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I. INTRODUCTION

Ryan Companies US has contracted with Westwood Professional Services, Inc., to assess the traffic impacts of The Vintage on Selby site in the northeast corner of Snelling Avenue (MN Hwy 51) and Selby Avenue in Saint Paul, Minnesota (Figure 1). The site comprises the block east of Snelling between Selby and Dayton Avenues.

The project will include the demolition of an existing office building that also housed a bank on the ground floor. Off-street parking stalls and twelve single family housing units will also be removed for site reconstruction.

Current plans for The Vintage on Selby call for the construction of a 39,100 gross square foot grocery store on the ground floor with 208 mid-rise rental apartments constructed above. In addition, a smaller bank (Associated Bank branch office with 4 drive-up windows, as opposed to the current 8) will be constructed on the adjacent property located to the north of Dayton Avenue toward Marshall Avenue.

Figure 2, the Concept Site Plan, illustrates the proposed layout of the site and access locations. Two driveways for the commercial use (grocery store) are proposed – one from Selby Avenue, and one from Dayton Avenue. The Dayton Avenue entrance will also serve as a delivery and service access. Employee parking and residential parking will be served via a driveway to underground parking from Dayton Avenue east of the service entrance. The bank building to the north will also have a driveway access from Dayton Avenue. There will be no driveways out onto Snelling Avenue in this area.

The purpose of this study is to evaluate the impact of traffic generated by the proposed development on the operations and safety of the adjacent roadway network. The study will detail the existing and future traffic volumes and operations at studied intersections. Recommendations regarding geometric and/or traffic control improvements to accommodate the additional traffic and improve safety are included. This study provides support to the comprehensive Travel Demand Management Plan that addresses related traffic issues, such as pedestrian and transit compatibility.

This report considers two alternatives for the site. These two alternatives are:

1. **The No-Build alternative.** This alternative assumes the site will maintain its current land uses while the surrounding area continues to develop.

2. **The Build alternative.** The site is projected to be completed in late 2015. Typically, the year after full build-out is used for design purposes to allow traffic patterns to readjust after construction. For analysis purposes, 2017 is assumed as the design year for this study.

In order to assess the traffic impacts associated with the proposed redevelopment, a two-step approach is presented in this report. After providing an inventory of the existing conditions of the roadway network in Sections II, Section III presents analysis of the predicted No-Build

conditions. After establishing the No-Build scenario as a means for comparison, Build scenarios analysis is covered in Section IV. Conclusions are presented in Section V.

It is noted that with so many transportation initiatives being planned for the Snelling Avenue and Selby Avenue area (e.g., Central Corridor LRT [Green Line], Snelling/Ford BRT, Snelling Multi-Modal Plan, Saint Paul Long-Term Streetcar Plan, as well as geometric improvements being proposed by MnDOT, etc.), long-term (20-year) traffic operations would be difficult to accurately model. Each plan adds its own set of variables, which may or may not be implemented in twenty years. Therefore, a twenty year model of traffic operation is unrealistic and was therefore omitted from this analysis.

A. EXISTING LAND USES

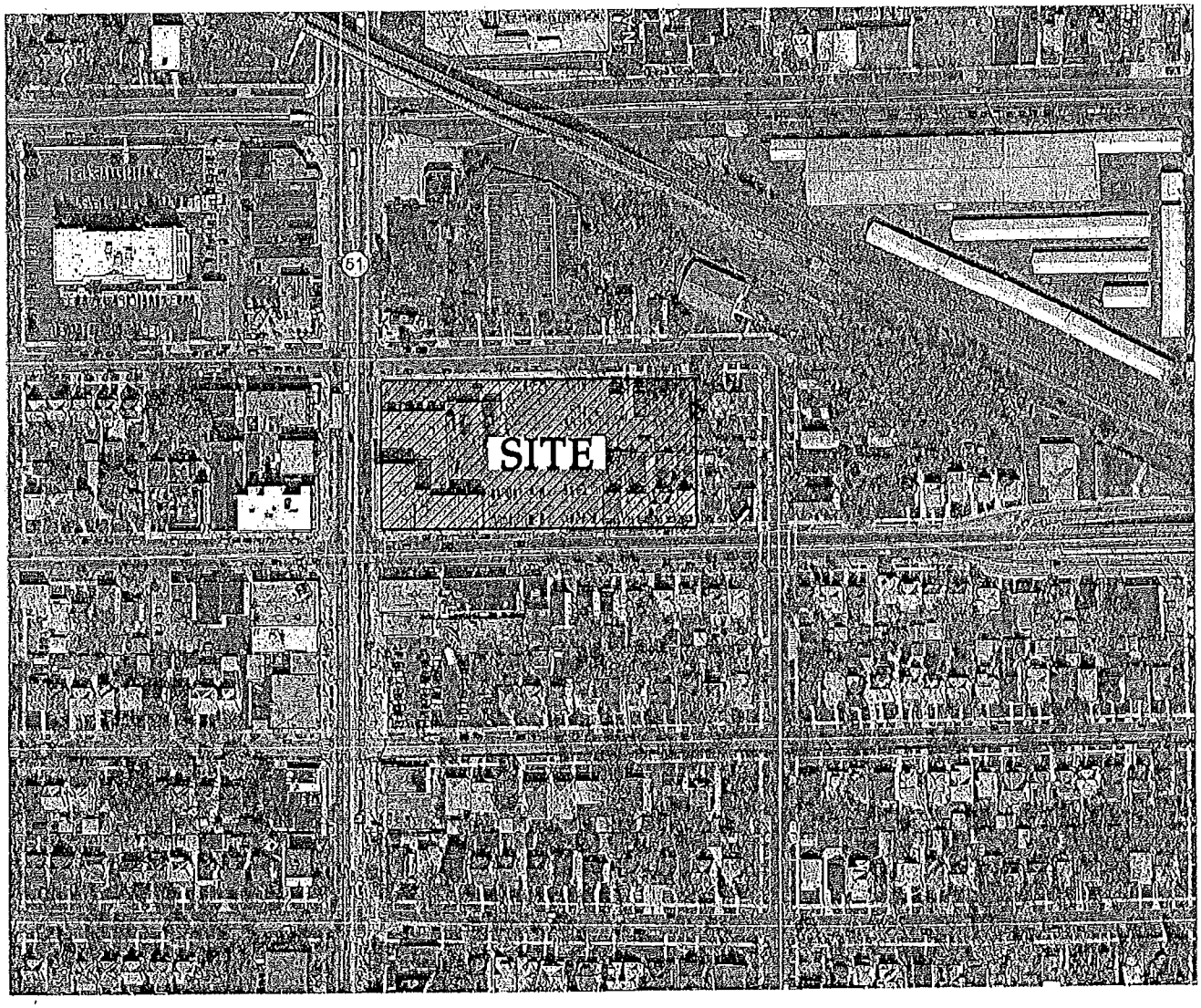
The proposed project site currently houses an Associated Bank branch with eight (8) drive-up windows. In addition, the bank building houses 60,000 sq. ft. of office space. To the east of the bank lies several single family residential units (six to eight of which will be taken for the Vintage on Selby project). To the north of Dayton lie four single family residential units, a large metal storage building and a small business. In addition, there are approximately 122 off-street surface parking stalls on the property south of Dayton, and approximately 80 off-street surface parking stalls on the property to the north of Dayton. A complete parking analysis is provided in Section IV of the TDMP. Table 1 illustrates the trips that would be generated by these uses under full occupancy conditions.

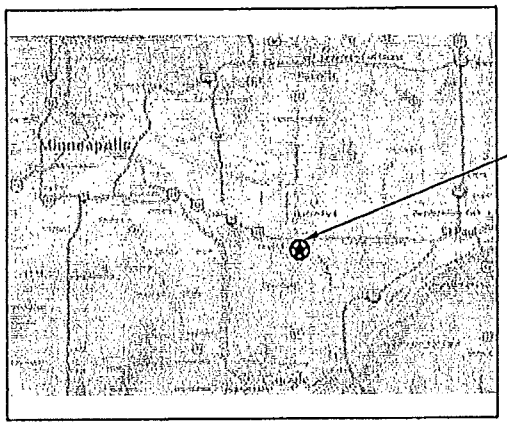
TABLE 1: TRIP GENERATION ESTIMATES[1]
EXISTING LAND USES

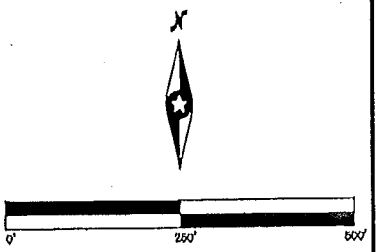
Land Use	Size	ITE Lane Use Code	Trip Generated[1]:			
			Weekday AM		Weekday PM	
			Enter	Exit	Enter	Exit
Single Family Residential	8 units	210	2	5	5	3
Drive-in Bank	8 windows	912	44	32	107	112
Office	60,000 GSF	710	82	11	15	74
Gross New Trips			128	48	127	189
Internal Capture Trips[2]			0	0	12	19
Pass-By and Diverted Trips[2]			0	0	46	46
Total New Trips			**128**	**48**	**69**	**124**
			176		**193**	

1 Per the data and methodologies in Trip Generation Manual, 9th Edition, published by ITE.
2 Pass-by trips, diverted trips, and internal capture trips were calculated per ITE data and methodology in Trip Generation Manual, 9th Edition, Volume 1: User's Guide and handbook.

It is noted that with the imminent redevelopment of the site, much of the leasable office space is vacant. The ITE methodology results in an estimate that is larger than the A.M. and P.M. Peak Hour turning movement counts taken at the site driveways as described in Section 2B. Therefore, the use of present condition data provides a more conservative estimate and represents a potential worst case.







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Drawn _____
Checked _____
Date _____
Record Drawing by/date _____

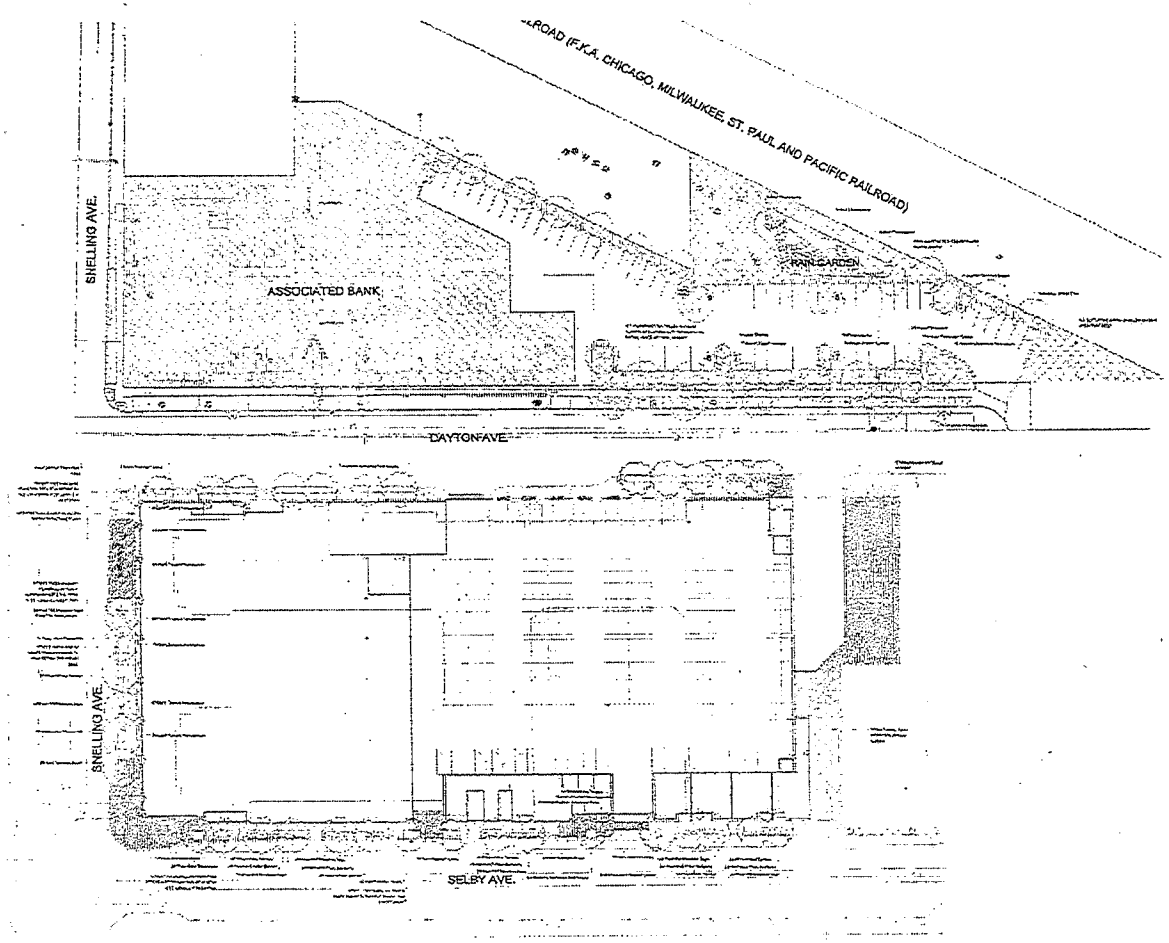
Site Location

Exhibit 1

The Vintage on Selby

St. Paul, MN

Volumes.dwg



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Volumes.dwg

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Drawn:
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Prepared for:

Ryan Companies US, Inc.

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Minneapolis, MN 55403-2012

The Vintage on Selby

St. Paul, MN

Concept Site Plan

Figure 2

II. EXISTING TRAFFIC CONDITIONS

A. Data Collection

The existing conditions of the nearby roadway system were documented by a field inventory conducted by Westwood Professional Services in September 2013. Intersection operations were observed as part of this study. 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 City of Saint Paul for the two signalized intersections.

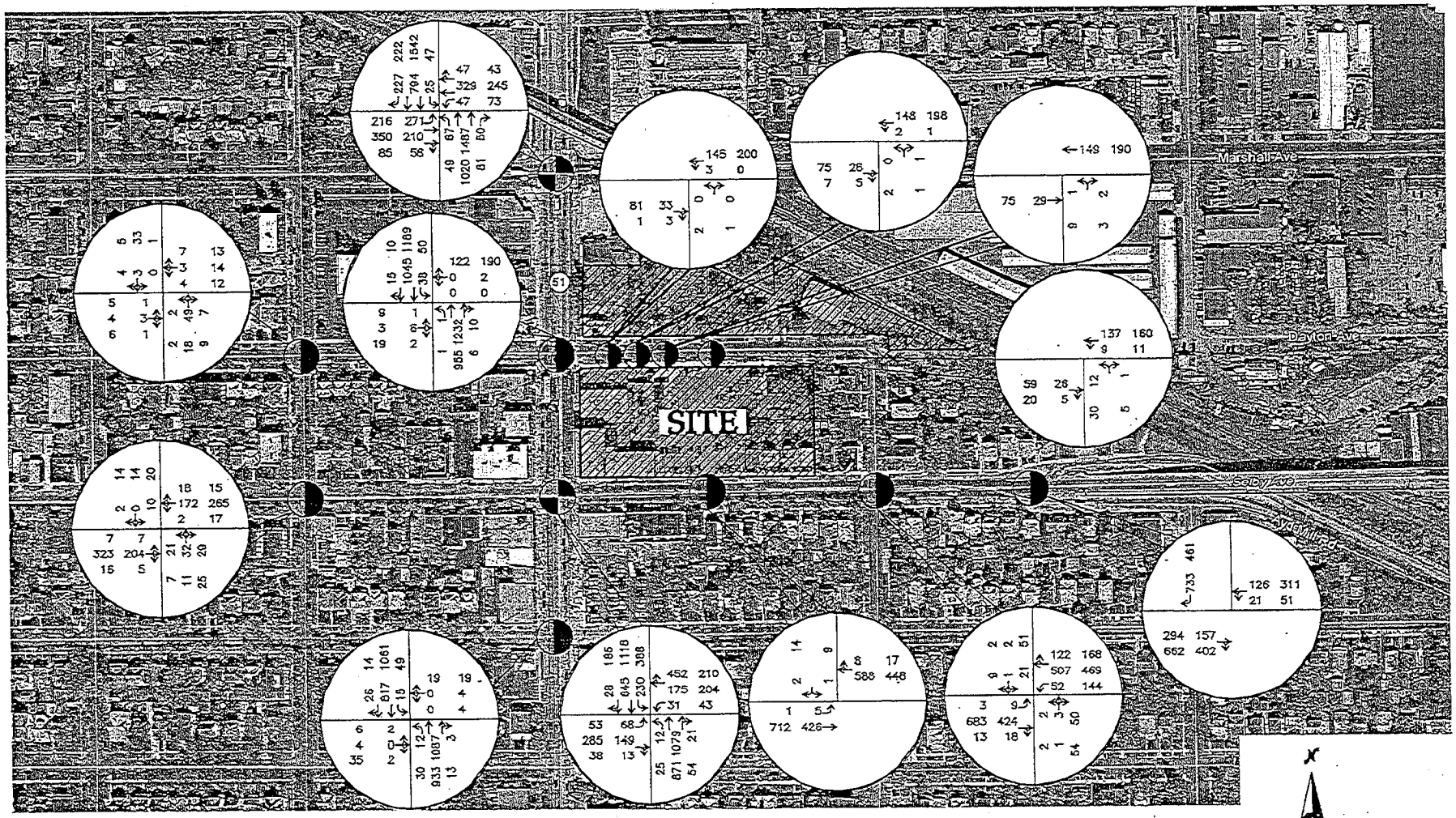
In addition, the existing mid-block driveway access points along Selby and Dayton were considered. Existing (and proposed) access drives from the site have side-street stop control.

B. Existing Traffic Volumes

In September 2013, Westwood Professional Services conducted peak hour turning movement counts at the unsignalized intersections listed above, as well as at the mid-block driveways. Peak hour turning movement data for the signalized intersections was gathered from the Snelling Multi-Modal Transportation Plan. The 2013 AM and PM peak hour traffic volumes, existing geometrics, and traffic controls for the study area intersections are illustrated on Figure 3. The traffic counts at the existing site driveways indicate that the bank and the office uses currently generate 60 vehicles during the A.M. Peak and 134 vehicles during the P.M. Peak Hour.

