



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

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

DATE: January 17, 2014
TO: Planning Commission
FROM: Zoning Committee
SUBJECT: Results of January 16, 2014 Zoning Committee Hearing

NEW BUSINESS

- | | | <u>Recommendation</u> | |
|----|--|--------------------------|---------------------------------------|
| | | <u>Staff</u> | <u>Committee</u> |
| 1. | Ramsey County Midway Waste Site (13-260-500)
Conditional use permit to allow source-separated organics collection | Approval with conditions | Approval with conditions
(5 - 0) |
| | Address: 1943 Pierce Butler Route
NW corner at Prior Ave | | |
| | District Comment: District 11 recommended approval | | |
| | Support: 0 people spoke, 1 letter | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval with conditions | | |
| | | | |
| | | <u>Staff</u> | <u>Committee</u> |
| 2. | Ramsey County Sims at Frank Waste Site (13-260-676)
Conditional use permit to allow source-separated organics collection | Approval with conditions | Approval with conditions
(5 - 0) |
| | Address: 0 Case Ave
Property lying SW and SE of the
intersection of Duluth Street and Case
Avenue | | |
| | District Comment: District 5 recommended approval | | |
| | Support: 1 people spoke, 1 letter | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval with conditions | | |

		<u>Staff</u>	<u>Recommendation</u> <u>Committee</u>
3.	The Waters Senior Living (13-260-295) Conditional use permit for 1 ft. 2 inches additional building height (46 feet 2 inches, total)	Approval with conditions	Approval with conditions (5 - 0)
	Address: 678 Snelling Ave S between Scheffer and Eleanor		
	District Comment: District 15 recommended approval		
	Support: 1 person spoke, 5 letters		
	Opposition: 3 people spoke, 10 letters		
	Hearing: Hearing is closed		
	Motion: Approval with conditions		

		<u>Staff</u>	<u>Recommendation</u> <u>Committee</u>
4.	The Waters Senior Living (13-253-080) Variances for driveway setback and minimum green space per resident in a traditional neighborhood district.	Approval with conditions	Approval with conditions (5 - 0)
	Address: 678 Snelling Ave S between Scheffer and Eleanor		
	District Comment: District 15 recommended approval		
	Support: 1 person spoke, 5 letters		
	Opposition: 3 people spoke, 10 letters		
	Hearing: Hearing is closed		
	Motion: Approval with conditions		

city of saint paul
planning commission resolution
file number
date

WHEREAS, Saint Paul-Ramsey County Public Health, File # 13-260-500, has applied for a Conditional Use Permit to allow source-separated organics collection and transfer as an accessory use under the provisions of §61.501 and §65.331 of the Saint Paul Legislative Code, on property located at 1943 Pierce Butler Route, Parcel Identification Number (PIN) 282923320020, legally described as Loverings Factorywarehouse A Subj To St; Lots 1 Thru Lot 9 Blk 1; and

WHEREAS, the Zoning Committee of the Planning Commission, on January 16, 2014, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The application requests Conditional Use Permit approval to allow source-separated organics collection and transfer as an accessory use.
2. Per the site plan, the source-separated organics collection container(s) is/are proposed to be located in the center-west portion of the site. The nearest residence to the proposed container is approximately 550 feet to the southeast.
3. The source-separated organics will be stored on-site within compostable bags placed within covered dumpsters. The dumpsters will be removed regularly – approximately once per week. No on-site composting is proposed.
4. Source-separated organics collection and transfer is currently not permitted by the Zoning Code. However, a Zoning Code text amendment has been forwarded by the Planning Commission to the City Council that would allow residentially generated source-separated organics collection and transfer to occur at the municipal yard waste sites. The text amendment, if approved, would set the following conditions for municipal yard waste sites:
 - a) *Only yard waste and source-separated organics shall be accepted. This condition is met—these are the only materials proposed to be accepted.*
 - b) *The municipal yard waste site shall be located no closer than three hundred (300) feet from any residentially used property as measured from the edge of the nearest compost pile to the nearest residentially used property. This condition is met. The site operations, including the source-separated organics collection area, are located more than 300 feet from the nearest residential properties to the southeast.*
 - c) *The municipal yard waste site shall be enclosed by fencing or shall limit vehicular and pedestrian access through the use of berms, trees or other means. In industrial districts, the site may have greenhouses for composting yard waste. This condition is met. The site*

moved by _____

seconded by _____

in favor _____

against _____

is surrounded by fencing. No composting takes place on this site.

- d) *The height of the compost pile shall be limited to no higher than fifteen (15) feet above grade. In residential districts, the size of the municipal yard waste site shall be limited to no more than three thousand (3,000) cubic yards of material per acre.* This condition can be met. Piles of yard waste and finished compost are to be kept to 15 feet or less in height, as they have been required to be since the 2004 approval.
 - e) *The site shall be maintained cleanly including the immediate removal of waste materials deposited on or near the site which cannot be composted.* This condition can be met. The applicant agrees to manage the site in such a manner.
 - f) *Source-separated organics shall be for collection and transfer only, with no on-site composting of material. All source-separated organics shall be residentially generated and kept within leak-proof, closed containers while on the site, and shall be removed regularly.* This condition can be met. The application proposes collection and transfer of source-separated organics using a covered dumpster for collection. A recommended condition would limit it to residentially generated waste only.
5. §61.501 lists five standards that all conditional uses must satisfy:
- a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The use is consistent with the environmental goals of the Comprehensive Plan.
 - b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. Site access will remain the same and is unlikely to cause traffic congestion.
 - c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is met. The use has been operating for many years and has not been detrimental to the character of development in the area or created public health, safety or general welfare problems. The addition of source-separated organics collection and transfer is unlikely to change this situation.
 - d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. The use has not adversely affected surrounding property or impeded its development and improvement, and the acceptance of source-separated organics is unlikely to change this situation.
 - e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is met. The use complies with the regulations of the I1 district.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Saint Paul-Ramsey County Public Health for a Conditional Use Permit to allow source-separated organics collection and transfer as an accessory use at 1943 Pierce Butler Route is hereby approved subject to the following additional conditions:

1. Source-separated organic waste collected at this site shall be limited to residentially generated waste only.
2. Ordinance 14-3 "Source-Separated Organics" is adopted by City Council and becomes effective.

