling needs of through mobility on Snelling and side-street access.
5. The traffic impact study indicates that The Vintage on Selby development will generate a minimal increase in trips compared with the previous land uses. The Vintage on Selby will encourage its residents, customers and others to utilize other modes of travel available in the corridor using the strategies outlined elsewhere in this TDM Plan.
6. Drivers tend to obey pedestrians in crosswalks at signalized intersection as opposed to unsignalized crosswalks. Encourage pedestrians to cross Snelling and Selby at the signalized intersection, and to obey the pedestrian crossing indications.
7. As stated above, drivers tend to obey pedestrians in crosswalks at signalized intersection as opposed to unsignalized crosswalks. Encourage pedestrians to cross Snelling and Selby at the signalized intersection, and to obey the pedestrian crossing indications.
8. Speeding traffic on residential streets is an enforcement issue that should be addressed by the City of Saint Paul. Traffic calming measures can impact snow removal and emergency access in residential areas; therefore, the traffic calming mitigation considered should balance the needs of mobility and access in the residential and commercial areas.
9. Drivers failing to yield to pedestrians at stop signs on residential streets are an enforcement issue that should be addressed by the City of Saint Paul.
10. Drivers failing to stop at stop signs on residential streets are enforcement and safety issues that should be addressed by the City of Saint Paul. Lower speed limits tend to only increase the number of drivers disobeying the speed limit, not effectively increasing compliance.

D. Program Requirements

As per the requirements of the City's TDM provisions, the following compliance dates shall be followed for this project:

1. Proposed total expenditures to implement the TDM plan will be for at least two (2) years following the issuance of the certificate of occupancy;
2. The TDM plan implementation date shall be six (6) months after the certificate of occupancy is issued; and
3. The TDM plan final compliance date shall be two (2) calendar years after the initial TDM plan implementation date.
4. To ensure TDM plan implementation, the property owner/developer shall file a security agreement in the form of an irrevocable letter of credit, a performance bond, or cash escrow equal to the development's two year TDM plan budget specified in Section 63.122(c)(2)e. Such security agreement shall be filed with the zoning administrator within one (1) year of site plan approval.

**TRAVEL DEMAND MANAGEMENT PLAN
THE VINTAGE ON SELBY
SAINT PAUL, MN**

PLAN APPROVAL

Developer: RYAN COMPANIES US, INC.

By: _____ Dated: _____
Ryan Companies US, Inc.
50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012

City of Saint Paul Planning and Economic Development Department

By: _____ Dated: _____
CPED Planning Director

Printed Name and Title

City of Saint Paul Public Works Department

By: _____ Dated: _____
Director of Traffic and Parking Services

Printed Name and Title

Appendix A

The Vintage on Selby Traffic Impact Study

TRAFFIC IMPACT STUDY

THE VINTAGE ON SELBY

SAINT PAUL, MN

December 2, 2013

Prepared For:



Ryan Companies US, Inc.
50 South Tenth Street, Suite 300
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Prepared By:



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