Existing daily traffic volumes for the study area roadways are as follows (taken from the Minnesota Department of Transportation's Metro Street Series 2012 Count Map):

- Snelling Avenue north of Selby – 38,500 veh/day
- Selby Avenue east of Snelling – 14,000 veh/day
- Ayd Mill Road east of Selby – 11,500 veh/day
- Snelling Avenue south of Selby – 26,000 veh/day



Legend

LANE DESIGNATION	
AM PEAK HOUR VOLUME	XX
PM PEAK-HOUR VOLUME	XX
SIGNALIZED INTERSECTION	
UNSIGNALIZED INTERSECTION	

Date: 10/7/13

Volumes.dwg

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The Vintage on Selby

St. Paul, MN

Existing Peak Hour Traffic Volumes

Figure 3

C. Functional Classifications of Existing Study Area Roadways

According to the Met Council Functional Classification System Map (May 2012), the study area roadways of Snelling Avenue, Selby Avenue (east of Snelling), Ayd Mill Road and Marshall Avenue west of Snelling are "A" Minor Reliever Arterial Roadways. Selby Avenue west of Snelling is classified as Major Collector. Dayton Avenue and Fry Street are classified as Local Streets.

The access drives from the development are currently and will continue to be side-street stop control.

D. Operational Analysis Methodology

As noted previously, the weekday AM and PM peak hours represent the critical peak hours, and accordingly, these two peak hours were chosen as the design peak hours for the study area. Traffic operations for the AM and PM peak hour conditions within the study area were analyzed using the industry-standard Synchro/SimTraffic Version 8 software package, which uses the data and methodology contained in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The software model was calibrated to replicate existing conditions as accurately as possible before being used to assess future conditions.

The operating conditions of transportation facilities, such as traffic signals, stop-controlled intersections and roundabouts, are evaluated based on the relationship of the theoretical capacity of a facility to the actual traffic volumes on that facility. Various factors affect capacity, including travel speed, roadway geometry, grade, number and width of travel lanes, and intersection control. The current standards for evaluating capacity and operating conditions are contained in the Highway Capacity Manual (HCM). The procedures describe operating conditions in terms of a Level of Service (LOS). Facilities are given letter designations from A, representing the best operating conditions, to F, representing the worst. Generally, Level of Service D represents the threshold for acceptable overall intersection operating conditions during a peak hour.

At intersections, the letter grades are different for signalized or unsignalized intersections (which include Two-Way Stop Control [TWSC], All-way Stop Control [AWSC] and roundabouts). For signalized intersections, the level of Service for the intersection is calculated by taking the total Intersection Delay and converting it to a letter grade as shown in Table 2. For an unsignalized intersection, the Level of Service for the intersection is calculated by taking the Intersection Delay and converting it to a letter grade, as shown in Table 2. While similar, the signalized control delay totals are higher than that of unsignalized intersections. In any condition, when the LOS by Volume to Capacity Ratio exceeds 1.0, the LOS is always F.

Under the 2010 HCM, common movements are included into "lane groups"; (i.e., that is, common lanes of movement). Control Delay is then determined for each lane group and levels of service are based on this control delay. For each lane group is quantified by number of seconds. Control delay is measured by comparison with the uncontrolled condition. It is the difference between the travel time that would have occurred in the absence of the intersection control, and the travel time that results because of the presence of the intersection control. Levels of service are then based on the control delay per vehicle.

The acceptable level of service threshold for a particular movement at an intersection depends on both the priority assigned to that movement and its traffic volume. In general, the higher the priority and the higher the traffic volume, the more stringent the acceptable threshold will be.

Table 2: Level of Service vs. Control Delay - Signalized and Unsignalized Intersections (TWSC, AWSC & Roundabouts)

TWSC, AWSC & Roundabouts	
LOS by Volume to Capacity Ratio (≤ 1)*	Control Delay per Vehicle (Seconds)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Signalized Intersections	
LOS by Volume to Capacity Ratio (≤ 1)*	Control Delay per Vehicle (Seconds)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Per the 2010 Highway Capacity Manual, published by the Transportation Research Board.
* NOTE: When LOS by Volume to Capacity Ratio >1, LOS is F.

For example, the acceptable threshold for a high-priority/high-volume rural movement might be C, while LOS F on a low-priority/low-volume urban movement might be appropriate.

For two-way stop-controlled intersections, a key measure of operational effectiveness is the side street LOS. Long delays and poor LOS can sometimes result on the side street, even if the overall intersection is functioning well, making it a valuable design criterion. Again, depending on priority and traffic volume, acceptable side-street LOS can range from D to F. Side streets can operate at LOS F without the intersection warranting a change in traffic control.

A final fundamental component of operational analyses is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable level of service, but if queues from the intersection extend back to block entrances to turn lanes or accesses to adjacent land uses, unsafe operating conditions could result.

In reporting levels of service, the information from the signalized intersection analysis comes directly from the Synchro 8 and SimTraffic 8 reports (found in the Appendix). Intersection Levels of Service are reported based on the Control Delay calculated for the overall intersection and for each critical movement as determined by Synchro 8. For queuing, SimTraffic reports the 95th percentile queue length that has been generated after five runs. The 95th percentile queue, or the length of queue with a 5% chance of occurring during the peak hour, is considered the standard for design purposes.

Table 3 lists the existing levels of service calculated for each study area intersection. The intersection of Snelling and Selby operates below acceptable levels during the A.M. and P.M. Peak Hours. Certain critical movements at other intersections also operate at or below acceptable levels in the existing peak hours tested. Some movements, including eastbound Dayton at Snelling operate at unacceptable levels of service, but have very low volume, which limits the impact on the system.

In addition, Table 3 shows the lengths of peak hour queues on Ayd Mill Road approaching Selby. Although the westbound approach of Ayd Mill yields at Selby, the delay is just long enough to create queues of several hundred feet. Nevertheless, the delays are accommodated and result in acceptable levels of service.

Table 3: Existing AM & PM Peak Hour Levels of Service

Intersection	A.M. PEAK HOUR						P.M. PEAK HOUR					
	Intersection		Critical Approach				Intersection		Critical Approach			
	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length
Snelling & Selby	76.0 sec	LOS-E	EBL	81.7 sec/veh	LOS-F	77 ft.	42.7 sec	LOS-E	EBL	88.7 sec/veh	LOS-F	77 ft.
			WB Th+R	191.2 sec/veh	LOS-F	257 ft.			WB Th+R	89.0 sec/veh	LOS-F	257 ft.
			NB Th+R	61.4 sec/veh	LOS-F	286 ft.			NB Th+R	54.7 sec/veh	LOS-D	286 ft.
			SBL	66.1 sec/veh	LOS-E	220 ft.			SBL	48.0 sec/veh	LOS-D	220 ft.
Snelling & Dayton	6.8 sec/veh	LOS-A	EB	300+ sec	LOS-F	42 ft.	48.5 sec/veh	LOS-D	EB	LOS-F	300+ sec	84 ft.
			SBL	16.1 sec.	LOS-B	53 ft.			SBL	LOS-B	11.9 sec	74 ft.
Saratoga & Selby	2.4 sec/veh	LOS-A	SB	41.0 sec	LOS-E	82 ft.	14 sec/veh	LOS-B	SB	LOS-F	300+ sec	187 ft.
Snelling & Hague	0.3 sec/veh	LOS-A	Acceptable queue lengths				2.8 sec/veh	LOS-A	Acceptable queue lengths			
Ayd Mill & Selby	14.5 sec/veh	LOS-B	SWBR	28.2 sec.	LOS-D	703 ft.	6.4 sec/veh	LOS-A	SWBR	LOS-C	24.6 sec.	559 ft.
Snelling & Marshall	38.1 sec	LOS-D	EBL	72.5 sec.	LOS-E	276 ft.	34.6 sec	LOS-C	EBL	LOS-E	75.4 sec	272 ft.
Fry & Selby	2.4 sec/veh	LOS-A	Acceptable queue lengths				2.4 sec/veh	LOS-A	Acceptable queue lengths			
Fry & Dayton	7.8 sec/veh	LOS-A	Acceptable queue lengths				7.8 sec/veh	LOS-A	Acceptable queue lengths			
W. Parking Dr & Dayton	0.4 sec/veh	LOS-A	Acceptable queue lengths				0.4 sec/veh	LOS-A	Acceptable queue lengths			
W. Drive-UP & Dayton	0.3 sec/veh	LOS-A	Acceptable queue lengths				0.3 sec/veh	LOS-A	Acceptable queue lengths			
E. Drive-UP & Dayton	0.4 sec/veh	LOS-A	Acceptable queue lengths				0.4 sec/veh	LOS-A	Acceptable queue lengths			
E. Parking Dr & Dayton	1.5 sec/veh	LOS-A	Acceptable queue lengths				1.5 sec/veh	LOS-A	Acceptable queue lengths			
Selby & So Parking Dr.	0.2 sec/veh	LOS-A	Acceptable queue lengths				0.2 sec/veh	LOS-A	Acceptable queue lengths			

NOTE: 95% Percentile Queue Lengths are derived from the average of five (5) runs of SimTraffic 8 software.

III. NO-BUILD ALTERNATIVE

To address the impacts of a development on the surrounding roadway system, it is necessary to first analyze traffic conditions that would be present on the roadway system without the inclusion of the proposed development. This is considered the No-Build scenario, and serves as a basis with which to compare Build scenarios.

A. Background Growth

According to the Snelling Avenue Rapid Bus VISSIM Evaluation Final Report prepared by SRF Consulting Group, "the Snelling Avenue corridor extends through a fully developed portion of the Twin Cities metro area where volumes are not expected to change dramatically between 2012 and 2015. Background growth in traffic volumes between 2012 and 2015 was therefore not included in the model." This information is consistent with Met Council forecasts. Further, the comparison of ADT traffic volumes per the MnDOT Annual Traffic Count Maps on Snelling Avenue for the year 2000 versus 2012 shows no change. The ADT traffic volumes in 2000 were 38,500 veh/day, and the ADT traffic volume in 2012 were 38,500 veh/day.

The anticipated changes in mode and in roadway network in this area suggest reductions rather than growth in traffic volume in the next twenty years. Nevertheless, in keeping with the assumptions of the BRT Evaluation, neither background growth nor reduction was assumed in this analysis.

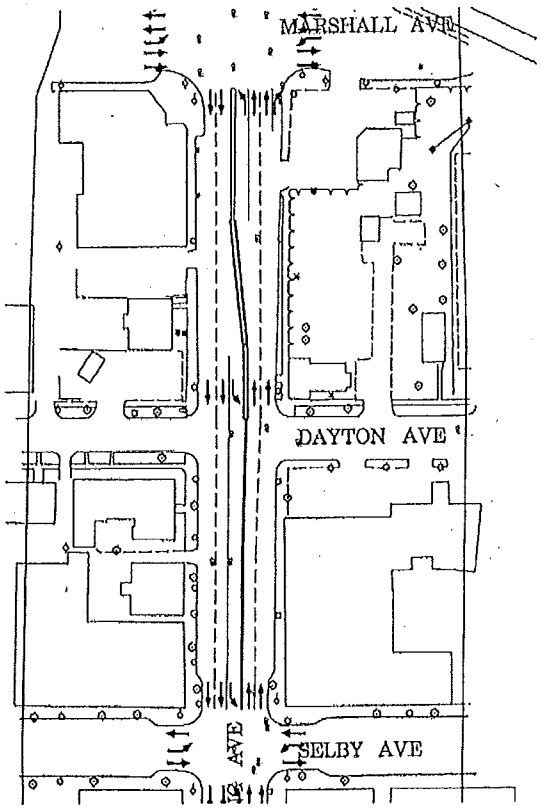
B. Anticipated Improvements for No-Build Conditions

MnDOT and the City of Saint Paul are planning geometric changes to Snelling Avenue. These geometric improvements include restriping Snelling Avenue to extend the southbound left turn lane at Selby, and limiting left turn movements from westbound and eastbound Dayton Avenue at Snelling.

The new turn bay on southbound Snelling at Selby will be back-to-back with the existing northbound left turn bay approaching Marshall Avenue. It will be approximately 360-feet in length, and will be separated from the northbound left turn bay approaching Marshall by a 60-foot taper section. The new left turn lane for southbound Snelling will include an opening for left turn movements (southbound to eastbound) at Dayton Avenue.

For the purposes of this study, the existing signal times were utilized. However, Aas a standard practice, it is recommended that the City monitor traffic signal timings as developments change within the study area. Specifically, as the new BRT Line is completed along Snelling Avenue, signal timing modifications may be required along coordinated north-south routes. Likewise, as new developments are completed, and new traffic patterns evolve, traffic volumes and signal operations should be assessed for any fine-tuning of signal timings in the area.

FIGURE 3a
PROPOSED NO-BUILD IMPROVEMENTS
EXTENDED SOUTHBOUND LEFT TURN LANE ON SNELLING AT SELBY[1]



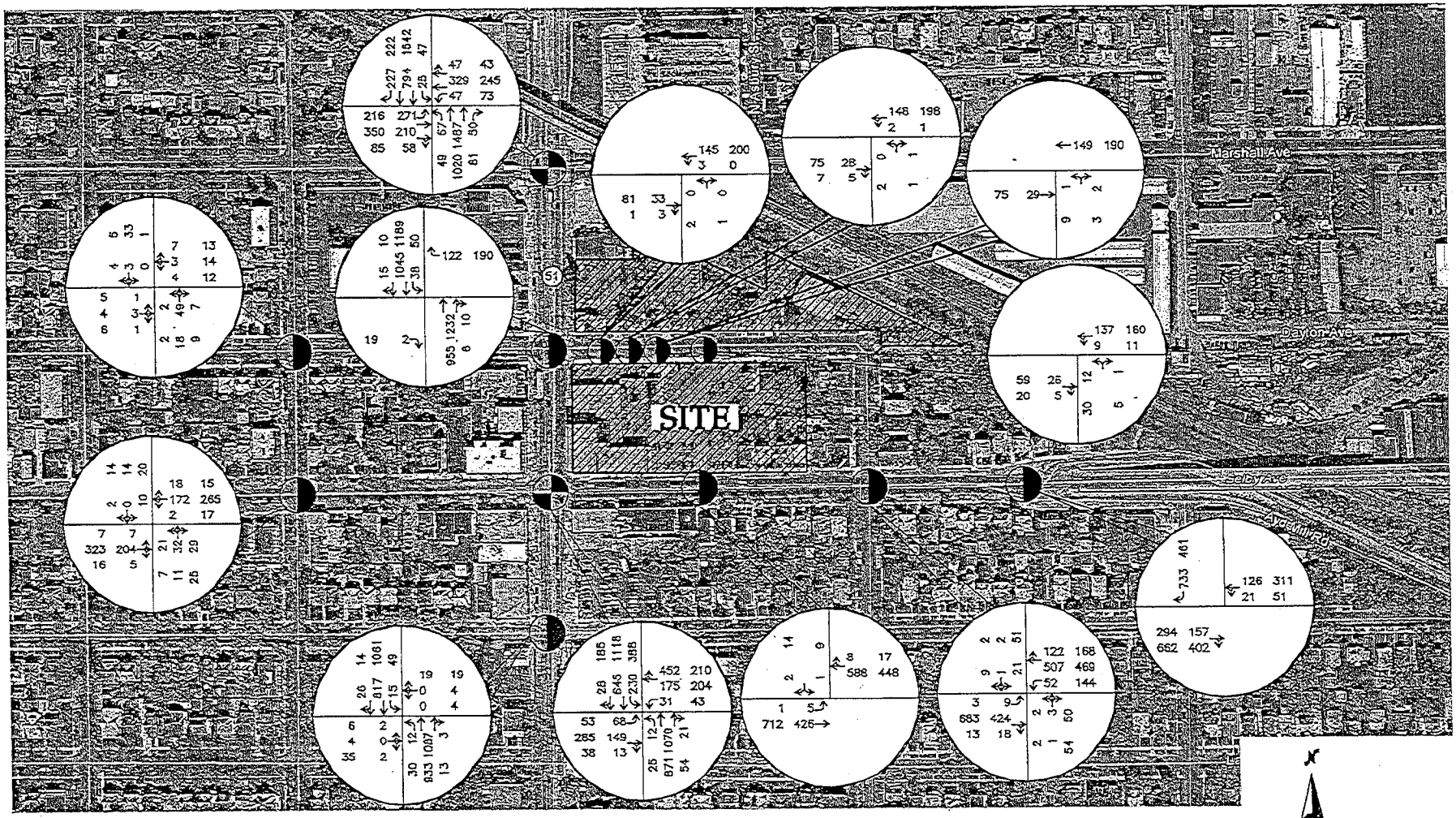
1. Per MnDOT SP 6215-99 Scoping Project. NOTE: This is a concept illustration only.

C. Results of Analysis – No-Build Scenario

In general, the roadway infrastructure as discussed in Section II and in Section III-B, has the capacity to support the area through the 2017 design year. Figure 4 illustrates the peak hour traffic volumes projected for the 2017 No-Build condition.

Table 4, which summarizes the results of the 2017 No-Build operational analysis, includes the LOS for each study area intersection. As noted, signal timings utilized in this analysis reflect the signal timings provided by the City of St. Paul. The complete operational analysis output is available upon request. Also, the southbound Snelling lane arrangement has been coded with an extended left turn lane to mirror the 2017 Snelling geometrics modifications.

Results of the analysis contained in Table 4 indicate that all study area intersections are projected to operate at acceptable overall LOS for 2017 No-Build conditions, however some 95th percentile lengths will be quite lengthy (e.g., Ayd Mill Road approaching Selby).



Legend

LANE DESIGNATION	
AM PEAK HOUR VOLUME	XX
PM PEAK HOUR VOLUME	XX
SIGNALIZED INTERSECTION	
UNSIGNALIZED INTERSECTION	

NOTE:
1. SB LT ON SNELLING AT SELBY IS EXTENDED BACK TO DAYTON.