Langer, Samantha (CI-StPaul)

From: Michael Jon Olson <michaeljon@hamlinemidway.org>
Sent: Friday, January 10, 2014 2:02 PM
To: Dermody, Bill (CI-StPaul)
Cc: norm.schiferl@co.ramsey.mn.us
Subject: HMC Support for CUP for 1943 Pierce Butler Route

Bill,

Hamline Midway Coalition SUPPORTS the application of Saint Paul - Ramsey County Public Health for a Conditional Use Permit to add source separated organics waste collection at the yard waste site at 1943 Pierce Butler Route (NW corner of intersection of Pierce Butler Route and Prior Avenue).

Please contact me with any questions.

Cheers,

Michael Jon Olson
Executive Director
Hamline Midway Coalition/District Council 11
michaeljon@hamlinemidway.org
www.hamlinemidway.org
651-494-7682

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

WHEREAS, Saint Paul-Ramsey County Public Health, File # 13-260-676, has applied for a Conditional Use Permit to allow source-separated organics collection and transfer as an accessory use under the provisions of §61.501, §62.106, §65.331 of the Saint Paul Legislative Code, on property located at 0 Case Ave (property lying SW and SE of the intersection of Duluth Street and Case Avenue), Parcel Identification Number (PIN) 282922410094, legally described as Trillium Addition Ex That Pt Of Lot 2 Blk 2 Lying Sely Of Fol Desc L "a" Com At Sw Cor Of Sec 28 Tn 29 Rn 22 Th N Along The W L Of Sd Sec A Dist Of 1128.71 Ft To The Pt Of Beg Of Sd L "a" Th S 86 Deg 28 Min 30 Sec E A Dist Of 597.51 Ft Th Ely 244.73 Ft Al; and

WHEREAS, the Zoning Committee of the Planning Commission, on January 16, 2014, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The application requests Conditional Use Permit approval to allow source-separated organics collection and transfer as an accessory use.
2. Per the site plan, the source-separated organics collection container(s) is/are proposed to be located in the center portion of the site, just north of the driveway from Sims Avenue. The nearest residence to the proposed container is located approximately 330 feet to the north.
3. The source-separated organics will be stored on-site within compostable bags placed within covered dumpsters. The dumpsters will be removed regularly—approximately once per week. No on-site composting is proposed.
4. Source-separated organics collection and transfer is currently not permitted by the Zoning Code. However, a Zoning Code text amendment has been forwarded by the Planning Commission to the City Council that would allow residentially generated source-separated organics collection and transfer to occur at the municipal yard waste sites. The text amendment, if approved, would set the following conditions for municipal yard waste sites:
 - a) *Only yard waste and source-separated organics shall be accepted.* This condition is met—these are the only materials proposed to be accepted.
 - b) *The municipal yard waste site shall be located no closer than three hundred (300) feet from any residentially used property as measured from the edge of the nearest compost pile to the nearest residentially used property.* This condition is met. Though the parcel is directly across the street from residential uses to the north, the active site operations are in the center of the parcel and are more than 300 feet from the residential properties.
 - c) *The municipal yard waste site shall be enclosed by fencing or shall limit vehicular and pedestrian*

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seconded by _____

in favor _____

against _____

access through the use of berms, trees or other means. In industrial districts, the site may have greenhouses for composting yard waste. This condition is met. The site is surrounded by fencing. In addition, there is a wooded buffer between the operations area and the residential and park areas to the north. No composting takes place on this site.

- d) *The height of the compost pile shall be limited to no higher than fifteen (15) feet above grade. In residential districts, the size of the municipal yard waste site shall be limited to no more than three thousand (3,000) cubic yards of material per acre. This condition can be met. Piles of yard waste and finished compost are to be kept to 15 feet or less in height, as they have been required to be since the 2004 approval.*
 - e) *The site shall be maintained cleanly including the immediate removal of waste materials deposited on or near the site which cannot be composted. This condition can be met. The applicant agrees to manage the site in such a manner.*
 - f) *Source-separated organics shall be for collection and transfer only, with no on-site composting of material. All source-separated organics shall be residentially generated and kept within leak-proof, closed containers while on the site, and shall be removed regularly. This condition can be met. The application proposes collection and transfer of source-separated organics using a covered dumpster for collection. A recommended condition would limit it to residentially generated waste only.*
5. §61.501 lists five standards that all conditional uses must satisfy:
- a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council. This condition is met. The use is consistent with the environmental goals of the Comprehensive Plan.*
 - b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets. This condition is met. Site access will remain the same and is unlikely to cause traffic congestion.*
 - c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare. This condition is met. The use has been operating for many years and has not been detrimental to the character of development in the area or created public health, safety or general welfare problems. The addition of source-separated organics collection and transfer is unlikely to change this situation.*
 - d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district. This condition is met. The use has not adversely affected surrounding property or impeded its development and improvement, and the acceptance of source-separated organics is unlikely to change this situation.*
 - e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located. This condition is met. The use complies with the regulations of the IT district.*

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Saint Paul-Ramsey County Public Health for a Conditional Use Permit to allow source-separated organics collection and transfer as an accessory use at 0 Case Ave is hereby approved subject to the following additional conditions:

1. Source-separated organic waste collected at this site shall be limited to residentially generated waste only.
2. Ordinance 14-3 "Source-Separated Organics" is adopted by City Council and becomes effective.

Zf# 13-260-616

PAYNE PHALEN DISTRICT FIVE PLANNING COUNCIL

STRONG  SAFE  WELCOMING  CONNECTED  NEIGHBORHOODS

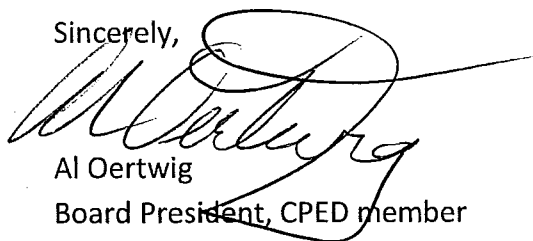
January 16, 2014

Zoning Committee, City of Saint Paul
Room 300, City Hall
15 West Kellogg Blvd
Saint Paul, MN 55102

Re: Conditional use permit to allow source-separated organics collection, Ramsey County Sims at Frank Waste Site

The Payne Phalen District Five Planning Council's Community Planning and Economic Development Committee (CPED) met on Tuesday, January 7, 2014 and reviewed the application for a conditional use permit to allow source-separated organics collection, at the intersection of Duluth Street and Case Avenue, also known as Ramsey County Sims at Frank Waste Site. The CPED Committee passed a motion to approve the application.

Sincerely,



Al Oertwig

Board President, CPED member

506 KENNY ROAD, SUITE 130, SAINT PAUL, MINNESOTA 55130-4554

TEL # (651) 774-5234  FAX # (651) 774-9745

E-MAIL: DISTRICT5@PAYNEPHALEN.ORG

WWW.PAYNEPHALEN.ORG

city of saint paul
planning commission resolution
file number
date

WHEREAS, The Waters Senior Living, File # 13-260-295, has applied for a Conditional Use Permit for one (1) foot and two (2) inches of additional building height above forty five (45) feet (46 feet 2 inches total) under the provisions of §61.501 of the Saint Paul Legislative Code, on property located at 678 Snelling Ave South, Parcel Identification Number (PIN) 102823330105, legally described as MacArthur E 190 Ft of W 240 Ft of Part Bet Eleanor Ave and MacArthur of SW 1/4 of Sec 10 T 28 R 23 and in Sd MacArthur W 190 Ft of Lot 9 and All of Lot 8; and

WHEREAS, the Zoning Committee of the Planning Commission on January 16, 2014, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing, as substantially reflected in the minutes, made the following findings of fact:

1. §61.501 lists five standards that all conditional uses must satisfy:
 - a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The project as proposed is consistent with the Comprehensive Plan. The Land Use Plan map identifies this section of Snelling Avenue as a "Mixed Use Corridor" appropriate for a range of uses at densities of 30-150 units per acre. This project proposes 80 units on 0.93 acres or about 75 units/acre. In addition, the Housing Chapter, Figure H-K, identifies this area of Snelling Avenue as an "opportunity area for potential new housing".
 - b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. The property will have driveway access off of Eleanor Street, a safe distance away from the Snelling intersection where primary ingress and egress will not conflict with the high traffic volumes of Snelling Avenue. A small drop off and pick up area, recessed into the boulevard in front of the Snelling Avenue building entrance, will provide a convenient location for quick stops and reduce visitor traffic to the Eleanor driveway.
 - c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is met. The proposed project is consistent with the mixed residential and commercial character of Snelling Avenue South and with the allowed scale of development in the RM2 district which is interspersed along Snelling Avenue within a ½ mile of the site.

moved by _____
seconded by _____
in favor _____
against _____

- d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. An assisted living development is a good fit for the neighborhood and will provide a new, well-designed building that fits in with nearby uses and brings new residents and visitors to the area.
- e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* The project has applied for two variances for driveway setback and total green space (#13-253-080) and for rezoning to T3 traditional neighborhood (#13-253-013). Regarding all other applicable regulations, this condition is met.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of The Waters Senior Living for a Conditional Use Permit for one (1) foot and two (2) inches of additional building height above forty five (45) feet (46 feet 2 inches total) at 678 Snelling Ave South is hereby approved subject to the following conditions:

1. The property is rezoned from B3 to T3.
2. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plan submitted and approved as part of this application.

city of saint paul
planning commission resolution
file number
date

WHEREAS, The Waters Senior Living, File # 13-253-080, has applied for variances for driveway setback and minimum green space per resident in a traditional neighborhood district under the provisions of §61.202(b) of the Saint Paul Legislative Code, on property located at 678 Snelling Ave South, Parcel Identification Number (PIN) 102823330105, legally described as MacArthur E 190 Ft of W 240 Ft of Part Bet Eleanor Ave and MacArthur of SW 1/4 of Sec 10 T 28 R 23 and in Sd MacArthur W 190 Ft of Lot 9 and All of Lot 8; and

WHEREAS, the Zoning Committee of the Planning Commission on December 12, 2013, and on January 16, 2014, held public hearings at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearings as substantially reflected in the minutes, made the following findings of fact:

1. DRIVEWAY -- The drive lane is proposed to be located within 3.2 feet of the adjacent single-family residential property at 1559 Eleanor Avenue. Section 63.310(c) of the zoning code states that *"Entrances and exits to and from all parking facilities located in land zoned other than RL-R2 shall be at least twenty-five (25) feet from any adjoining property in RL-RT2 zoning districts,"* therefore requiring a variance 21.8 feet.

GREEN SPACE -- Section 65.182(c) of the zoning code states that 150 square feet of green space is required per resident for an assisted living project. "The Waters" building is proposed as 80 units with an estimated 90 residents, therefore requiring 13,500 square feet of green space. The proposed green space in a courtyard and rear yard totals 9,037 square feet (67% of the total required), for a variance of 4,463 square feet.

2. MN Stat. 462.357, Subd. 6 was amended to establish new grounds for variance approvals effective May 6, 2011. Required findings for a variance consistent with the amended law are as follows:

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

DRIVEWAY -- This finding is met. The general intent of driveway setbacks is to manage vehicular traffic in a manner that is safe and predictable. The location of the proposed driveway onto Eleanor will be visible to and from the adjacent residential property within the sidewalk and boulevard right-of-way, where all drivers are expected to stop and look before entering or exiting the street. This will provide the opportunity for drivers who wish to access or exit the adjacent driveways to determine the order of their movements

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seconded by _____

in favor _____

against _____

if another vehicle is present. In addition, placement of the driveway at the east end of the lot provides ample distance from the Snelling intersection, allowing pedestrians on Snelling and Eleanor and drivers to see one another as vehicles enter and exit the driveway.

GREEN SPACE – This finding is met. The project provides common outdoor yard space, patios and balconies for the residents to use in a manner consistent that is with the intent of the code and is sufficient for residents of this type of facility.