2 SB LEFT TURN ON SNELLLING AT DAYTON IS EXTENDED NORTH TO THE NB LT AT MARSHALL

0' 300' 600'

Date: 10/7/13

Volumes.dwg

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Record Drawing Yes/No:

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The Vintage on Selby

St. Paul, MN

2017 No-Build Peak Hour Traffic Volumes

Figure 4

Table 4: 2017 No-Build AM & PM Peak Hour Levels of Service

Intersection	A.M. PEAK HOUR						P.M. PEAK HOUR					
	Intersection		Critical Approach				Intersection		Critical Approach			
	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length
Snelling & Selby	76.2 sec	LOS-E	EBL	81.7 sec/veh	LOS-F	93 ft.	42.7 sec	LOS-E	EBL	88.7 sec/veh	LOS-F	118 ft.
			WB Th+R	191.2 sec/veh	LOS-F	213 ft.			WB Th+R	89.0 sec/veh	LOS-F	298 ft.
			NB Th+R	61.4 sec/veh	LOS-F	275 ft.			NB Th+R	54.7 sec/veh	LOS-D	268 ft.
			SBL	66.1 sec/veh	LOS-E	226 ft.			SBL	48.0 sec/veh	LOS-D	249 ft.
Snelling & Dayton	2.2 sec/veh	LOS-A	EB	15.0 sec	LOS-C	32 ft.	4.1 sec/veh	LOS-A	EB	LOS-C	17.3 sec	43 ft
			SBTh+L	12.8 sec.	LOS-B	152 ft.			SBTh+L	LOS-B	2.5 sec	128 ft.
			WBR	21.0 sec.	LOS-C	76 ft.			WBR	LOS-D	27.5 sec	77 ft.
Saratoga & Selby	2.4 sec/veh	LOS-A	SB	41.0 sec	LOS-E	63 ft.	14 sec/veh	LOS-B	SB	LOS-F	300+ sec	122 ft.
Snelling & Hague	0.3 sec/veh	LOS-A	Acceptable queue lengths				2.5 sec/veh	LOS-A	Acceptable queue lengths			
Ayd Mill & Selby	14.5 sec/veh	LOS-B	SWBR	28.2 sec.	LOS-D	361 ft.	6.4 sec/veh	LOS-A	SWBR	LOS-C	24.6 sec.	624 ft.
Snelling & Marshall	38.2 sec	LOS-D	EBL	106.7 sec.	LOS-F	264 ft.	33.5 sec	LOS-C	EBL	LOS-E	64.3 sec	269 ft.
Fry & Selby	2.4 sec/veh	LOS-A	Acceptable queue lengths				3.2 sec/veh	LOS-A	Acceptable queue lengths			
Fry & Dayton	7.8 sec/veh	LOS-A	Acceptable queue lengths				6.8 sec/veh	LOS-A	Acceptable queue lengths			
W. Parking Dr & Dayton	0.4 sec/veh	LOS-A	Acceptable queue lengths				0.3 sec/veh	LOS-A	Acceptable queue lengths			
W. Drive-UP & Dayton	0.3 sec/veh	LOS-A	Acceptable queue lengths				0.3 sec/veh	LOS-A	Acceptable queue lengths			
E. Drive-UP & Dayton	0.4 sec/veh	LOS-A	Acceptable queue lengths				0.8 sec/veh	LOS-A	Acceptable queue lengths			
E. Parking Dr & Dayton	1.5 sec/veh	LOS-A	Acceptable queue lengths				1.9 sec/veh	LOS-A	Acceptable queue lengths			
Selby & So Parking Dr.	0.2 sec/veh	LOS-A	Acceptable queue lengths				0.5 sec/veh	LOS-A	Acceptable queue lengths			

NOTE: 95% Percentile Queue Lengths are derived from the average of five (5) runs of SimTraffic 8 software.

IV. BUILD ALTERNATIVE

A. Site-Generated Traffic

The volume of vehicle trips generated by the proposed development was estimated for the weekday AM and PM peak hours using the data and methodologies contained in the Trip Generation Manual, 9th Edition, published by the Institute of Transportation Engineers (ITE). The site generated traffic estimate has taken into account the existing traffic using the site (based on traffic counts at the existing Associated Bank driveways), adjusts the new traffic estimate for shared use between the residential apartments and the grocery store (based on ITE estimates), and adjusts for customer trips that stop at the site on the way to another destination (based on ITE estimates). Table 5 summarizes the trip generation potential per ITE.

TABLE 5
PROPOSED REDEVELOPMENT
TRIP GENERATION ESTIMATES[1] – VINTAGE ON SELBY

Land Use	Size	ITE Land Use Code & page #s.	Trip Generated[1]: Weekday AM Enter	Weekday AM Exit	Weekday PM Enter	Weekday PM Exit
Supermarket	39.1 ksf	850 (pp. 1644-1653)	82	51	189	182
Drive-in Bank	4 windows	912 (pp. 1851-1856)	22	15	65	68
Mid-Rise Apartment	208 units[2]	223 (pp. 386-390)	22	50	51	37
Gross New Trips			126	116	305	287
Internal Capture Trips[3]			0	0	27	25
Pass-By and Diverted Trips[3]			0	0	150	147
Total New Trips			**126**	**116**	**128**	**115**
			242		**243**	

1 Per the data and methodologies in Trip Generation Manual, 9th Edition, published by ITE.
2 Note that residential unit breakdown appears in TDMP, Table 1.
3 Pass-by trips, diverted trips, and internal capture trips were calculated per ITE data and methodology in Trip Generation Manual, 9th Edition, Volume 1: User's Guide and handbook.

Mixed use developments will share trips, whether comprised of multiple retail uses or a combination of retail with office and/or residential uses. Empirical data from across the United States has been collected by ITE for the purpose of estimating the shared traffic or internal capture trip potential of mixed use developments and is published in the *Trip Generation Handbook.*

As mentioned, this estimate includes trip reductions for pass-by and diverted trips from Snelling and Selby. Pass-by and diverted trips do not represent new trips generated by a site, but rather trips already using an adjacent roadway that enter the site as an intermediate stop on the way to and from another destination. In the case of the Vintage, Grocery Stores have a pass-by and diverted trip potential of approximately 60% during the PM Peak, and pass-by and diverted trips to banks account for nearly 73% of the trip generation potential. These trips are not new trips on the adjacent roadway but are executing new maneuvers at the site and are accounted for at the site driveways.

Additional adjustments to the trip generation estimates are likely based on the modal shift opportunities in the vicinity, including BRT, LRT, pedestrian and bicycle. As discussed in the TDMP, similar sites have realized a 30% shift to alternate modes. However, to present a conservative analysis, this traffic study does not account for the modal shift opportunities.

B. Directional Distribution and Trip Assignment

Using the projected trip generation for the site, plus the directional distribution determined by the existing traffic flow (as shown on Figure 5), trips were assigned to the roadway network in two assignments – Commercial/Retail and Residential. Commercial/retail trips were then assigned using driveways for the bank and grocery (As shown on Figure 6a), while residential trips were assigned based on the location of the residential driveways (as shown on Figure 6b). It is noted that the driveways for The Vintage and the drive-up bank are positioned to accommodate truck traffic entering and exiting the supermarket site for deliveries (which will occur prior to the A.M. Peak).

These trips have been combined with the projected 2017 No-Build volumes resulting in the 2017 Build volumes, shown on Figure 7.

C. Results of Analysis – Build Scenario

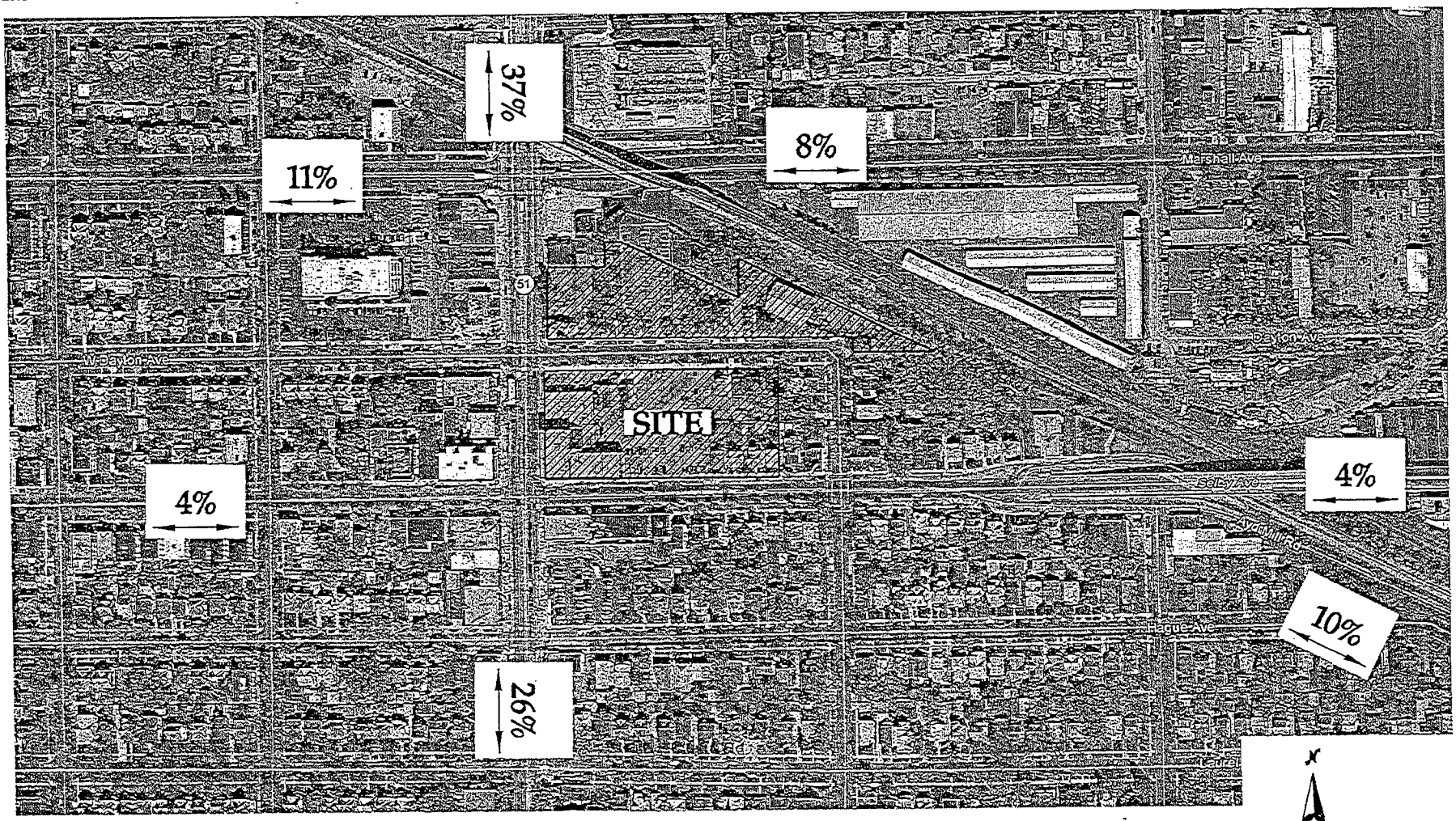
This section contains the results of the intersection operational analyses and provides recommendations for mitigating project-related traffic impacts, as necessary.

A summary of the results for 2017 Build conditions is provided in Table 6, below. These intersections were tested using the 2013 current signal timings before any additional optimization.

Review of the peak hour Build conditions indicate that all study area intersections and proposed site accesses are projected to operate at LOS-D or better, except the AM Peak Hour at Selby and Snelling. Many movements have adequate queue lengths, except at the Ayd Mill Road approach to Selby, which continues to experience long delays.

As part of the five projects being proposed along the Snelling corridor, MnDOT's Office of Traffic, Safety and Technology is recommending the lengthening of the southbound left turn lane on Snelling at Selby. This improvement would extend a painted median across the intersection with Dayton Avenue. Left turns would be allowed from southbound Snelling Avenue onto eastbound Dayton Avenue, especially for delivery access to the proposed grocery store.

One proposed mitigation strategy for the southbound left turn lane at Selby would be to reduce the proposed taper from the typical MnDOT standard 15:1 to the AASHTO minimum acceptable taper (5:1) or MnDOT's minimum acceptable taper (4:1). The reduced taper would provide for greater queue length for the left turn lane approaching both Selby and Dayton.



Legend

Traffic Distribution Percentage XX

0' 300' 600'

Date: 10/7/13

Volumes.dwg

Westwood

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-866-937-0150

www.westwoodps.com

Owner
Outlook
Drawn
Record Drawing by/date

Prepared for:

Ryan Companies US, Inc.

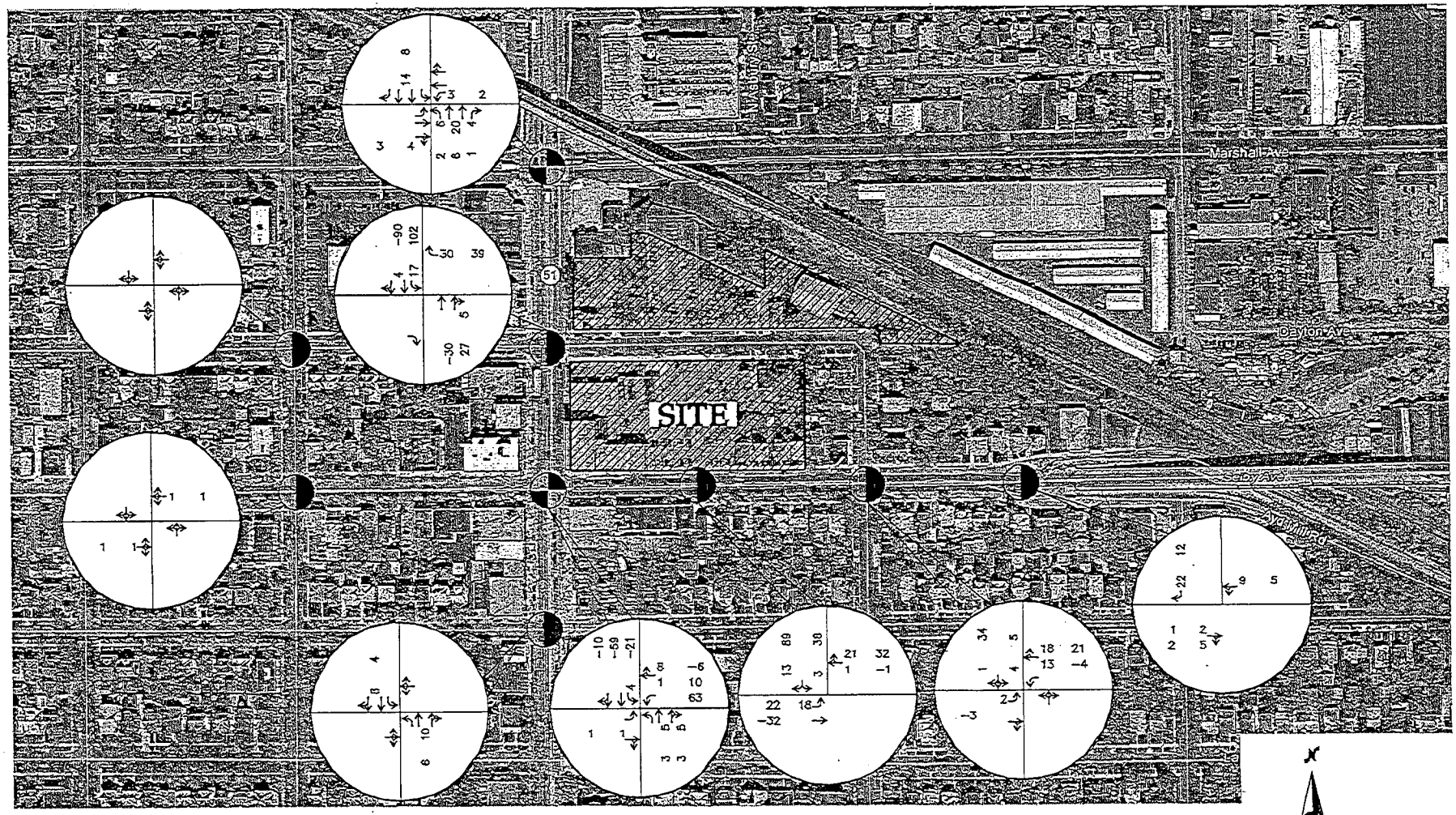
50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012

The Vintage on Selby

St. Paul, MN

Traffic Distribution Percentage

Figure 5



Legend

LANE DESIGNATION	
AM PEAK HOUR VOLUME	XX
PM PEAK HOUR VOLUME	XX
SIGNALIZED INTERSECTION	
UNSIGNALIZED INTERSECTION	

0' 300' 600'

Date: 10/7/13

Volumes.dwg

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Ryan Companies US, Inc.