- b) *The variance is consistent with the comprehensive plan.*

DRIVEWAY -- This finding is met. Transportation Plan Strategy 1.7 states, "*Minimize and consolidate driveway cuts on commercial streets as opportunities arise -- For pedestrian safety and comfort and to maximize on-street parking, discourage curb cuts where alleys or side streets are accessible.*" The applicant is proposing placement of the driveway on a side street instead of on Snelling Avenue and is locating it away from the Snelling and Eleanor intersection.

GREEN SPACE – This finding is met. Page 2 of the Housing Chapter states, "...greater housing density will be the hallmark of the next 20-30 years. In recognition of the importance of the stability of existing neighborhoods to Saint Paul's future, this density should primarily be geographically focused on transit and commercial corridors..." There is tension between the Comprehensive Plan goal of greater housing density on transit and commercial corridors and the green space requirement for assisted living projects in traditional neighborhood districts, where greater density is generally sought. If this housing project, which is a standard four (4)-story format, was to meet the required green space, one third (1/3) of the site would be dedicated green space.

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

DRIVEWAY -- This finding is met. The driveway is placed in a location that best fits the other requirements and constraints of the site. Driveway access on Eleanor Avenue at the east end of the site allows a continuous façade along Snelling Avenue and provides a safer location for ingress and egress away from the traffic of Snelling Avenue. The proposed location of the building close to Snelling and Eleanor Avenues, with parking access to the side/rear, is consistent with zoning and design standards for building and parking placement in pedestrian-oriented commercial districts (Section 63.110(c)) and in a T3 zoning district.

GREEN SPACE – This finding is met. The green space requirement would set aside 13,500 square feet, or 33% of the 40,580 square foot site for green space. This is a large proportion of the lot for a major transit corridor, where dense development is generally encouraged. The quantity also seems in excess of what is needed by the residents, particularly since the applicant has found on previous similar projects that the greatest demand for common space from the residents is inside the building.

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

DRIVEWAY -- This finding is met. The site, project, and zoning requirements provide little option for driveway placement. If this property was adjacent to a similarly zoned parcel, the driveway setback requirement would be 0 feet.

GREEN SPACE – This finding is met. The property is a typical, tight urban lot on

valuable land along a transit corridor. Lots that are large enough for senior living projects (which are generally large scale to support the shared services) are difficult to find in appropriate locations in the central city. This location is well suited to such a project, being in a largely residential area, along a walkable, mixed-use corridor, and with good transit service.

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

DRIVEWAY and GREENSPACE -- This finding is met if the property is rezoned from B3 to T3, where senior assisted living is a permitted use.

- f) *The variance will not alter the essential character of the surrounding area.*

DRIVEWAY and GREENSPACE -- This finding is met. The variances pertain to driveway placement and the amount of green space for residents. These variances, if granted, will not impact the essential character of the area – it will remain a largely residential neighborhood along a mixed-use corridor with projects of varying height.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of The Waters Senior Living for variances for driveway setback and minimum green space per resident in a traditional neighborhood district at 678 Snelling Ave South is hereby approved subject to the following conditions:

1. The property is rezoned from B3 to T3.
2. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plan submitted and approved as part of this application.

General project information gathered during case research and public meetings (as of 1-15-14):

Number of Units (82 units)

- 52 Assisted Living units (32 one bdrm; 15 one bdrm+den; 5 two bdrm)
- 30 Memory Care and Enhanced Care units
- Estimated number of residents = 90 (in 82 units)

Traffic and Parking

- The underground garage will have 42 parking stalls for residents, staff and visitors.
- Off-street parking for "Assisted Living" = 1 space per 3 residents (90 residents = 30 spaces)
- According to applicant, about 10% of residents in their other projects have car
- Number of staff anticipated – Max. of 20 at a time; they will be required to park underground
- Emergency vehicle access will be to the Snelling Ave turn out area next to the front door
- Hodroff-Epstein parking lot with 28 spaces will be leased by The Waters for visitor parking use
- Traffic study submitted to city and reviewed by Dave Kuebler
- According to applicant – The Waters of Eden Prairie (142 units) has 13 resident cars and the 75 space lot is generally about ½ full.
- To address concerns about traffic going east, the applicant suggested adding 'X turn only' signs at the egress points directing cars to Snelling Ave

Building Height

- Proposed is 46 feet, 2 inches – 45 feet is permitted in T3 residential bldg.; up to 90 feet allowed with a Conditional Use Permit
- Maximum height of prevalent zoning along S. Snelling: B3 = 30 feet + height of setbacks; RM2 = 50 feet

Green Space required for Assisted Living, same as "Nursing Home"

- Section 65.182 Nursing Home -- A building or structure where aged or infirm persons reside on a twenty-four hour basis in order to receive nursing care and related services.
 - (c) In traditional neighborhood development districts, the site shall contain minimum of one hundred fifty (150) square feet of green space per resident, consisting of outdoor seating areas, gardens and/or recreational facilities. Public parks or plazas within three hundred (300) feet of the site may be used to meet this requirement.
- If 90 residents, green space requirement = 13,500 sq ft (90 x 150)
- 9,037 s.f. is green space (67% of total required)

Lighting and Shadows

- There will be no exterior lighting on the east side of the building (unless required by city)
- See Shadow study

Clapp-Smith, Merritt (CI-StPaul)

From: Kuebler, David (CI-StPaul)
Sent: Wednesday, January 15, 2014 2:55 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: RE: Waters of Highland Traffic Impacts

That's correct. And the trips generated is anticipated to be less than 15 for both the AM and PM peak.

David Kuebler, P.E.
ROW Management Section
Traffic and Lighting Division
St. Paul Public Works Department
1000 City Hall Annex, 25 West 4th street
St. Paul, MN 55102
Office: 651.266.6217
david.kuebler@ci.stpaul.mn.us

From: Clapp-Smith, Merritt (CI-StPaul)
Sent: Wednesday, January 15, 2014 2:53 PM
To: Kuebler, David (CI-StPaul)
Subject: RE: Waters of Highland Traffic Impacts

Thank you David.

Just as a clarification, the 15 trips / hour includes visitor estimates, correct?

Merritt

From: Kuebler, David (CI-StPaul)
Sent: Wednesday, January 15, 2014 2:51 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Cc: Beach, Tom (CI-StPaul)
Subject: Waters of Highland Traffic Impacts

Merritt,

Please find attached the final traffic statement for the Waters of Highland project. The Traffic Division is in agreement with the study in that the system will experience minimal increases in traffic as a result of implementing the proposed project. The number of trips generated during the AM and PM peak hours, 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM respectively, is estimated at less than 15 trips. Note that a significant amount of the traffic to and from the site will be visitors since it is estimated that over 80% of the residents will not drive. The 80% estimate is based on similar facilities owned by the Developer. Based on existing traffic patterns, the trips generated will be such that a majority will be coming from or going to Snelling as opposed to coming/going through the neighborhood. It is anticipated that the amount of traffic accessing the neighborhood will not result in issues of congestion or unsafe conditions and it will be well below the threshold for a local residential roadway.

On a related note, and per our discussion this morning, I have not heard from Norma Cheesebrow regarding the parking lot that will be used for visitor parking. To allay concerns regarding traffic going the wrong way into and out of the lot, part of the site plan review can include requiring signs and/or pavement marking to facilitate correct traffic flow.

If you have any questions please contact me.

Thanks,
David

David Kuebler, P.E.
ROW Management Section
Traffic and Lighting Division
St. Paul Public Works Department
1000 City Hall Annex, 25 West 4th street
St. Paul, MN 55102
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Memorandum

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To: Mindy Michael, Kaas Wilson Architects
From: Ed Terhaar, P.E.
Date: January 6, 2014
Subject: Traffic Study for The Waters at Highland Park in St. Paul, MN
Wenck Project # 2112-04

PURPOSE AND BACKGROUND

The purpose of this study is to review the overall traffic related impacts of the proposed senior housing project. This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development at the following intersection:

- Snelling Avenue/Highland Parkway

The Waters at Highland Park will consist of 82 dwelling units, with 52 assisted living units and 30 memory care units. The building will be located on the east side of Snelling Avenue between Scheffer Avenue and Eleanor Avenue. The project location is shown in **Figure 1**.

Access for the project will be provided via one driveway on Eleanor Avenue. The project is expected to be complete and fully occupied by the end of 2015. The current site plan is shown in **Figure 2**.