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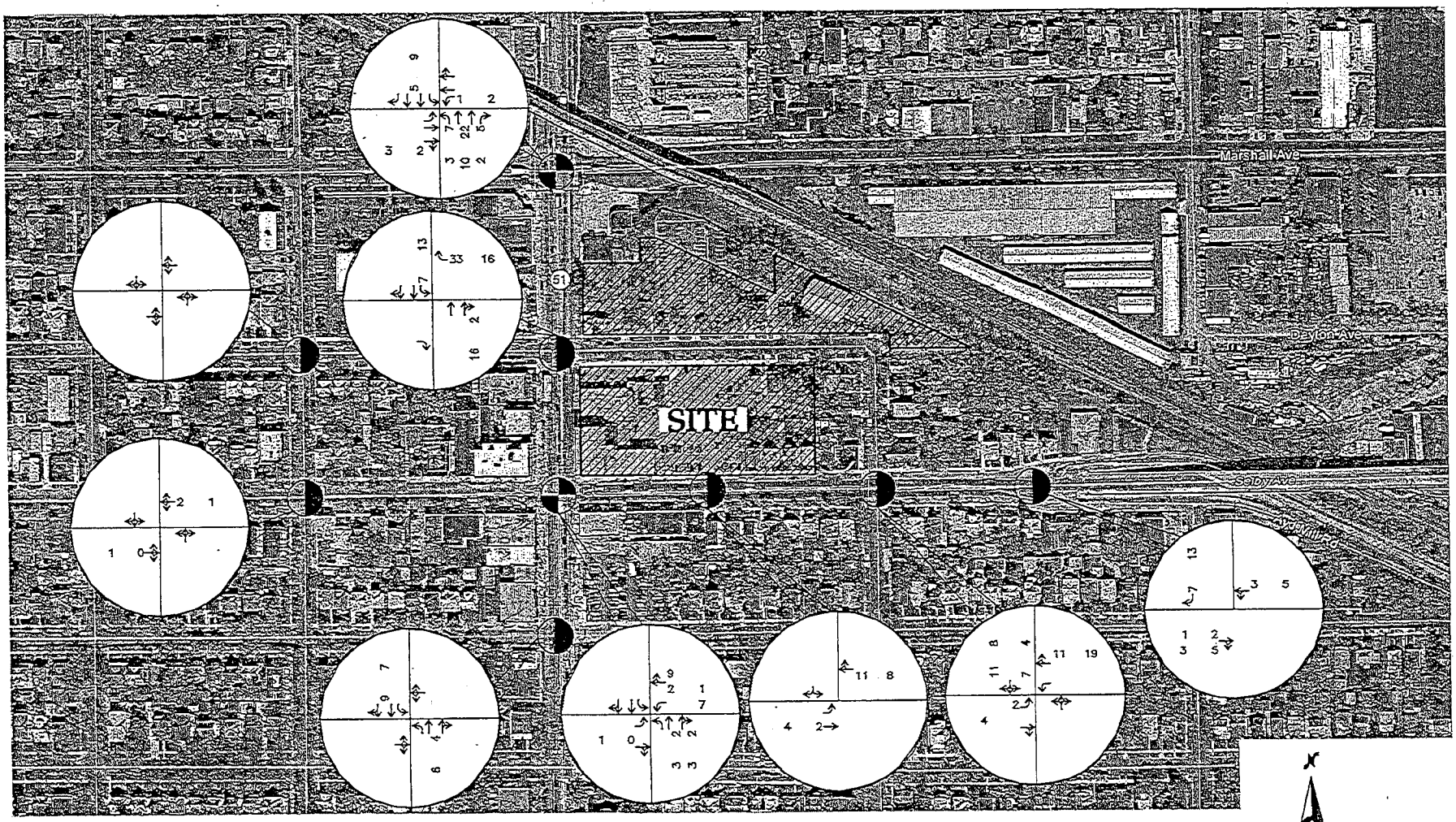
Minneapolis, MN 55403-2012

The Vintage on Selby

St. Paul, MN

Retail Trip Assignment

Figure 6A



Legend

LANE DESIGNATION	
AM PEAK HOUR VOLUME	XX
PM PEAK HOUR VOLUME	XX
SIGNALIZED INTERSECTION	
UNSIGNALIZED INTERSECTION	

0' 300' 600'

Date: 10/7/13

Volumes.dwg

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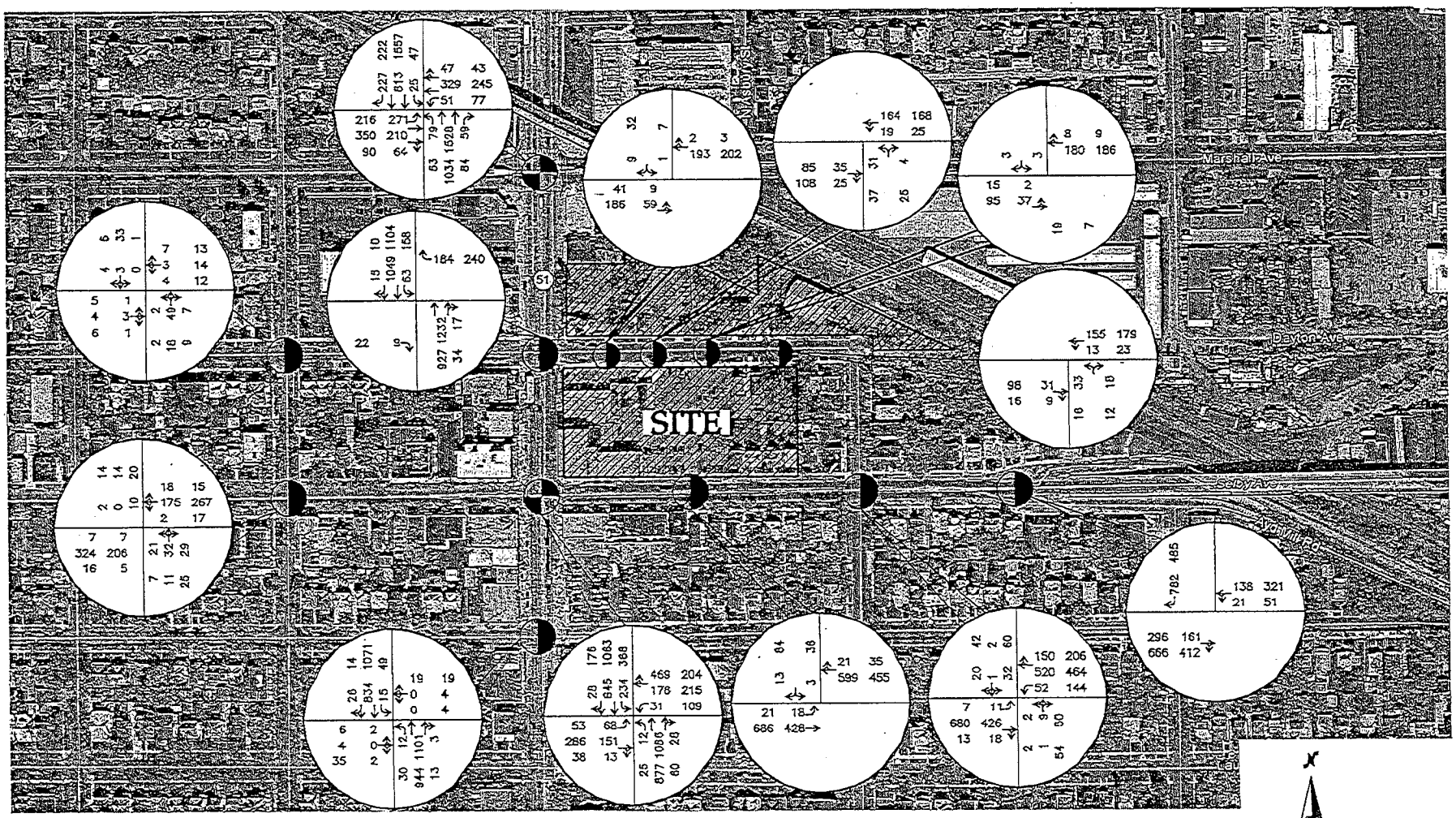
The Vintage on Selby

St. Paul, MN

Residential Trip Assignment

Figure 6B



Legend

LANE DESIGNATION	
AM PEAK HOUR VOLUME	XX
PM PEAK HOUR VOLUME	XX
SIGNALIZED INTERSECTION	
UNSIGNALIZED INTERSECTION	

0' 300' 600'

Date: 10/7/13

Volumes.dwg

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Quest
Checked:
Drawn:
Revised: Drawing Set/Date

Prepared for:

Ryan Companies US, Inc.

50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012

The Vintage on Selby

St. Paul, MN

2017 Build Peak Hour Traffic Volumes

Figure 7

Table 6: 2017 Build AM & PM Peak Hour Levels of Service

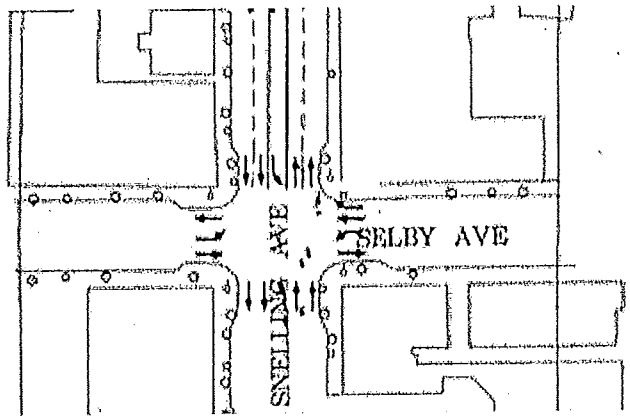
Intersection	A.M. PEAK HOUR						P.M. PEAK HOUR					
	Intersection		Critical Approach				Intersection		Critical Approach			
	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length
Snelling & Selby	79.8 sec.	LOS-E	EBL	144.5 sec/veh	LOS-F	114 ft.	42.5 sec	LOS-E	EBL	88.6 sec/veh	LOS-F	121 ft.
			WB Th+R	166.4 sec/veh	LOS-F	254 ft.			WB Th+R	89.0 sec/veh	LOS-F	280 ft.
			NB Th+R	76.5 sec/veh	LOS-F	249 ft.			NB Th+R	51.3 sec/veh	LOS-D	273 ft.
			SBL	69.0 sec/veh	LOS-E	252 ft.			SBL	45.4 sec/veh	LOS-D	224 ft.
Snelling & Dayton	4.2 sec/veh	LOS-A	EB	15.0 sec	LOS-C	35 ft.	7.9 sec/veh	LOS-A	EB	LOS-C	16.3 sec	50 ft
			SBTh+L	13.6 sec.	LOS-B	207 ft.			SBTh+L	LOS-B	4.8 sec	239 ft.
			WBR	31.6 sec.	LOS-C	142 ft.			WBR	LOS-E	45.2 sec	115 ft.
Saratoga & Selby	3.3 sec/veh	LOS-A	SB	50.2 sec	LOS-F	82 ft.	26.9 sec/veh	LOS-B	SB	LOS-F	300+ sec	288 ft.
Snelling & Hague	0.3 sec/veh	LOS-A	Acceptable queue lengths				2.8 sec/veh	LOS-A	Acceptable queue lengths			
Ayd Mill & Selby	17.9 sec/veh	LOS-B	SWBR	34.8 sec.	LOS-D	503 ft.	7.6 sec/veh	LOS-A	SWBR	LOS-D	28.5 sec.	645 ft.
Snelling & Marshall	39.3 sec	LOS-D	EBL	117.2 sec.	LOS-F	277 ft.	44.3 sec	LOS-D	EBL	LOS-E	298.5 sec	271 ft.
Fry & Selby	2.4 sec/veh	LOS-A	Acceptable queue lengths				3.2 sec/veh	LOS-A	Acceptable queue lengths			
Fry & Dayton	7.8 sec/veh	LOS-A	Acceptable queue lengths				6.8 sec/veh	LOS-A	Acceptable queue lengths			
W. Bank Access & Dayton	0.6 sec/veh	LOS-A	Acceptable queue lengths				1.5 sec/veh	LOS-A	Acceptable queue lengths			
NW Access & Dayton	1.8 sec/veh	LOS-A	Acceptable queue lengths				1.9 sec/veh	LOS-A	Acceptable queue lengths			
E. Bank Access & Dayton	0.3 sec/veh	LOS-A	Acceptable queue lengths				1.2 sec/veh	LOS-A	Acceptable queue lengths			
NE Access & Dayton	2.3 sec/veh	LOS-A	Acceptable queue lengths				1.3 sec/veh	LOS-A	Acceptable queue lengths			
Selby & S. Access	0.8 sec/veh	LOS-A	Acceptable queue lengths				1.7 sec/veh	LOS-A	Acceptable queue lengths			

NOTE: 95% Percentile Queue Lengths are derived from the average of five (5) runs of SimTraffic 8 software.

V. SUGGESTED IMPROVEMENTS

It is noted that the Minnesota Department of Transportation, which has jurisdiction of the operation and maintenance of Snelling Avenue, has recommended the option of extending the southbound left turn lane on Snelling through the Dayton Avenue intersection with a painted median. In exchange, MnDOT has asked that the City of Saint Paul consider the installation of a short right turn lane on the westbound approach of Selby Avenue at Snelling. As part of this Traffic Impact Analysis, these options were tested. Specifically, a right turn lane on Selby of 100 feet was assumed (See Figure 8), and an overlapping protected right-turn phase was included in the signal timing.

FIGURE 8
SUGGESTED IMPROVEMENTS
ADDED RIGHT TURN LANE ON SELBY AT SNELLING[1]



1. This is a concept illustration only.

In addition, in response to residential and business concerns, a five-second pedestrian only phase was modeled in the signal timing for the intersection of Snelling and Selby. This test was performed to achieve additional pedestrian (and also bicycle) safety when crossing at the intersection. No vehicular movements would be allowed during this pedestrian-only phase. (No right turn on red was allowed during this phase.)

Further, a combined scenario was tested with both a pedestrian-only phase and a right turn lane at the westbound approach of Selby at Snelling. This scenario was proposed to determine whether the impacts of the longer crosswalk at the east leg of the intersection could be offset by addition of a pedestrian-only phase.

The analysis showed that vehicular delay was reduced over the existing condition and overall intersection performance improved with the addition of the right turn only lane for the westbound approach on Selby at Snelling. Overall intersection vehicular levels of service were maintained

or improved at the intersection. (See Table 7.) Pedestrian "WALK" times (8 seconds at each crosswalk) plus 12 to 17 second flashing "DON'T WALK" times will remain unchanged.

Conversely, the introduction of the pedestrian-only phase increased overall vehicular delay throughout the system. The addition of a five second "WALK" interval also required an overall 17 second flashing "DON'T WALK" clearance interval to prevent trapping those who began crossing the street just as the "WALK" interval changed. The pedestrian-only phase added significant delays along Snelling, Selby, Ayd Mill Road and at the cross-streets intersecting these main routes. LOS-E and –F are common, as well as lengthy queues. (See Table 8.)

The combined scenario only improved the operation marginally over the pedestrian-only operation. Delays and long queues for vehicles will still occur throughout the system. (See Table 9.)

Table 7: 2017 Build AM & PM Peak Hour Levels of Service with Right Turn Lane & Overlap

Intersection	A.M. PEAK HOUR						P.M. PEAK HOUR					
	Intersection		Critical Approach				Intersection		Critical Approach			
	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length
Snelling & Selby	25.7 sec.	LOS-C	EBL	64.8 sec/veh	LOS-E	110 ft.	34.4 sec	LOS-C	EBL	66.7 sec/veh	LOS-E	102 ft.
			WB Th	42.9 sec/veh	LOS-D	307 ft.			WB Th	42.7 sec/veh	LOS-D	319 ft.
			NB Th+R	32.9 sec/veh	LOS-C	255 ft.			NB Th+R	35.4 sec/veh	LOS-D	272 ft.
			SBL	42.9 sec/veh	LOS-D	258 ft.			SBL	45.7 sec/veh	LOS-D	248 ft.
Snelling & Dayton	6.7 sec/veh	LOS-A	EB	4.5 sec	LOS-A	25 ft.	6.1 sec/veh	LOS-A	EB	12.9 sec	LOS-B	41 ft
			SBTh+L	33.8 sec.	LOS-D	232 ft.			SBTh+L	25.4 sec	LOS-D	248 ft.
			WBR	25.4 sec.	LOS-D	131 ft.			WBR	12.7 sec	LOS-B	135 ft.
Saratoga & Selby	6.0 sec/veh	LOS-A	SB	34.0 sec	LOS-D	74 ft.	17.3 sec/veh	LOS-C	SB	114.1 sec	LOS-F	187 ft.
Snelling & Hague	3.6 sec/veh	LOS-A	EB	120.2 sec	LOS-F	34 ft.	5.0 sec/veh	LOS-A	EB	70.4 sec	LOS-F	94 ft.
Ayd Mill & Selby	10.9 sec/veh	LOS-B	SWBR	16.7 sec.	LOS-C	365 ft.	42.0 sec/veh	LOS-E	SWBR	138.0 sec	LOS-F	1207 ft.
Snelling & Marshall	26.5 sec	LOS-C	EBL	69.9 sec.	LOS-E	277 ft.	49.9 sec	LOS-D	EBL	96.5 sec	LOS-F	260 ft.
Fry & Selby	2.7 sec/veh	LOS-A	Acceptable queue lengths				3.4 sec/veh	LOS-A	Acceptable queue lengths			
Fry & Dayton	3.7 sec/veh	LOS-A	Acceptable queue lengths				3.2 sec/veh	LOS-A	Acceptable queue lengths			
W. Bank Access & Dayton	1.2 sec/veh	LOS-A	Acceptable queue lengths				1.2 sec/veh	LOS-A	Acceptable queue lengths			
NW Access & Dayton	0.7 sec/veh	LOS-A	Acceptable queue lengths				1.4 sec/veh	LOS-A	Acceptable queue lengths			
E. Bank Access & Dayton	0.3 sec/veh	LOS-A	Acceptable queue lengths				0.7 sec/veh	LOS-A	Acceptable queue lengths			
NE Access & Dayton	0.8 sec/veh	LOS-A	Acceptable queue lengths				0.4 sec/veh	LOS-A	Acceptable queue lengths			
Selby & S. Access	5.5 sec/veh	LOS-A	SB	40 sec	LOS-E	45 ft.	9.9 sec/veh	LOS-A	SB	38.0 sec	LOS-E	80 ft.

NOTE: 95% Percentile Queue Lengths are derived from the average of five (5) runs of SimTraffic 8 software.