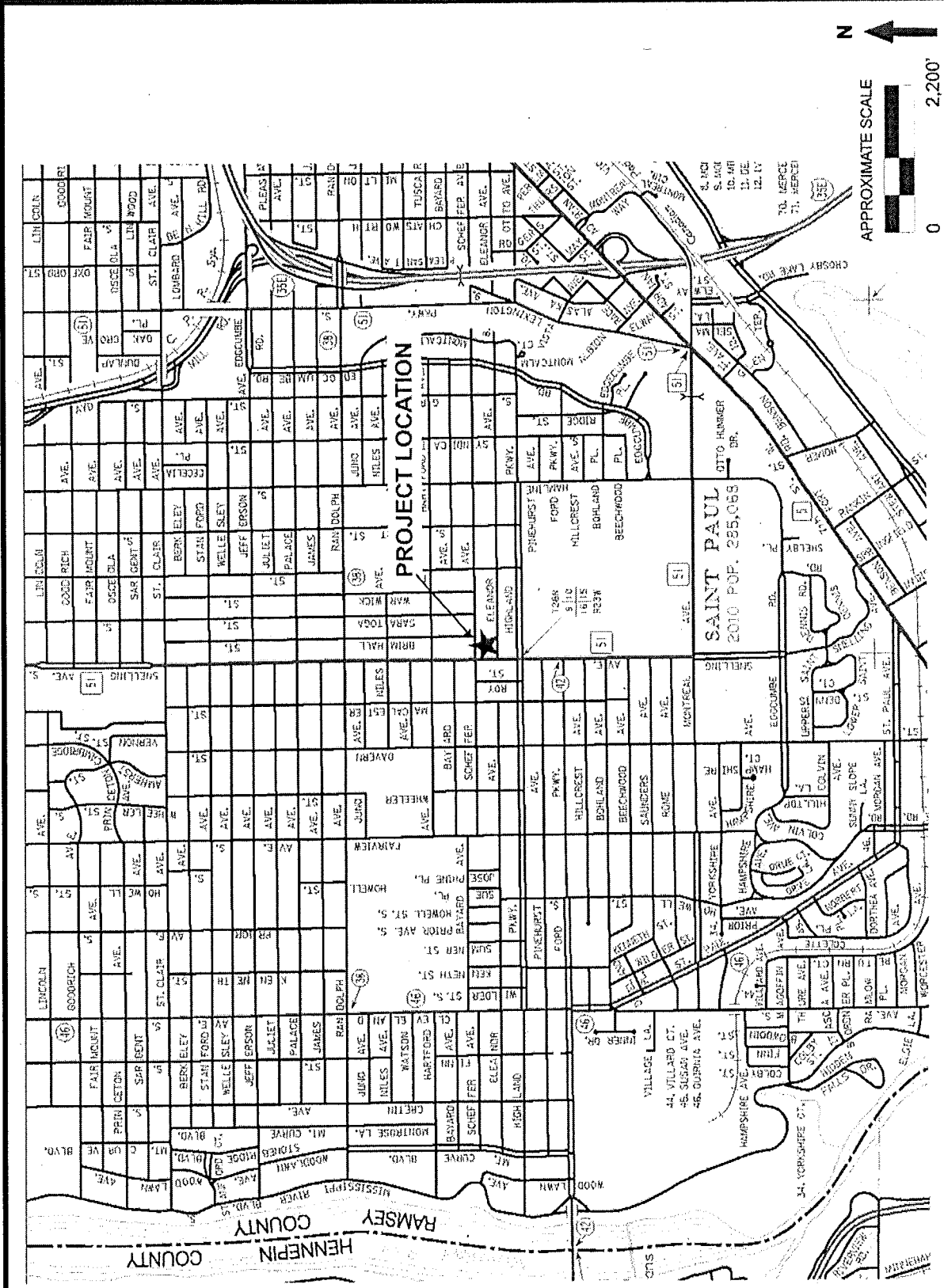
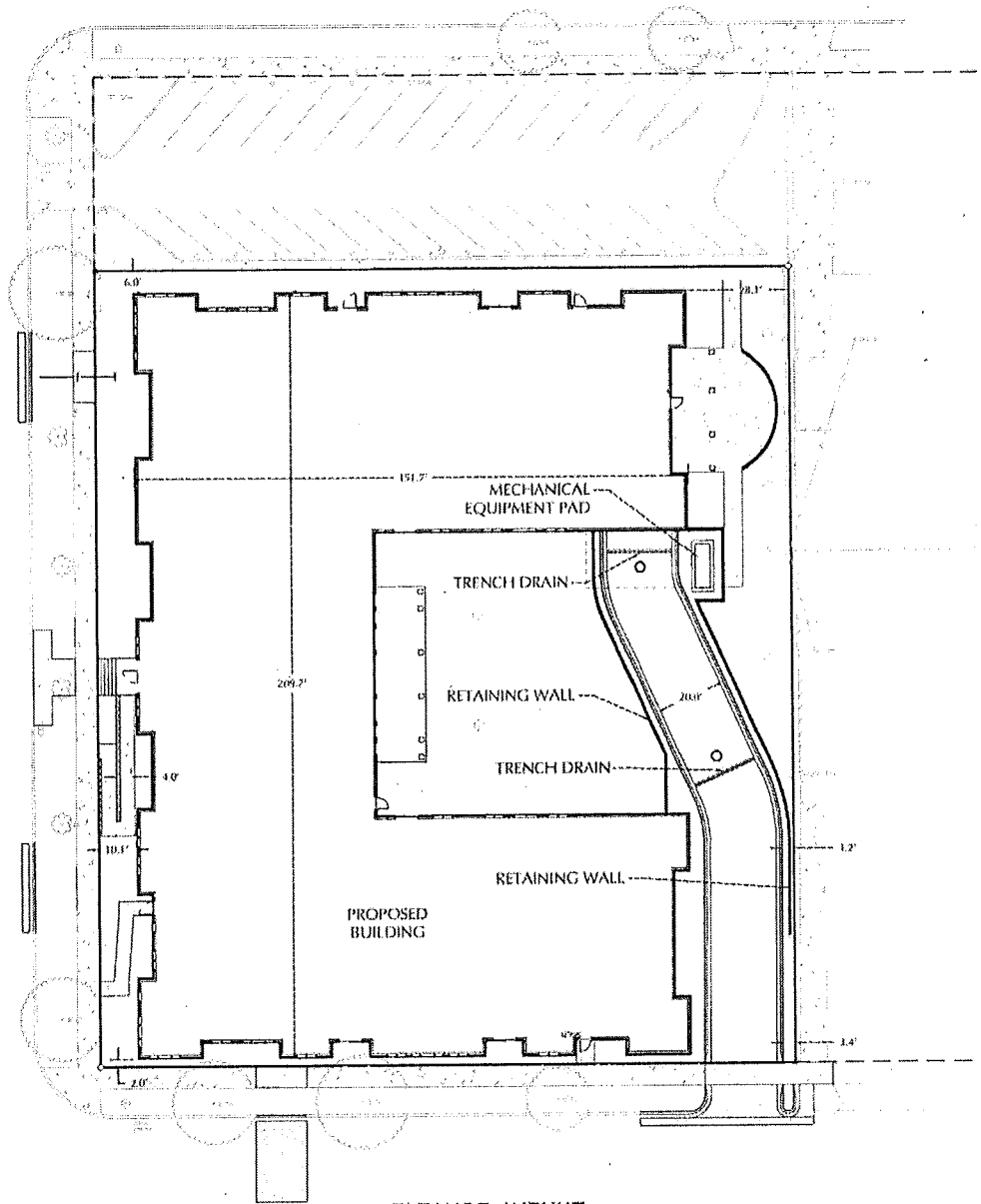


FIGURE 1
PROJECT LOCATION

TRAFFIC STUDY FOR
THE WATERS OF HIGHLAND PARK
IN ST PAUL, MN

SCHEFFER AVENUE
(Public Roadway)

SNELLING AVENUE SOUTH
(Public Roadway)



ELEANOR AVENUE
(Public Roadway)

APPROXIMATE SCALE



0 50'



EXISTING CONDITIONS

The project site currently contains the Bradshaw Funeral Home. This building will be removed as part of the project. The project site is bounded by Snelling Avenue on the west, Scheffer Avenue on the north, Eleanor Avenue on the south, and single family homes on the east.

Near the site location, Snelling Avenue (MN TH 51) is a four-lane undivided roadway with parking allowed on both sides. Snelling Avenue is approximately 66 feet wide with 11 foot through lanes. Both Scheffer Avenue and Eleanor Avenue are local residential streets. Both streets are approximately 32 feet wide, with one 16 foot lane in each direction. Highland Parkway, a two-lane divided parkway facility, is located one block south of the site. Highland Parkway is approximately 56 feet wide with 12 foot through lanes. Existing intersection controls and lane groups at the major intersection near the proposed project location are described below.

Snelling Avenue/Highland Parkway

This intersection has four approaches and is controlled with a traffic signal. The eastbound Highland Parkway approach provides one lane shared by all movements. The westbound Highland Parkway approach provides exclusive one left turn lane and one through/right turn lane. The northbound and southbound Snelling Avenue approaches each provide one left turn/through lane and one through/right turn lane.

TRAFFIC FORECASTS

Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2016. The year 2016 was chosen because traffic patterns for the project will have stabilized by this time. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2013 Existing.* Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses near the project site.
- *2016 No-Build.* Existing volumes at the subject intersections were increased by 1.0 percent per year to determine 2016 No-Build volumes. The 1.0 percent per year growth rate was calculated based on recent growth experienced near the site.

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- *2016 Build.* Trips generated by the proposed apartment building were added to the 2016 No-Build volumes to determine 2016 Build volumes.