Table 8: 2017 Build AM & PM Peak Hour Levels of Service with Ped Phase

Intersection	A.M. PEAK HOUR						P.M. PEAK HOUR					
	Intersection		Critical Approach				Intersection		Critical Approach			
	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length
Snelling & Selby	35.1 sec.	LOS-D	EBL	50.9 sec/veh	LOS-E	111 ft.	42.3sec	LOS-D	EBL	259.7 sec/veh	LOS-F	118 ft.
			WB Th+R	82.3 sec/veh	LOS-F	258 ft.			WB Th+R	81.2 sec/veh	LOS-F	291 ft.
			NB Th+R	29.7 sec/veh	LOS-C	271 ft.			NB Th+R	32.0 sec/veh	LOS-C	252 ft.
			SBL	80.0 sec/veh	LOS-E	281 ft.			SBL	38.5 sec/veh	LOS-D	258 ft.
Snelling & Dayton	12.3 sec/veh	LOS-B	EB	21.7 sec	LOS-C	34 ft.	7.7 sec/veh	LOS-A	EB	13.9 sec	LOS-B	38 ft
			SBTh+L	61.0 sec.	LOS-F	247 ft.			SBTh+L	31.5 sec	LOS-D	256 ft.
			WBR	37.4 sec.	LOS-E	129 ft.			WBR	13.4 sec	LOS-B	117 ft.
Saratoga & Selby	51.4 sec/veh	LOS-F	SB	210.2 sec	LOS-F	131 ft.	55.7 sec/veh	LOS-F	SB	366.8 sec	LOS-F	343 ft.
Snelling & Hague	12.0 sec/veh	LOS-B	WB	73.4 sec.	LOS-F	68 ft.	3.8 sec/veh	LOS-A	WB	44.7 sec	LOS-E	54 ft.
Ayd Mill & Selby	273.6 sec/veh	LOS-F	SWBR	624.1 sec.	LOS-F	1221 ft.	168.5 sec/veh	LOS-F	SWBR	541.9 sec	LOS-F	1380 ft.
Snelling & Marshall	31.1 sec	LOS-C	EBL	93.2 sec.	LOS-F	268 ft.	43.1 sec	LOS-D	EBL	49.9 sec	LOS-D	247 ft.
Fry & Selby	3.3 sec/veh	LOS-A	Acceptable queue lengths				23.9 sec/veh	LOS-C	EB	46.2 sec	LOS-E	590 ft.
Fry & Dayton	5.0 sec/veh	LOS-A	Acceptable queue lengths				3.0 sec/veh	LOS-A	Acceptable queue lengths			
W. Bank Access & Dayton	1.7 sec/veh	LOS-A	Acceptable queue lengths				7.0 sec/veh	LOS-A	Acceptable queue lengths			
NW Access & Dayton	1.3 sec/veh	LOS-A	Acceptable queue lengths				8.1 sec/veh	LOS-A	Acceptable queue lengths			
E. Bank Access & Dayton	0.7 sec/veh	LOS-A	Acceptable queue lengths				9.6 sec/veh	LOS-A	Acceptable queue lengths			
NE Access & Dayton	1.1 sec/veh	LOS-A	Acceptable queue lengths				27.8 sec/veh	LOS-D	NB	301.9 sec	LOS-F	102 ft.
Selby & S. Access	49.5 sec/veh	LOS-E	SBR	173.2 sec.	LOS-F	59 ft.	36.7 sec/veh	LOS-E	SBR	285.5 sec.	LOS-F	73 ft.

NOTE: 95% Percentile Queue Lengths are derived from the average of five (5) runs of SimTraffic 8 software.

Table 9: 2017 Build AM & PM Peak Hour Levels of Service with Right Turn Lane & Ped Phase

Intersection	A.M. PEAK HOUR						P.M. PEAK HOUR					
	Intersection		Critical Approach				Intersection		Critical Approach			
	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length	Intersection Control Delay	Overall Intersection LOS	Approach	Lane Gorup Delay	Lane Group LOS	95th %ile Queue Length
Snelling & Selby	24.1 sec.	LOS-C	EBL	79.6 sec/veh	LOS-E	110 ft.	41.2 sec	LOS-D	EBL	91.0 sec/veh	LOS-F	111 ft.
			WB Th	52.3 sec/veh	LOS-D	269 ft.			WB Th	69.4 sec/veh	LOS-E	289 ft.
			NB Th+R	20.5 sec/veh	LOS-C	279 ft.			NB Th+R	35.3 sec/veh	LOS-D	267 ft.
			SBL	39.3 sec/veh	LOS-D	221 ft.			SBL	40.7 sec/veh	LOS-D	243 ft.
Snelling & Dayton	5.8 sec/veh	LOS-A	EB	17.7 sec	LOS-C	31 ft.	8.9 sec/veh	LOS-A	EB	14.1 sec	LOS-B	41 ft
			SBTh+L	30.6 sec.	LOS-D	204 ft.			SBTh+L	37.3 sec	LOS-E	263 ft.
			WBR	25.7 sec.	LOS-D	133 ft.			WBR	11.7 sec	LOS-B	111 ft.
Saratoga & Selby	7.3 sec/veh	LOS-A	SB	30.9 sec	LOS-D	76 ft.	51.2 sec/veh	LOS-F	SB	424.6 sec	LOS-F	350 ft.
Snelling & Hague	2.4 sec/veh	LOS-A	EB	106.1 sec	LOS-F	24 ft.	7.6 sec/veh	LOS-A	EB	112.8 sec	LOS-F	74 ft.
Ayd Mill & Selby	10.4 sec/veh	LOS-B	SWBR	15.6 sec.	LOS-C	328 ft.	177.4 sec/veh	LOS-F	SWBR	627.2 sec	LOS-F	1394 ft.
Snelling & Marshall	35.3 sec	LOS-D	EBL	173.3 sec.	LOS-F	240 ft.	51.9 sec	LOS-D	EBL	53.0 sec	LOS-D	233 ft.
Fry & Selby	2.6 sec/veh	LOS-A	Acceptable queue lengths				5.0 sec/veh	LOS-A	Acceptable queue lengths			
Fry & Dayton	4.1 sec/veh	LOS-A	Acceptable queue lengths				3.2 sec/veh	LOS-A	Acceptable queue lengths			
W. Bank Access & Dayton	2.1 sec/veh	LOS-A	Acceptable queue lengths				7.2 sec/veh	LOS-A	Acceptable queue lengths			
NW Access & Dayton	1.4 sec/veh	LOS-A	Acceptable queue lengths				10.0 sec/veh	LOS-A	Acceptable queue lengths			
E. Bank Access & Dayton	0.4 sec/veh	LOS-A	Acceptable queue lengths				10.1 sec/veh	LOS-B	Acceptable queue lengths			
NE Access & Dayton	0.9 sec/veh	LOS-A	Acceptable queue lengths				49.4 sec/veh	LOS-E	NB	471.0 sec	LOS-F	115 ft.
Selby & S. Access	13.9 sec/veh	LOS-B	SBR	146.4 sec.	LOS-F	70 ft.	28.5 sec/veh	LOS-D	SBR	129.8 sec.	LOS-F	94 ft.

NOTE: 95% Percentile Queue Lengths are derived from the average of five (5) runs of SimTraffic 8 software.

VI. CONCLUSIONS

The preceding analysis has evaluated the potential traffic impacts of the proposed Vintage on Selby Development on the operations of the study area intersections surrounding the site at Snelling Avenue and Selby Avenue in Saint Paul.

Two scenarios, a No-Build and a Build scenario, were analyzed and compared to assess the proposed 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. Current plans for the site call for the completion of 208 mid-rise apartments and an approximate 39,100 gross square foot supermarket. In addition, a 4-lane drive-in bank is proposed to the north of Dayton Avenue.

New peak hour trips were estimated at 242 during the AM peak hour and 243 during the PM peak hour. No growth in background traffic was assumed for the 2017 completion date for the area, as was assumed in a previous study and as supported by historical traffic counts along Snelling Avenue.

Generally, the intersections analyzed will perform at the same levels of service as they do currently. Certain movements at intersections will continue to have problems, which are inherent with an urban arterial environment. The addition of area-wide multi-modal projects such as LRT, BRT, bike lanes and streetcars will help to address these ongoing issues. Further solutions to these issues will be resolved through area-wide arterial improvements, such as the Ayd Mill Road extension.

As is the City's maintenance and operation standard, the City is recommended to update and implement optimized signal timings within the study area as conditions warrant.

The additional analyses of suggested improvements including the westbound right-turn lane on Selby, the pedestrian-only phase and the combined scenario yielded vastly different results. The added right turn lane and signal timing overlap improved vehicular flow. The pedestrian-only phase may assist in pedestrian and bicycle access, but significantly increases overall vehicular delay, worsens overall vehicular levels of service, and creates unacceptably large vehicular queues. The combined scenario of right turn lane plus pedestrian phase also significantly increases overall vehicular delay, worsens overall vehicular levels of service, and creates unacceptably large vehicular queues.

Model data supports improved vehicular flow with the addition of the 100-foot right turn lane on Selby. This improvement will increase system operation, but will reduce the pedestrian landing area in the northeast corner of the intersection.

TECHNICAL APPENDICES

#13-214-588
Vintage

UNION PARK

UNION PARK DISTRICT COUNCIL
1570 Concordia Avenue, Suite LL100, Saint Paul, MN 55104
p 651-645-6887 | f 651-917-9991 | e info@unionparkdc.org | w www.unionparkdc.org

December 9, 2013

Josh Williams
Dept. of Planning & Economic Development
25 W 4th Street Suite 1300
St. Paul, MN 55102

RE: Ryan Company Vintage Site Plan Approval

Dear Josh Williams:

On December 4, 2013 the Union Park District Council Board of Directors voted to support the enclose Resolution in Support of the Vintage Site Plan.

The resolution is designed to support the Ryan Companies Vintage site plan, allowing the project to move forward in a timely manner, while continuing to seek solutions to neighborhood concerns related to pedestrian safety, traffic congestion, parking and preservation f the quality of life on nearby neighborhood streets.

Sincerely,

Bernadette Chlebeck

Bernadette Chlebeck
UPDC Executive Director

Cc: Tony Barranco, Vice President of Development, Ryan Companies US
Union Park District Council Board of Directors
Russ Stark, Ward 4 City Council
Dai Thao, Ward 1 City Council

RESOLUTION IN SUPPORT OF THE VINTAGE SITE PLAN

Adopted by the Union Park District Council
at its regular board meeting on December 4, 2014

Whereas, the site plan for The Vintage apartments and Whole Foods grocery store is designed as a mixed-use, transit-oriented development that complements existing structures at the Snelling-Selby intersection and meets the design guidelines of the City of Saint Paul Comprehensive Plan and the Snelling Hamline and Merriam Park neighborhood plans; and

Whereas, the proposed development will enliven the Snelling-Selby commercial node by bringing new customers to existing businesses and providing the neighborhood with a major grocery store that is easily accessible by walking, biking or transit (including the Snelling Avenue Rapid Bus line that is scheduled to open in 2015); and

Whereas, the developer, Ryan Cos, has participated in multiple meetings over the last year with the Union Park District Council, the Snelling Selby Area Business Association and other neighborhood groups and individuals, and has responded to neighborhood concerns by agreeing to make a significant number of changes to the project; and

Whereas, however, the community has serious concerns about the effects of the project on traffic congestion, pedestrian safety, parking and the quality of life in the adjacent residential neighborhoods, the Union Park District Council has specific requests of the City of Saint Paul to address these concerns and ensure the preservation of our residential neighborhoods, which the City and neighborhood plans identify as assets to the community;

Be it Resolved, that the Union Park District Council recommends approval of the Site Plan for The Vintage apartments and Whole Foods grocery store.

Be It Further Resolved, that the Union Park District Council requests that the City of Saint Paul participate in the following processes:

1. ***To address the need for community input on improving pedestrian safety and reducing congestion at Snelling and Selby:***
The City agrees to participate in a UPDC-sponsored community process to solicit public input and consider community recommendations before any final decisions are made in regard to roadway configurations and signalization at the Snelling-Selby and Snelling-Dayton intersections. The Union Park District Council agrees to convene at least three public meetings before June 2014, to develop recommendations on how to balance the goals of improving pedestrian safety while also reducing congestion at these intersections. Topics to be addressed include, but should not be limited to:

- The City's recommendation to eliminate the bump-out on Selby at the northeast corner of the Snelling-Selby intersection to allow for a westbound right turn lane onto Snelling;
- MnDOT's plan to install an extended stacking lane for southbound traffic on Snelling that is turning left on Selby, with a painted median across the Dayton intersection;
- Implementation of the recommendations of the Snelling Multimodal Study for the block between Selby and Dayton.

2. ***To address issues related to traffic flow and pedestrian safety on Snelling Avenue*:**
The City of Saint Paul, in conjunction with MnDOT, agrees to work with the Union Park District Council and neighborhood businesses and residents on a Multimodal Study of Snelling Avenue from Marshall to Summit Avenues, with a particular focus on creating safe, improved pedestrian crossings to and from The Vintage and Whole Foods, especially at Selby and Dayton.

3. ***To address congestion issues on Selby between Snelling and Ayd Mill Road, caused by traffic going to and from Ayd Mill Road*:**
The City of Saint Paul Public Works staff and Wards 1 and 4 City Councilmembers agree to continue working with the Ayd Mill Road Task Force and the broader community to reach agreement on ways to ease the volume of traffic and traffic congestion at the Snelling/Selby intersection resulting from the current configuration of Ayd Mill Road, with a timeline to be set by the task force at its next meeting, to undertake a transparent community process and forward a recommendation to the City Council and Mayor in 2014, so that state and federal approvals and funding can be sought by the City of Saint Paul to implement the recommendation.

3. ***To address residents' concerns about speeding traffic, pedestrian safety and business customers parking on residential streets*:**
The Union Park District Council agrees to undertake an initiative, bringing residents together block-by-block to determine how best to maintain safe, pleasant streets and a high quality of life in a three-block residential area around the new development at Snelling and Selby. This initiative is to be completed, with a report to be issued by the end of 2014.

13-214-588
The Vintage

Langer, Samantha (CI-StPaul)

From: Alexandra Mayo Cullen <mayox008@umn.edu>
Sent: Tuesday, December 10, 2013 5:38 PM
To: Williams, Josh (CI-StPaul); Stark, Russ (CI-StPaul); Thao, Dai (CI-StPaul)
Subject: Support The Vintage project/plan - Request that City work w/ community to address congestion & safety issues at Snelling-Selby

Hello Mr. Williams,

I'm unable to attend the Public Hearing on the Vintage site plan is scheduled for Thursday, December 12th, at 3:30 pm in the City Council Chambers at City Hall. Please accept this email in place of an in-person testimony at the hearing.

I Support The Vintage project/plan. I think it will not only be a great addition to our neighborhood, but also a great asset to the Union Park Community, our Ward, and the city of St Paul. The plan is in line with and supports our City and Community plans and values for medium density, mixed use, and transit oriented developments.

While I'm in compete support of The Vintage project itself, I do have concerns about parking, traffic, and congestion in the already overwhelmed intersection of Selby and Snelling. I do not, however, think Ryan Construction or Associated Bank need to be held responsible for our city's infrastructure. That is something our City needs to address.

Respectfully, I ask that the City work w/ our community to address the long standing congestion & safety issues at Snelling-Selby. These issues need to be addressed on the micro and macro level, meaning all traffic routes coming into the area need to be re-examined.

On the Micro Level, I agree with UPDC that:

1. There should be some community process before any decisions are made on roadway configurations or signalization at the Snelling-Selby and Snelling-Dayton intersections.

2. Approval of The Vintage site plan <u>should NOT</u> be contingent upon the City of Public Works proposed dedicated right-turn lane on Selby at Snelling. While this would certainly help traffic flow, it would do nothing to improve the Safety of the people who live, work, and walk in and through our neighborhood. Instead, a wide range of options should be considered before essentially enforcing a singular solution.

On the Macro Level, a 35E North to 94 West connection needs to be resolved. Please consider:

1. Creating a downtown connection between 35E North and 94 West, like every other major Interstate intersections have across our country.

2. Re-examine Ayd Mill Road and either:
   A. Create an indirect connection to 94 on the North End
   OR
   B. Close the South End

SU

These issues are not new and currently in the spotlight because of The Vintage development. Please take this opportunity to resolve what has long been an untenable traffic issue.

Thank you,

Alexandra

--

Alexandra Mayo-Cullen
1526 Dayton Ave
St Paul, MN 55104

#13-214-588
vintage

Langer, Samantha (CI-StPaul)

From: Quarstad Brian <bquarstad@gmail.com>
Sent: Wednesday, December 11, 2013 10:14 PM
To: Williams, Josh (CI-StPaul)
Cc: Stark, Russ (CI-StPaul); Thao, Dai (CI-StPaul); Anne White; Nix, Noel (CI-StPaul); Henningson, Samantha (CI-StPaul)
Subject: No right hand turn lane as condition of site plan for The Vintage

Mr. William's,

I live in Ward 1 at 1549 Ashland and have been fairly involved with the Union-Park Land Use committee over the past year. Not as a member but often as a participant that was very involved with the situation of the Buffalo Wild Wings that moved in across the street from us at 80 N. Snelling. Through many community meetings I learned of the changes that are to take place on Snelling Ave., Trunk Highway 51. In fact in one of our meetings I met with: Noel Nix, legislative aid for Melvin Carter at the time; city planning including, Tom Beach and David Kuebler and a number of members of MnDOT; Mark Lindberg, Gayle Gedstad and Tod Sherman.

Since that meeting I have consequently studied the Road Safety Audit by MnDOT and the Transit for Livable Communities TRUNK HIGHWAY 51 (SNELLING AVENUE) ROAD SAFETY AUDIT, knowing that changes to Selby and Snelling were coming and wee needed as well as a safe pedestrian crossing area somewhere between Summit Avenue and Selby avenue which is over 1/3 of a mile with no signaled crossing.

I support high density living spaces in the Twin Cities understanding that there will be big changes coming for both Minneapolis and St. Paul over the next 10 years with over 800,000 estimated to be moving into the cities.

While I support this and support The Vintage, **I cannot support** as part of their site plan a right hand turn lane from Selby west bound onto Snelling Avenue northbound, an intersection where I have personally almost been hit by aggressive drivers trying to make their turn before I can walk out into the intersection. In fact similar stories were told by at least 3 other people at the last Land Use Committee meeting. We all know that this intersection is volatile, depending on the time of the day. It is an intersection that not only has a high amount of vehicle traffic (43,00 cars on Snelling at Selby) but a high amount of pedestrians at certain times of the day and bikers at certain times of the year. This intersection will only get busier as Whole Foods opens and residents start moving into The Vintage.

I have attended many meetings about The Vintage, from informational meetings to community meetings with organizations like the Union-Park Land Use Committee, the full Union-Park Council and Neighborhoods First. There was a common theme that ran through these meetings. Traffic! Traffic seems to be the major concern of the neighborhood as well as it's business owners. But when I say 'traffic" it is not so much a concern for moving vehicles as much as it is a concern for the city to take the lead in creating a climate that both moves traffic and is safe for pedestrians to move freely from intersection to intersection, store to store. To encourage, not discourage that pedestrian traffic as well as bike traffic.

As the Transit for Livable Communities study stated, often it goes against plans of city, county or state to slow traffic in order to create safer environments for pedestrians. But this is exactly what I have heard both neighborhood residents as well as local business owners desire. We make up this community of Snelling-Hamline and we certainly need to have a voice in how this intersection interacts with our community, the place where we live.

CL

I would strongly urge you to retract the stipulation that requires Ryan Companies to get rid of the bulb currently at the northeast corner of Selby at Snelling so that they can introduce a right hand turn lane, until the neighborhood weighs in on the matter and the recommendations of MnDOT are looked at which suggested other pedestrian safety measures for these corners.