Trip Generation

Weekday a.m. and p.m. peak hour trip generation for the proposed senior housing building was calculated based on data presented in the ninth edition of Trip Generation, published by the Institute of Transportation Engineers (ITE).

As noted earlier, the facility will consist of 30 memory care units and 52 assisted living units. Residents of the memory care units will not drive. The average age of the non-memory care residents will be about 86 years, and approximately 80% of them likely won't drive. The large majority of trips generated by this project will be from staff and visitors. The resultant trip generation estimates are shown in **Table 1**.

Table 1
Weekday Trip Generation for Proposed Project

Use	Size	A.M. Peak Hour			P.M. Peak Hour			Daily
Proposed Use		In	Out	Total	In	Out	Total	Total
Continuing Care Facility (ITE 255, pg 544)	82 DU	7	4	11	5	8	13	197

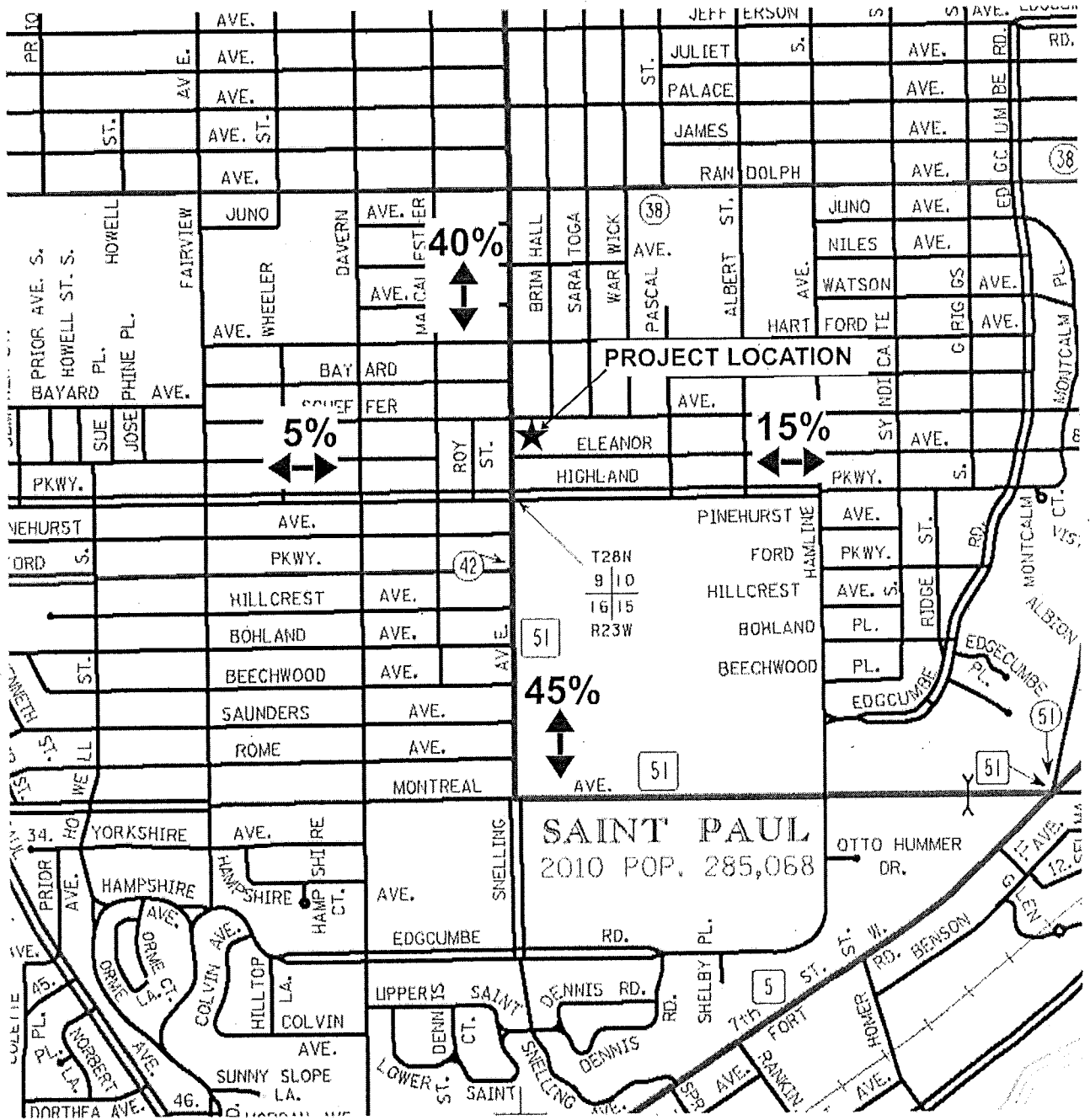
DU=dwelling units

As shown, the project adds 11 net trips during the weekday a.m. peak hour, 13 trips during the weekday p.m. peak hour, and 197 daily trips.

Trip Distribution Percentages

Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations. The distribution percentages for trips generated by the proposed development are shown below and in **Figure 3**.

- 40 percent to/from the north on Snelling Avenue
- 45 percent to/from the south on Snelling Avenue
- 10 percent to/from the east on Highland Parkway
- 5 percent to/from the west on Highland Parkway