I also urge you to consider the recommendations made by the Union-Park District Council that will be presented at the hearing.

Thank you for your time,

Regards,

Brian Quarstad

#13-214-588
Vintage

Langer, Samantha (CI-StPaul)

From: Colin Fesser <cfesser@gmail.com>
Sent: Wednesday, December 11, 2013 3:38 PM
To: Williams, Josh (CI-StPaul)
Subject: Snelling-Selby mixed use development

As a resident in the neighborhood immediately surrounding the proposed mixed use development by Ryan Companies at Snelling and Selby Avenues I am excited to see more life and shopping brought to this area. However, the recommendation from Public Works to remove the pedestrian bump out in favor of a right turn lane from westbound Selby onto northbound Snelling is deeply, deeply troubling. Only twelve months ago MNDoT released a community-influenced multimodal study which recommended a number of pedestrian improvements to Snelling including the bumpouts currently in place at this intersection. Now we are looking at a major neighborhood shopping destination and hundreds of new residents sitting on the northeast side of the intersection while at the same time local business parking is likely to shift to new lots west of Snelling. Taken together the pedestrian load at Snelling and Selby will certainly increase greatly. It is already a dangerous intersection to cross as drivers speed from freeway to freeway ignoring speed limits, failing to signal turns, and rarely checking for clear crosswalks. Further degrading that level of safety in the interests of helping commuters save a few seconds is grossly irresponsible and dangerous as well as directly contrary to existing neighborhood development recommendations and plans.

Please approve the development WITHOUT the bumpout-to-turn lane conversion.

Thank you,
Colin Fesser
1583 Laurel Ave.
St Paul

SC

#13-214-588
Vintage

Langer, Samantha (CI-StPaul)

From: Nancy Vernon <nancy@cadenzamusic.com>
Sent: Wednesday, December 11, 2013 11:18 AM
To: Williams, Josh (CI-StPaul)
Subject: Vintage Project Public Hearing - Comment from Business Owner and SSABA Officer

Dear Josh,

I am writing again, in support of the Vintage site plan, but this time with an issue that I'm concerned about.

I have worked on the corner for the past six years, and traffic has been an ongoing concern for that entire time. I have watched lots of accidents and near-misses here, and the business association meetings typically include a lot of chatter about the most recent crashes.

While I don't want this project to be "held hostage" to traffic issues, I also don't like the idea that a specific item in the traffic plan (namely, the dedicated turn lane on Selby for right-hand turns) be forced because of our desire to help this project happen. I think the decision about a dedicated turn lane needs to be delayed. If it is the right idea, it should be possible to persuade the businesses and gain support; I think the same is true of the majority of our neighbors.

Let me know if you have questions.

Sincerely,
Nancy Vernon
Cadenza Music
Questions? Email or call 651-644-3611
cadenzamusic.com

SMART TRIPS
ST. PAUL Smart Trips
55 E 5TH ST. SUITE 202
ST. PAUL, MN 55101

13-214-588
Vintage

Josh Williams
Planning and Zoning
Suite 1400
25 West 4th Street
St. Paul, MN 55102

December 10th, 2013

RE: Zoning Committee Staff Report: Vintage on Selby & Association Bank, 1573 Selby & 202 Snelling

Dear Josh,

I am writing on behalf of St. Paul Walks, a volunteer, resident-driven pedestrian safety initiative hosted through St. Paul Smart Trips, a nonprofit whose mission is to improve access and mobility for everyone traveling in and around St. Paul, regarding the Vintage Project on the northwest corner of Snelling and Selby.

Though we see this project as an asset to St. Paul, we have serious concerns with the recommendation to add a dedicated right-turn lane and the opposition of a five-second pedestrian lead at the Selby and Snelling intersection. The City's site plan review prioritizes *"safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets"*. We believe these proposed changes will, in fact, decrease the safety and increase the vulnerability of all pedestrians who cross at Snelling and Selby.

These recommendations also work against the clientele of the new multi-modal building. The Vintage states in their site plan comments that they support "quality, bikable/walkable communities". Further, they show their support by offering incentives to employees who walk/bike/bus, by asking to minimize their required parking spaces anticipating that neighborhood customers will use modes of transportation other than driving to access the site and offer discounts to customers and community members who walk, bike, and bus.

Lastly, removing the pedestrian bump outs and discounting the addition of a five-second pedestrian lead undercuts the spirit of both the MNDoT and City of St. Paul Complete Streets Policies, which ensures the design for and safety of all modes of transportation. While we know that neither entity has finalized guidance for engineers designing intersections, removing pedestrian amenities is exactly the opposite of what a Complete Streets policy should accomplish.

St. Paul Walks strongly encourages city leaders to keep the existing bump-outs and add a five-second lead given the expected increase in pedestrian traffic. We welcome increased density in St. Paul and expect that pedestrian safety is a high priority for any proposed project.

Sincerely,

Emma Pachuta
St. Paul Smart Trips
651-224-8555 x22
emma@smart-trips.org

CL

13-214-588
Vintage

Langer, Samantha (CI-StPaul)

From: AnnMarie <foxfal@comcast.net>
Sent: Wednesday, December 11, 2013 10:37 PM
To: Williams, Josh (CI-StPaul)
Subject: pedestrian safety

Dear Mr. Williams,

After having the opportunity to read the Zoning Committee staff report regarding The Vintage on Selby, I feel compelled to ask you t o revisit your #3 recommendation that address's increased traffic from this development with a dedicated right turn lane from west bound Selby Avenue turning onto Snelling Avenue traveling south.
One can understand the need to address increase traffic congestion at this corner which is already overflowing with automobiles and is positioned to become even more crowded with this new development.
What is difficult to understand is how the city favors automobile convenience over pedestrian safety.

I am dismayed and saddened that pedestrian safety is given lip service in city planning, yet decisions continue to be made with seeming disregard.
Stop and think for a moment... visualize pedestrians crossing an already busy intersection as it is now, then add even more traffic and a third lane increasing pedestrian distance and competition with frazzled drivers trying to make a right hand turn.

Do we not want our community to walk?

The demographic that Ryan companies envisions for this property is "empty nesters" this is an typically a group over the age of fifty. This is also an age group where a person's gait is slowed, response time is slowed and peripheral vision is narrowed as a natural course of aging, creating a dangerous and potentially deadly perfect storm.
This is an intersection that I cross every week. This is a neighborhood where I do business on foot. I am intimately aware of the risks of this intersection .

I request, if you have not already done so, please spend some time walking and crossing this intersection, an intersection where you have decision making ability that affects neighbors who have chosen live there.

There is a solution, no dedicated right turn lane, instead a green arrow which allows automobiles a chance to make a right hand turn going south on Snelling only when the arrow is on.
WHEN that arrow is red the walk sign engages allowing safe pedestrian travel.
Thank you for considering this letter

AnnMarie Fox
St Paul

#13-214-588
Vintage

December 12, 2013

Zoning Committee
City of Saint Paul Planning Commission
1400 City Hall Annex
25 Fourth Street West
Saint Paul, MN 55102

Dear Zoning Committee Members:

I am writing to share my concerns with the Ryan Companies development that is being planned for the corner of Selby Avenue and Snelling Avenue in Saint Paul. I live on the corner of Portland Avenue and Pascal Avenue, just 5 blocks from the site.

In the 10 years that I've lived in St. Paul, I've noticed an increased use of bikes and buses as a form of transportation. Right now, the people who bike to work are considered the early adopters of this shift from cars to bikes, but this numbers of bikers will grow, as it has in other vibrant cities across the country. An awareness and appreciation of the urban movement toward multimodal transportation systems is not meant to appease a few vocal citizens; it is based on considerations related to quality of life measures that attract significant economic development. As a community, we need investment in transportation *choices*, including better transit service and facilities, more bicycle routes and trails, and safe, easy conditions for pedestrians.

As zoning officials, you must lead the way to ensure that the City of Saint Paul stays on track with development and zoning that promotes more transit use, bicycling and walking, and less use of single occupant vehicles. This is the vision that will promote our city as a safe, friendly and forward-thinking place to do business and to live.

I ask that you implement the following measures into the Selby/Snelling development:

- Retain the sidewalk bump out on the northeast corner of Snelling/Selby and add a five-second lead interval for pedestrians. This intersection must be safe and user-friendly for walkers.
- Reject a left turn lane that extends north from Selby through the Dayton intersection that again will compromise pedestrian safety.
- Site the Snelling Avenue rapid bus station at Marshall Avenue (not Hague) to better serve transit users.
- Work with all stakeholders to find a solution to traffic congestion at Snelling and Selby caused by the connection of Ayd Mill Road to I-35E on the south that fits into transit oriented development and livable communities.

Thank you for your consideration of this request. I, like you, have a vision for our city, and look forward to the seeing more smart growth with all the benefits that are derived from that effort.

Sincerely,

Susan Solterman Audette
1463 Portland Avenue
St. Paul, MN 55104
651-260-7040
ssolterman@gmail.com

0

#13-214-588
Vintage

Dear Mr. Williams,

I am writing you to express my concerns regarding the staff report for the Snelling/Selby development of the current Associated Bank property.
My biggest concern is with the Findings section #7 in which it is stated: *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.*
This is also reinstated in section J Staff Recommendations under #3

Justifying a lack of pedestrian lead in an area that is in dire need of additional pedestrian safety, and doing so based on assumed induced driver behavior is a serious lack of priorities by Public Works and should not be adopted in the final decision.

The Traffic Impact Study (TIS) is based on current conditions, and doesn't account for the following: A future BRT route, an Ayd Mill connection to I94 and most importantly findings section #6 which states: *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.*

The Ayd Mill connection is important given that it is the main cause of congestion in the area according the staff report:
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 intersection of Snelling and Selby needs to have as much pedestrian accommodation as is absolutely possible to ensure that ALL of Saint Paul is recreated to be "The most liveable city in America" SM

Sincerely Concerned,
Jeff Zaayer
1750 Saunders Ave
St. Paul, MN 55116

#13-214-588
The Vintage

From: Catherine Zimmer [mailto:cezeta57@usfamily.net]
Sent: Friday, December 06, 2013 2:26 PM
To: Williams, Josh (CI-StPaul)
Cc: #CI-StPaul_Ward4; #CI-StPaul_Ward1
Subject: Re: Vintage staff report

Hi Josh,
Thank you.

I am dismayed to see the recommendation for a right turn lane. I realize this came out of Union Park's land use committee discussion, which is headed by people that don't walk or bike. I frequently cross that intersection and have come close to being hit a number of times. A fellow bus rider was hit at that intersection. A right turn lane there continues the car oriented mentality of the past, and puts more pedestrians at risk. I know Public Works thinks they need to move cars, however our City plans say we want to plan for pedestrians. Pedestrians, including me want the City to support their plans.

Very truly yours,

Catherine Zimmer, MS, BSMT
Principal
Zimmer Environmental Improvement LLC
Ph: 651.645.7509

0

ZF #13-214-588
Vintage

Snelling-Selby Area Business Association

1521 Selby Avenue – St. Paul, MN 55104

November 18, 2013

Mr. Josh Williams, Planner
Planning and Economic Development
25 W. Fourth Street
Saint Paul, MN 55102

Dear Mr. Williams:

Members of the Snelling-Selby Area Business Association (SSABA) have attended meetings and have evaluated the proposed Associated Bank and The Vintage on Selby projects. The SSABA wants to express our support of the project.

Sincerely,

Timothy Delforge, President
Snelling-Selby Area Business Association

Eugene Monnig, Vice-president
Snelling-Selby Area Business Association

Dave Johnson, Treasurer
Snelling-Selby Area Business Association

Nancy Vernon, Secretary
Snelling-Selby Area Business Association

ZF #13-214-588
Vintage

Dear Josh,

I am writing to express the concerns that I, and my neighbors, have about the proposed Ryan Companies development at Snelling and Selby.

While I am not opposed to the development generally, I am very concerned about the increased traffic and congestion it will create. My neighbors and I are worried that this traffic will threaten pedestrian safety in the area and will decrease the quality of life in the surrounding neighborhoods. For example, the blocks immediately surrounding Snelling/Selby intersection, like mine, already experience a lot of cut-through traffic of cars and trucks seeking to avoid the backup at that intersection. And, since the development will displace parking the Associated Bank currently offers free for local business customers, we are concerned that our blocks will experience an huge increase in customer parking and the traffic associated with parking turnover.

As Ryan Companies' traffic studies indicated, the traffic ratings at and around the Snelling/Selby intersection are already dismal. Its conclusion is basically that, since the traffic situation is already so terrible there, the development is really not going to make it that much worse. And, unfortunately, the solution that the city is proposing, adding a right hand turn lane on Selby for traffic heading north on Snelling, seems likely to make walking in the area even more treacherous.

I felt compelled to write you today because most of the resident letters attached to the Zoning Committee Staff Report support the development wholeheartedly. Unfortunately, these letters provide very limited perspective, as many of their authors live nearly a mile away— or more—from the development (for example, at 1185 Laurel in Lex-Ham, at 1835 Fairmount in Mac-Groveland, and at 581 Pelham in Desnoyer Park). As the Union Park District Council members know, my Merriam Park neighbors and I have been expressing concerns over traffic, parking, and pedestrian safety for months. Indeed, more than 80 concerned residents have attended UPDC Land Use Planning Committee meetings related to the proposed development.

I hope that the city will firmly commit to addressing the traffic and pedestrian issues exacerbated by this proposed development—both at the affected intersection and on the surrounding blocks. We moved our young children to our neighborhood specifically because of its family-friendly walkability—a value that our neighbors share, and a value that we hope will be reflected in the city's approach to this development moving forward.

Thank you,
Julie Sivula Reiter
1623 Hague Avenue

SC

From: Maureen Ovans [mailto:maovans@gmail.com]
Sent: Thursday, December 12, 2013 12:01 PM
To: R&R Massage
Cc: Julie Sivula; Williams, Josh (CI-StPaul); Anne White; Thao, Dai (CI-StPaul); Stark, Russ (CI-StPaul); Travis Beckerle; Paul Dosh; Marek Reiter; Patricia Zurlo; Margaret Schally
Subject: Re: Snelling/Selby development

Julie,
Thank you for writing this letter. Wonderful job on expressing our neighborhood concerns.
Maureen Beckerle

On Thu, Dec 12, 2013 at 11:47 AM, R&R Massage <releaseandrelax@comcast.net> wrote:
YES! Thank you Julie.
Mr. Williams, Ms. Sivula has expressed many of my family's concerns quite succinctly.
Mary Larson
1649 Hague Ave.

"No act of kindness, no matter how small...is ever wasted." ~Aesop

ZF# 13-214-588

December 12, 2013

Letter of comment regarding the approval of the Vintage on Selby

To whom it may concern,

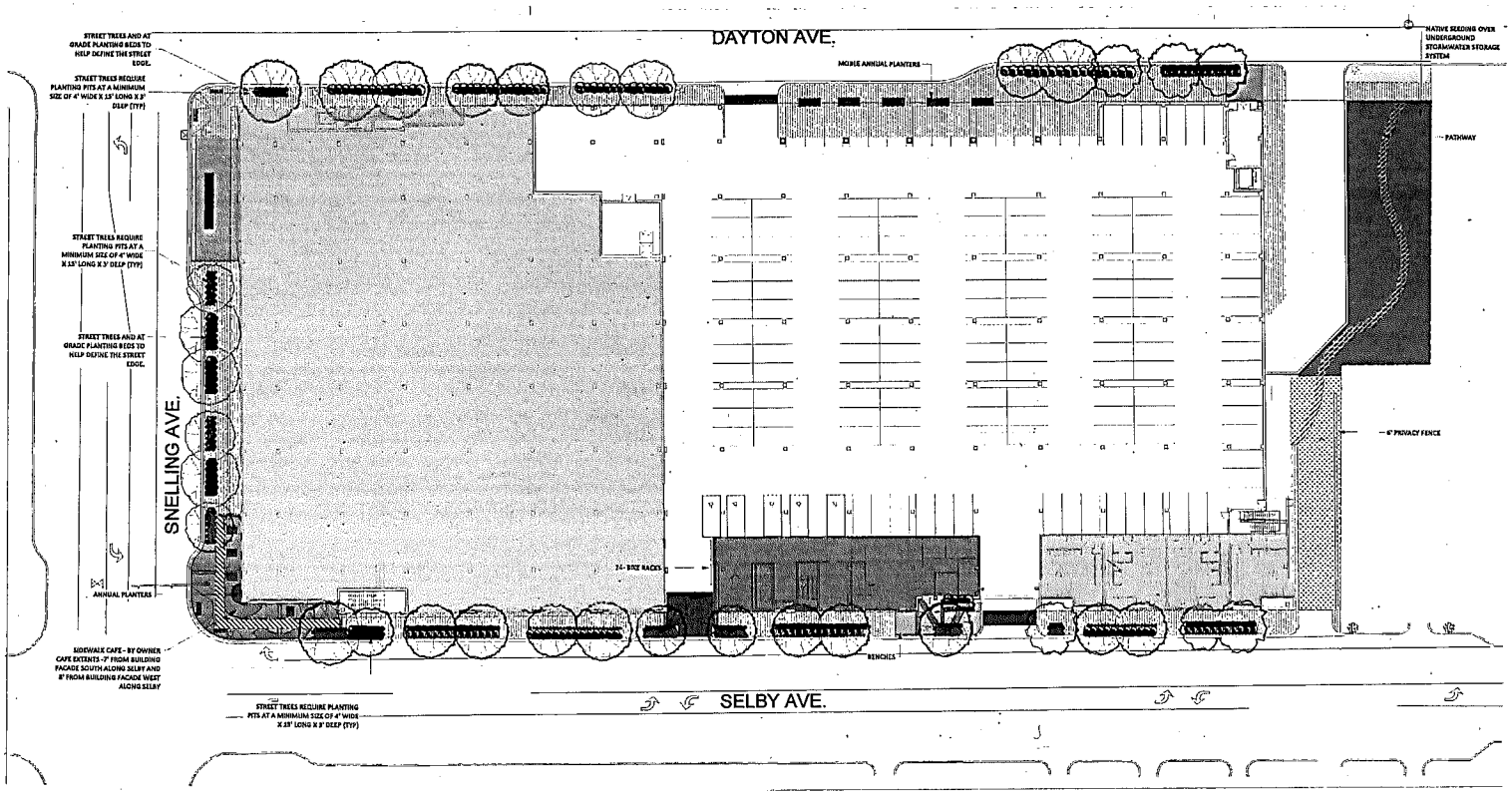
We would like to highlight several areas of concern which should be addressed as conditions for site plan approval for the Vintage on Selby. The Saint Paul Design Center (SPDC), made up of city staff and private designers, has previously raised concerns with the developer about pedestrian safety and walkability of the site design. These concerns have not been addressed in the site plan documents. Sidewalk width, amenities, and character, along with building and parking entrance placement have are issues which need to be addressed on site – particularly at the corner of Selby and Snelling and along Dayton Ave. Detailed drawings that describe the pedestrian environment with dimensions, which take into account the proposed Public Work changes needs to be presented and reviewed prior to full approval. The design of the public and private elements should be coordinated and consistent with Saint Paul's draft Street Design Manual.

We support the project and believe it can be a great benefit to Saint Paul. However the work of providing the walkable and safe pedestrian environment required for such projects has not yet been completed.

Regards,
Samuel Carlsen
Project Manager, Saint Paul Riverfront Corporation
And
Tim Griffin,
Director of Urban Design, Saint Paul Riverfront Corporation

On behalf of the Saint Paul Design Center

SC



RYAN
BUILDING LASTING RELATIONSHIPS

RYAN A+E, INC.
50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012
612-492-4000 tel
612-492-3000 fax

PROJECT NAME
VINTAGE ON SELBY

LOCATION
176 N. SNELLING AVE
ST. PAUL, MN 55104

ISSUE RECORD

ISSUE #	DATE	DESCRIPTION
1	08/28/2013	SCHEMATIC DESIGN
2	9/5/13	CITY SUBMITTAL

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Landscape Architect under the laws of the State of Minnesota.

KEVIN PFEIFFER

REGISTRATION NO. 45100
DATE 10/15/2013

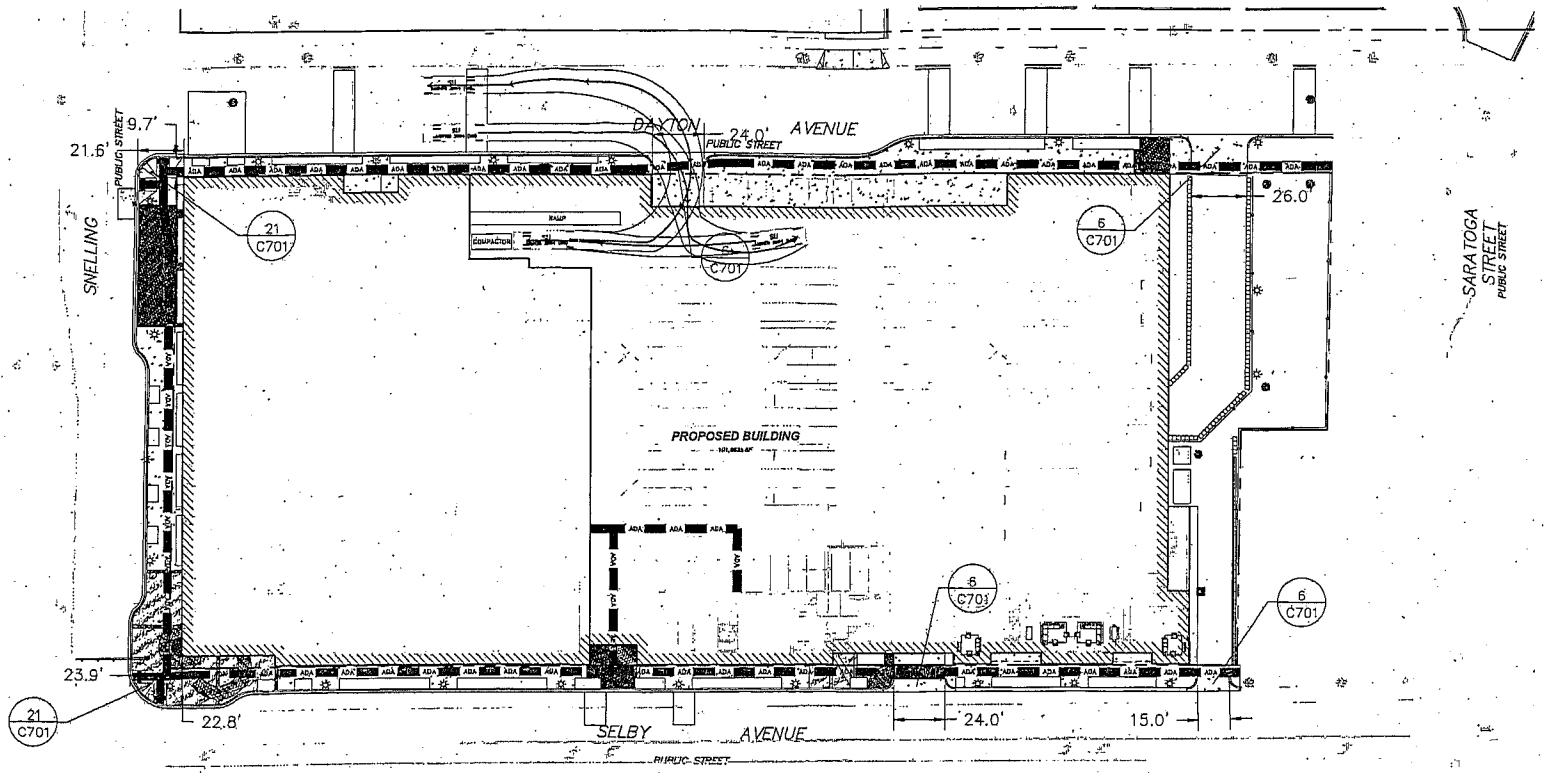
SHEET TITLE
LANDSCAPE PLAN SOUTH

N

0 10 20 FT

SHEET NO.
L102

DRAWN BY CLR
CHECKED BY KWP
JOB NO. 700045
DATE 9/17/2013



RYAN
BUILDING LASTING RELATIONSHIPS

RYAN A+E, INC.
50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012
612-492-4000 tel
612-492-3000 fax

PROJECT NAME
ASSOCIATED BANK SITE REDEVELOPMENT

LOCATION
176 N SNELLING AVE, ST. PAUL, MN 55104

ISSUE RECORD		
ISSUE #	DATE	DESCRIPTION
1	[illegible]	[illegible]
2	[illegible]	[illegible]
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—	—	—
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PRELIMINARY NOT FOR CONSTRUCTION

8/17/2013 12:13:07 PM

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

DAN ELENBAAS

REGISTRATION NO. 44914 DATE 08/15/2013

© RYAN A+E, INC.

SHEET TITLE
SITE PLAN - SOUTH SITE

SHEET NO.
C302

DRAWN BY TJR CHECKED BY DLE

JOB NO. 700-045 DATE 08/15/2013

LEGEND:

EXISTING	PROPOSED	
		PROPERTY BOUNDARY
		LOT LINE
		CURB
		EASEMENT
		BITUMINOUS
		HEAVY DUTY BITUMINOUS
		CONCRETE
		GRAVEL
		CHAIN LINK FENCE
		WOOD FENCE
		NORMAL WATER LEVEL
		HIGH WATER LEVEL
		WETLAND / BUFFER
		BLOCK RETAINING WALL
		STONE RETAINING WALL
		TREE LINE

LEGEND:

EXISTING	PROPOSED	
		STREET LIGHT
		TRAFFIC SIGNAL
		PARKING METER
		SIGN
		CONCRETE CURB STOP
		BOLLARD
		PROPERTY CORNER
		POWER POLE
		DECIDUOUS TREE
		CONIFEROUS TREE
	BSBL	BUILDING SETBACK LINE
	PSBL	PARKING SETBACK LINE
		RAILROAD TRACKS
	ADA	ADA ROUTE

SITE NOTES:

1. CONTRACTOR MUST FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING CONDITIONS. THIS WOULD INCLUDE ALL EXISTING UTILITIES AND TOPOGRAPHIC FEATURES. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
2. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB, FACE OF BUILDING, EDGE OF PAVEMENT, OR TO PROPERTY LINE UNLESS OTHERWISE NOTED.
3. PARKING STALLS TO BE 4" WHITE STRIPING PER MNDOT SPECS
4. ALL WORK ON CURBS, DRIVEWAYS, AND SIDEWALKS WITHIN THE PUBLIC RIGHT OF WAY MUST BE DONE TO CITY STANDARDS AND SPECIFICATIONS BY A LICENSED AND BONDED CONTRACTOR UNDER A PERMIT FROM PUBLIC WORKS SIDEWALK SECTION (651-266-9120). SIDEWALK GRADES MUST BE CARRIED ACROSS DRIVEWAYS.
5. RESTORATION OF ASPHALT AND CONCRETE PAVEMENTS ARE PERFORMED BY THE PUBLIC WORKS STREET MAINTENANCE DIVISION. THE CONTRACTOR IS RESPONSIBLE FOR PAYMENT TO THE CITY FOR THE COST OF THESE RESTORATIONS. THE CONTRACTOR SHALL CONTACT PUBLIC WORKS STREET MAINTENANCE TO SET UP A WORK ORDER PRIOR TO BEGINNING ANY REMOVALS IN THE STREET AT 651-266-9703. PROCEDURES AND UNIT COSTS ARE FOUND IN STREET MAINTENANCE'S "GENERAL REQUIREMENTS -- ALL RESTORATIONS" AND ARE AVAILABLE AT THE PERMIT OFFICE.

SITE NOTES:

6. THE CONTRACTOR SHALL CONTACT JOHN MCNAMARA, GENERAL FOREMAN, LIGHTING - SIGNAL MAINTENANCE (651-266-9780), IF REMOVAL OR RELOCATION OF EXISTING FACILITIES IS REQUIRED OR IN THE EVENT OF DAMAGE TO THE LIGHTING OR SIGNAL UTILITIES. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY (AND RELATED COSTS) FOR ANY DAMAGE AND/OR RELOCATIONS.
7. THE INSTALLATION OF PRIVATE ELECTRICAL WIRING; CONDUIT, RECEPTACLES AND/OR LIGHTING IS STRICTLY PROHIBITED IN THE CITY'S RIGHT OF WAY.
8. CARE MUST BE TAKEN DURING CONSTRUCTION AND EXCAVATION TO PROTECT ANY SURVEY MONUMENTS AND/OR PROPERTY IRONS. CALL SAM CHESON OF PUBLIC WORKS SURVEYING (651-266-6275) IF YOU HAVE ANY QUESTIONS.

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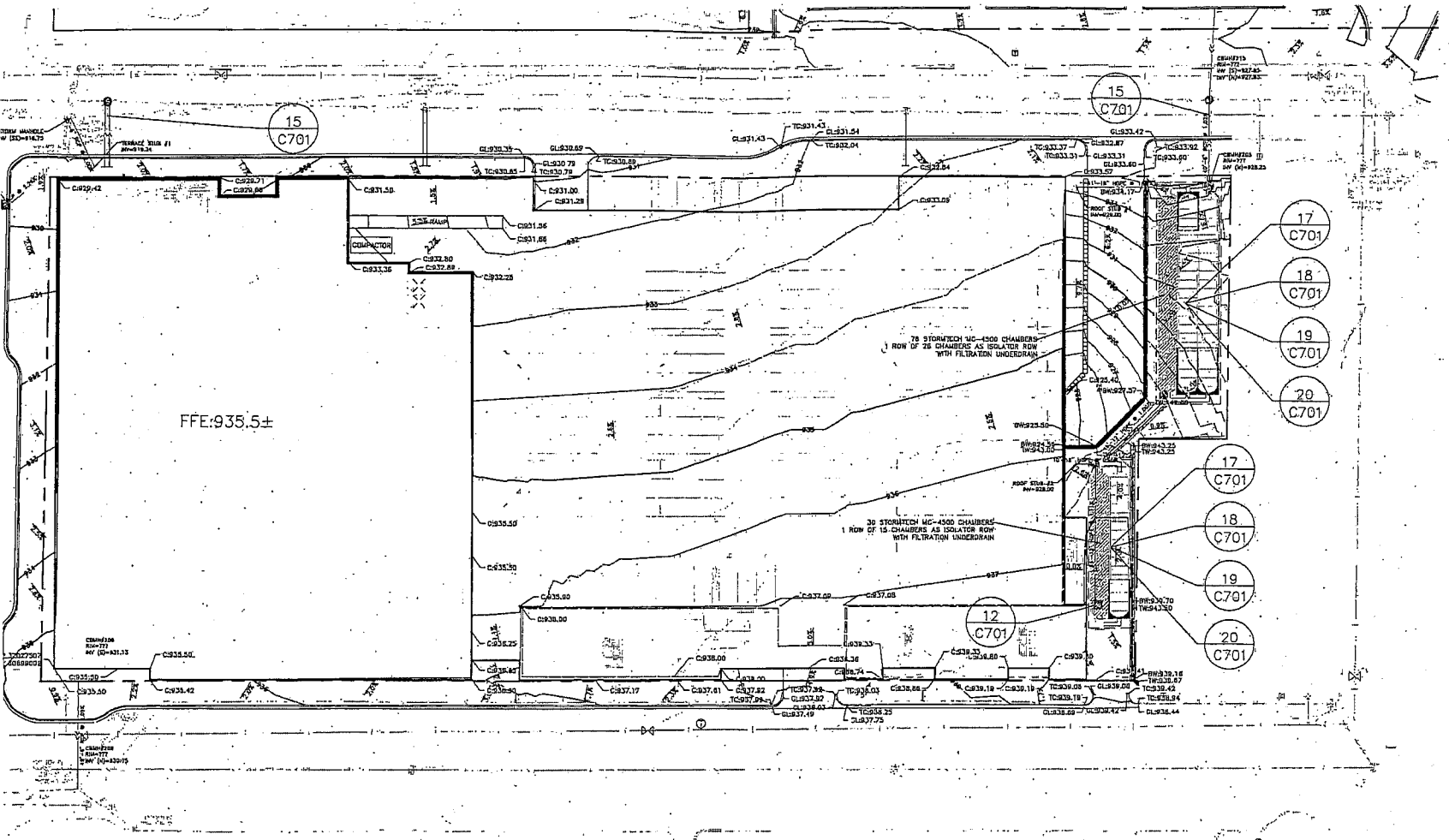
SCALE IN FEET

SITE CALCULATIONS:

	EXISTING SITE	PROPOSED SITE
TOTAL AREA	118,934 SF	118,934 SF
IMPERVIOUS AREA	99,279 SF	112,660 SF
PERVIOUS AREA	19,655 SF	6,274 SF
PERCENT IMPERVIOUS	83.47%	94.72%
PERCENT PERVIOUS	16.53%	5.28%



RYAN
BUILDING LASTING RELATIONSHIPS

RYAN A+E, INC.
50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012
612-492-4000 tel
612-492-3000 fax

PROJECT NAME
ASSOCIATED BANK SITE REDEVELOPMENT

LOCATION
176 N SNELLING AVE, ST. PAUL, MN 55104

ISSUE RECORD		
ISSUE #	DATE	DESCRIPTION
1	[illegible]	SCHEMATIC DESIGN
2	[illegible]	CONDITIONAL USE
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—

PRELIMINARY NOT FOR CONSTRUCTION

G NOTES:

ACTORS WHOSE WORK REQUIRES EXCAVATION SHALL CONTACT NORTH ONE-CALL WITHIN TWO WORKING DAYS PRIOR TO EXCAVATION/ CTION, FOR UTILITY LOCATIONS. HE/SHE SHALL REPAIR OR REPLACE UTILITIES DURING CONSTRUCTION AT NO COST TO OWNER OR GENERAL OR.

TOPOGRAPHY PER WESTWOOD PROFESSIONAL SERVICES SURVEY DATED 112.

ACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING AND TOPOGRAPHIC FEATURES PRIOR TO START OF SITE GRADING. THE OR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY NCIES OR VARIATIONS.

GRADING MATERIAL SHALL CONSIST OF ALL SOIL ENCOUNTERED ON THE EXCEPTION OF TOPSOIL, DEBRIS; ORGANIC MATERIAL AND OTHER MATERIAL AS DIRECTED BY THE GEOTECHNICAL ENGINEER. STOCKPILE AND GRANULAR FILL AT LOCATIONS DIRECTED BY GENERAL CONTRACTOR.

EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO SET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID ING OF THE EXISTING PAVEMENT.

OR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.

GRADES SHOWN ARE FINISHED GRADES.

SS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ANY ABANDONED DAS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF CONTRACTOR AND SHALL BE DISPOSED OFF THE CONSTRUCTION SITE.

UM GRADED SLOPE FROM EDGE OF BUILDING SHALL BE 2 PERCENT THERWISE NOTED.

GRADING NOTES:

10. FINISHED GROUND AND SOD ELEVATION ADJACENT TO BUILDING SHALL BE 8" BELOW FLOOR ELEVATION UNLESS OTHERWISE NOTED.
11. EARTHWORK & PAVING CONTRACTORS ARE RESPONSIBLE FOR GRADING AND SLOPING THE FINISHED GROUND SURFACE TO PROVIDE SMOOTH & UNIFORM SLOPES, WHICH PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND PREVENT PONDING IN LOWER AREAS. ANY DEVIATION FROM PLANS SHALL BE APPROVED BY THE PROJECT ENGINEER.
12. GRADING BEHIND CURBS SHALL START AT THE TOP OF CURB.
13. VERIFY THAT EXISTING UTILITIES HAVE ADEQUATE COVER TO MEET PROVIDER REQUIREMENTS IN AREAS OF GRADE REVISIONS.
14. RESHAPING OF POND TO BE COMPLETED WITHOUT DRAINING. IF DEWATERING IS DESIRED, SUBCONTRACTOR TO PULL APPROPRIATE PERMITS AND COORDINATE WITH ENGINEER FOR NPDES REQUIREMENTS.
15. ALL RETAINING WALLS GREATER THAN FOUR FEET TO BE DESIGNED BY A STRUCTURAL ENGINEER. WALLS TO MATCH EXISTING. IF OWNER APPROVES MODULAR BLOCK CONSTRUCTION, WALL SHALL BE DESIGNED BY A LICENSED DESIGNER AND APPROVED BY GEOTECHNICAL ENGINEER.
16. REMOVE SEDIMENT FROM EXISTING STORM SEWER IF PRESENT.

LEGEND:

EXISTING	PROPOSED	
	930	MAJOR CONTOUR
	931	MINOR CONTOUR
		STORM SEWER PIPE
		DRAINTILE
		STORM CATCH BASIN
		STORM MANHOLE
		FLARED END SECTION
		STORM CLEANOUT
		STORM FITTINGS
	1.0%	PERCENT GRADE
	3:1	SLOPE RATIO
6.5	6.5	CUT / FILL DEPTH
930.62		PAVEMENT ELEVATION
930.62		CONCRETE ELEVATION
GL930.62		GUTTER LINE ELEVATION
TC930.62		TOP OF CURB ELEVATION
TC=GL930.62		TOP OF CURB=GUTTER LINE
TW930.62		TOP OF WALL ELEVATION
BW930.62		BOTTOM OF WALL ELEVATION
930.62		GROUND ELEVATION
		NATURAL GROUND
		SOIL BORING

N
0 20 40
SCALE IN FEET

8/17/2013 12:14:38 PM

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

DAN ELENBAAS

REGISTRATION NO. 44816 DATE 08/11/2013

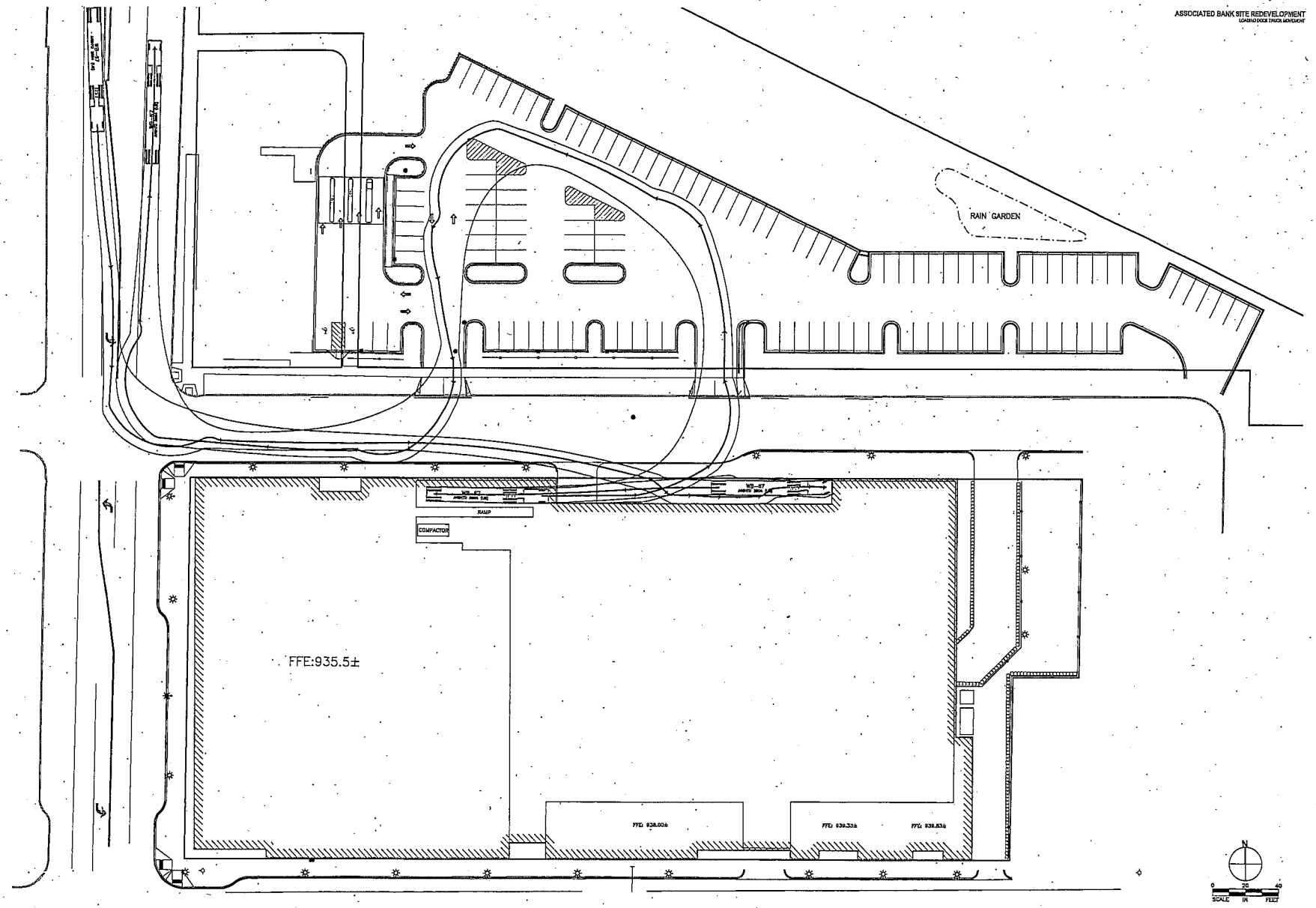
SHEET TITLE
GRADING PLAN - SOUTH SITE

SHEET NO.
C502

DRAWN BY TJR CHECKED BY DLE

JOB NO. 700-045 DATE 08/11/2013

ASSOCIATED BANK SITE REDEVELOPMENT
LOADING DOCK TRUCK MOVEMENT



BUILDING LASTING RELATIONSHIPS

RYAN

Neighborhoods First! oral comments to St. Paul Zoning Committee 12/12/13

I am Catherine Zimmer, 15 year resident at 1790 Hague Ave in Merriam Park. I have been the block club leader for 13 years.

Thank you members of the committee, for the time and effort you put in acting as the voice of the community. I know then you appreciate the efforts of citizens reviewing planning documents, soliciting neighborhood input and putting together comments.

I am speaking on behalf of Neighborhoods First!

Background: NF! is a grass roots organization the supports walkable and bikeable communities with clean air and water. In many ways, NF! vision of our community aligns with that of the City's Comprehensive Plan.

On Nov. 18 NF! coordinated a Ward 4/Ward 1 community meeting regarding the proposed development. Almost 100 people attended. Many were interested in how the project supports TOD, pedestrian safety, benefits the neighborhood and minimizes traffic.

Importance of Comp plan

St. Paul's Comprehensive Plan was developed with substantial community input. It is intended to guide our vision in developing our community and maintaining our neighborhoods and quality of life.

Two sections of the zoning code draw your attention to;

Zoning code Sec. 60.103. Intent and purpose; (b)To implement the policies of the comprehensive plan; (k) To promote the conservation of energy and the utilization of renewable energy resources; (p)To protect water resources, improve water quality, and promote water conservation;

Sec. 60.108. Requirements declared minimum.

...The city may impose additional requirements where deemed reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this zoning code and the policies of the comprehensive plan.

NF! concerns are described and x-referenced with the zoning code and comp plan. In general, NF! supports TOD, however this site plan we would give this site plan a "D". It and the accompanying staff and public works comments veer too much towards automobiles and not enough on pedestrians, bicycles, transit and water quality.

Briefly they are:

1. **Parking** is overbuilt at the expense of housing, trees, green space and water quality protection. Five houses, over 40 mature trees and shrubs are being removed. Although its "covered" parking, almost 2/3 of the ground and 1st levels are dedicated to parking. Contrary to the staff

report, views, air and water quality are not preserved. *Can I ask, how many of you have gone out to the site and tried to envision it?* 440 parking spaces are neither attractive nor do they protect water quality. Whole Foods current parking lot at Fairview/Grand is 50 spaces. In the summer, the lot is seldom full, but the bike parking is overcapacity. Parking lot of this magnitude are not TOD. NF! believes parking can be reduced to the allowed minimum, and the land used for better stormwater management, public green space that could connect to an Ayd Mill Rd Greenway, trees and native plants potentially saving the developer over $1-2M in construction costs.

2. **Energy efficiency and water conservation—**
   This project is a first to try and accommodate our new travel modes of light rail and bus rapid transit. It has some provisions for bikers. It will have a significant impact on the community and as such it should strive to be model for future development in St. Paul. We believe the project should be built to LEED standards, and incorporate the use of solar panels to offset energy consumption—this could be a selling point for potential residents. The Union Park neighborhood is one of the most progressive in the City. Achieving LEED certification and the use of solar panels could put Associated Bank, City, for Ryan Companies and Whole Foods on the map as leaders in sustainable development.

3. **Pedestrian safety** must be improved over the staff and public works recommendations. Many NF! members are pedestrians who visit the businesses or ride the bus at the Selby Snelling intersection. I have personally come very close to being hit by a car while crossing Snelling. Selby; a friend actually was hit by a car. The addition of a right turn lane exacerbates the danger for pedestrians as drivers will consider it essentially a free pass onto Snelling. The intersection calls for traffic calming, not race car measures. Bump outs at the site must be maintained.

4. **Stormwater management.** Living adjacent to the Mississippi River, one of our country's greatest waters instills great responsibility. The River has been identified as an impaired water by the MPCA and it harbors a number of endangered and threatened species such as the paddlefish, sturgeon and Higgin's mussel.

   Stormwater is comprised of the contaminants from automobile combustion and include heavy metals, such as lead, Best management practices should be employed. So in addition to the collection vessels proposed, semi permeable asphalt, rain gardens, native plants and trees must also be included.

   As pointed out in the staff report, the streetscaping for the project is inadequate. Planters to replace trees?! Can you envisions truck drivers jumping out of their trucks to move and replace planters? Tree replacement is marginal, landscaping virtually non-existent, and doesn't appear to meet even the current code. NF! suggests tree replacement adhere to W2.19 comp plan of two square feet of landscaped area for every ten square feet of paving; one canopy tree per six parking spaces in lots with less than 100 spaces and one canopy tree per eight parking spaces in lots with greater than 100 spaces;

Traffic/Transit

While NF! agrees the Vintage as proposed increases density that would support transit, the accompanying transit developments are inadequate.

Regarding the staff report, it is imperative to note the final disposition of Ayd Mill Rd has yet to be determined. No community plans have called for the connection of AMR to 94. The south end connection of AMR was a "test" that has lasted for 11 years. The "test" has created the congestion at Selby Snelling. While public works "traffic" engineers may ascertain the only way to deal with the congestion is to connect AMR to the freeway; the neighborhoods have not historically supported this view. NF! believes, because the City is sorely lacking green space and bike ways, and because traffic can be diverted around the city, rather than continuing to run it through our neighborhoods, the best disposition for AMR is a park.

In closing. speaking as environmental health scientist—a specialization in the study of human health and the environment, who has been car free for 7 years. Concerned about climate change, 1/3 GHG pollution associated with cars and trucks, concerned about air toxics such as carcinogens, again, the majority is from cars and trucks. I am concerned for my safety every time I cross an intersection, and feel the City is almost absent. I have become part of the solution the City has envisioned, it is time the City steps up and complies with its comp plan and the goals its citizens have set.

NF! has laid out the issues that need to be addressed before approval of this site plan. Until then, we ask that you deny it.

Thank you.

Neighborhoods First! Comments to the St. Paul Planning Commission
re: Transportation Infrastructure Supporting the Vintage and Whole Foods Site Plan
December 12, 2013

Neighborhoods First! supports Transit Oriented Development. Selby/Snelling is an appropriate location for TOD, however, NF! cannot endorse this project at present because the transportation infrastructure being contemplated is almost entirely automobile oriented.

The lone transit improvement, Snelling Avenue Bus Rapid Transit, is a project that NF! enthusiastically supports but, like Ryan Companies, we believe station placement at Hague Avenue is too far south. It appears that the primary reason for choosing Hague is not rider convenience but rather, a desire to avoid causing motorists any delay on the busier section of Snelling north of Selby. The optimum station location is Marshall Avenue. This would more evenly split the distance between the Grand and University Avenue stations, best facilitate transfer to and from the route #21, and still serve the Vintage/Whole Foods development. We should also be anticipating TOD redevelopment at the southeast corner of Marshall/Snelling, currently the site of a vacant gas station.

With route #84 frequency of service increased to 10 minute headways, Snelling BRT should also trigger the elimination of the route #21 detour through the Midway.

A mature and well-functioning urban transit system has parallel routes at half mile intervals. Indeed, the proposed bus network found in the Central Corridor EIS has new north/south routes on Fairview, Hamline, Lexington, and Victoria. The Fairview and Hamline routes would benefit this development, especially with a straightened route #21.

The transit improvement that would most benefit this project is the CP Merriam Park Alignment of Commuter Rail, which is part of the 2020 Regional Transitway Plan. This segment would run between the Union Depot and Target Field connecting Red Rock and North Star Commuter Rail. One of the six proposed stations is at Snelling/Marshall, an obvious compliment to this development.

Instead of pursuing transit improvements for what is nominally a transit oriented development, the City of St. Paul, MNDoT, and some area businesses are pursuing strategies that will not only encourage more automobile use, but also make the area more hostile to walking and biking than it already is.

The Public Works recommendation to eliminate the sidewalk bumpout on the northeast corner of Snelling/Selby in favor of a dedicated right turn lane demonstrates a commitment to automobile throughput at the expense of pedestrian safety and comfort. If we are serious about transitioning from automobile dependence to greater reliance on the alternative modes, we must cease to make congestion mitigation a driving force of transportation planning. There are positive aspects to traffic congestion. Congestion is an indication of an area's vitality. It results in slower vehicle speeds. Slower speeds make retail signs and window displays more visible to drivers. Slower speeds make the alternative modes more competitive in terms of travel time. Most importantly, slower speeds mean less serious crashes with less severe injuries.

We have very serious concerns about Public Works' rejection of the 5 second pedestrian lead interval. The stated reason in the staff report is that, the safety and convenience it provides the pedestrian might be offset by "induced driver behavior". Are we to accept that pedestrians must sacrifice any advantages that irritate the impatient motorist and even relinquish right-of-way to avoid being run over? We

request that the 5 second lead be retained and the entire intersection be posted no right turn on red.

The layout of the Snelling/Dayton intersection should be finalized before the approval of this site plan and the left turn lane that extends north from Selby through the Dayton intersection should be rejected. A pedestrian refuge island is a more appropriate use of that right-of-way.

Through no fault of the Ryan Companies, it appears this project may result in the loss of housing and increased surface parking on the west side of Snelling. We have heard that businesses have largely rejected the staff recommendation of metered on-street parking and are considering tearing down houses to build surface lots. Neighborhoods First! endorses metered parking and stands opposed to the demolition of homes to build parking lots. In all cases, users should pay the full and real cost of parking so that is not subsidized by others.

We are gratified that the Zoning Committee Staff Report acknowledges that congestion at Snelling/Selby is caused by Ayd Mill Road and its connection to I-35E in 2002. We would point out that the so-called "test" connection violated MN Statute 116D.04 Subd. 2b. which prohibits any governmental decision to grant a permit, approve a project, or begin a project prior to completion of the Environmental Impact Statement. The connection further violated Environmental Quality Board Rule 4410.3100 which prohibits any action which will prejudice the ultimate decision on a project prior to completion of the EIS.

Even though most people in our part of town were unaware of the rules and statutes that govern the conduct of an EIS, they were well aware of the assurance given in the Draft EIS that Ayd Mill Road would not be connected to I-35E unless "adequate improvements were determined and made to the existing street system at the north to accommodate the concentration of traffic that a southern connection would produce". No such improvements were determined prior to the connection, much less made. Former Mayor Randy Kelly's decision to connect was unethical and it broke the public trust. It would be ironic now if a transit oriented development were the impetus for this $45 million road project.

It is unconscionable that the City has done nothing to mitigate the hardship endured by our north end neighbors for more than ten years. Consistent with the legitimate preferred alternative, the Two-Lane Extended to St. Anthony, which was selected by the City Council on April 12, 2000, NF! calls on the City to immediately reduce Ayd Mill Road to one lane in each direction. We further request that the speed limit be reduced to 30 mph, bicycles and pedestrians be allowed back into the corridor, and traffic be metered in its approach to Selby and Hamline. Without such mitigation, any opinion solicited by the City from north end residents will be proffered under duress.

The proper forum for the final study of Ayd Mill road is a Supplemental Environmental Impact Study. Since 2006, when Mayor Chris Coleman first said publicly that the EIS would have to be "reopened and revised" in order to build the City's preferred alternative, NF! has called for a Supplemental-EIS. On September 2, 2009, the City Council passed a resolution (Council File 09-878) that called for an S-EIS to examine the Two-Lane and that resolution was signed by the mayor's office. In December of the same year, the Union Park District Council called for and open and transparent S-EIS with citizen participation in the form of a reconvened Ayd Mill Road Task Force or its equivalent. Finally, the City's Comprehensive Plan lists Ayd Mill Road as a recommended project subject to the completion of a Supplemental-EIS.

Members of the Planning Commission, the transit improvements we recommend are not solely

controlled by the City of St. Paul. However, to make an informed decision on the Vintage/Whole Foods development, it would be nice to know if the City supports them, and if so, how it plans to achieve them. As for the transportation infrastructure it does control, it is reasonable to request that the City make clear its intent and process. If this, or any other transit oriented development, is to be supported primarily by more roads, wider roads, and free and abundant parking, NF! must recommend that it not be undertaken.

Our request of the Planning Commission regarding transportation infrastructure supporting the Vintage/Whole Foods development include the following:

- Retain the bumpout at the NE corner of Selby/Snelling and introduce a 5 second lead interval for pedestrians.
- Make the entire Selby/Snelling intersection no right turn on red.
- Reject the left turn lane onto eastbound Selby if it extends through the Dayton intersection. Recommend instead pedestrian refuge islands.
- Institute metered parking for the area.
- Locate the Snelling Avenue BRT station at Marshall Avenue.
- Identify any other transit improvements the City is pursuing related to the development and how they are to be achieved.
- Implement mitigation measures to relieve the traffic pressure placed upon Selby/Snelling by the premature connection of Ayd Mill Road to I-35E.
- Enter into a Supplemental-EIS to determine the final disposition of Ayd Mill Road and insure there is meaningful citizen participation as promised in the Draft-EIS.

Mike Madden
Neighborhoods First!