Traffic Volumes

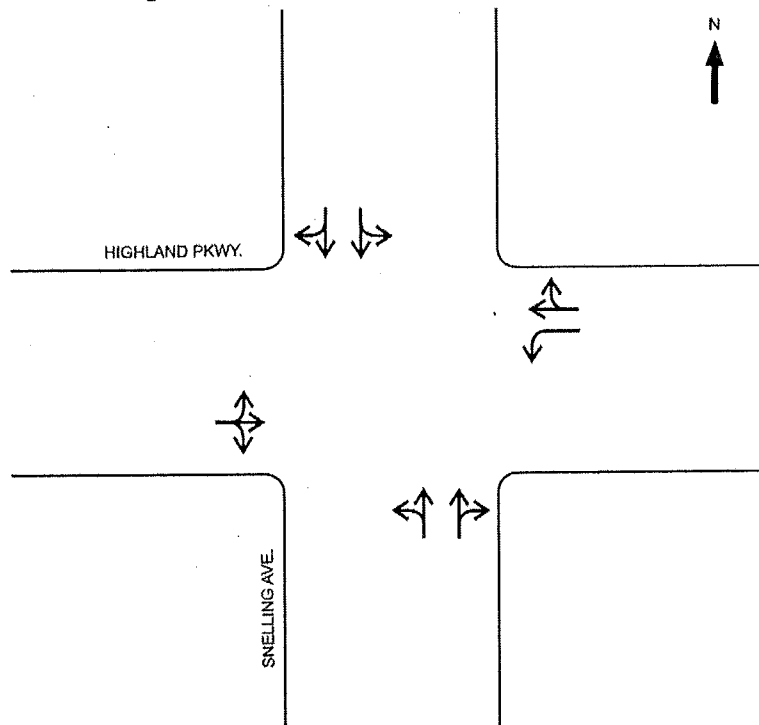
Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours of adjacent street traffic. The resultant traffic volumes by turn movement are presented in **Table 2**. The intersection lane groupings are shown in **Figure 4**.

Table 2
Weekday A.M. and P.M. Peak Hour Volumes at Snelling Avenue/Highland Parkway

A.M. Peak Hour	EB left turn	EB thru	EB right turn	WB left turn	WB thru	WB right turn	NB left turn	NB thru	NB right turn	SB left turn	SB thru	SB right turn
2013	12	94	6	145	50	18	8	519	98	16	441	9
2016 No Build	12	97	6	149	52	19	8	535	101	16	454	9
2016 Build	12	97	6	149	52	19	8	538	101	16	456	9
P.M. Peak Hour												
2013	22	74	11	103	57	15	9	651	93	15	676	15
2016 No Build	23	76	11	106	59	15	9	671	96	15	696	15
2016 Build	23	76	11	106	59	15	9	673	96	15	700	15

EB = eastbound, WB = westbound, NB = northbound, SB = southbound

Figure 4
Snelling Avenue/Highland Parkway Lane Groupings



TRAFFIC ANALYSIS

Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersection for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.

- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersection are described below.

Snelling Avenue/Highland Parkway (signal controlled) - During the a.m. peak hour under existing and all future conditions, all movements operate at LOS B or better. The overall intersection operates at LOS B under all scenarios.

During the p.m. peak hour under existing and all future conditions, all movements operate at LOS B. The overall intersection operates at LOS B under all scenarios.

Traffic generated by the proposed development has no significant impact on intersection operations. No improvements are needed at this intersection to accommodate the proposed project.

Impact on Local Streets

The proposed project will have direct access to Eleanor Avenue on the south side of the site. The vast majority of trips generated by the project will access Snelling Avenue to travel north or south to and from the site. A small portion of the trips will travel to and from the east on Eleanor Avenue to access local destinations. We estimate that 20 trips per day will use Eleanor Avenue east of the site. This number of trips, spread out over a 24 hour period, will have no significant impact on traffic operations.

Traffic volumes on Scheffer Avenue, located north of the site, are not expected to change due to the proposed project.

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CONCLUSIONS

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to add 11 net trips during the weekday a.m. peak hour, 13 trips during the weekday p.m. peak hour, and 197 daily trips.
- The Snelling Avenue/Highland Park intersection has adequate capacity with existing geometrics and control to accommodate the proposed development. No improvements are needed at this intersection to accommodate the proposed project.
- The project will have no significant impact on traffic operations on either Eleanor Avenue or Scheffer Avenue east of the site.

Lanes, Volumes, Timings
3: Snelling & Highland

12/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	1	1>	0	0	<2>	0	0	<2>	0
Volume (vph)	12	94	6	145	50	18	8	519	98	16	441	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1840	0	1770	1790	0	0	3451	0	0	3522	0
Flt Permitted		0.978		0.742				0.950			0.932	
Satd. Flow (perm)	0	1809	0	1382	1790	0	0	3282	0	0	3289	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			18			51			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1255			1400			935			703	
Travel Time (s)		28.5			31.8			21.3			16.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	148	69	0	0	638	0	0	475	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)		22.0		22.0	22.0			30.0			30.0	
Actuated g/C Ratio		0.37		0.37	0.37			0.50			0.50	
v/c Ratio		0.17		0.29	0.10			0.38			0.29	
Control Delay		13.2		15.5	10.5			9.3			9.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.2		15.5	10.5			9.3			9.3	
LOS		B		B	B			A			A	
Approach Delay		13.2			13.9			9.3			9.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		26		37	12			62			48	
Queue Length 95th (ft)		56		76	34			95			74	
Internal Link Dist (ft)		1175			1320			855			623	
Turn Bay Length (ft)				200								
Base Capacity (vph)		666		506	667			1666			1646	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.17		0.29	0.10			0.38			0.29	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 10.3
Intersection Capacity Utilization 45.5%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Lanes, Volumes, Timings
3: Snelling & Highland

12/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	1	1>	0	0	<2>	0	0	<2>	0
Volume (vph)	12	97	6	149	52	19	8	535	101	16	454	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1840	0	1770	1788	0	0	3451	0	0	3522	0
Flt Permitted		0.979		0.737				0.950			0.932	
Satd. Flow (perm)	0	1811	0	1373	1788	0	0	3282	0	0	3289	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			19			51			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1255			1400			935			703	
Travel Time (s)		28.5			31.8			21.3			16.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	152	72	0	0	657	0	0	488	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)		22.0		22.0	22.0			30.0			30.0	
Actuated g/C Ratio		0.37		0.37	0.37			0.50			0.50	
v/c Ratio		0.18		0.30	0.11			0.39			0.30	
Control Delay		13.2		15.6	10.5			9.4			9.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.2		15.6	10.5			9.4			9.3	
LOS		B		B	B			A			A	
Approach Delay		13.2			14.0			9.4			9.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		27		38	12			65			50	
Queue Length 95th (ft)		57		78	35			98			76	
Internal Link Dist (ft)		1175			1320			855			623	
Turn Bay Length (ft)				200								
Base Capacity (vph)		667		503	667			1666			1646	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.18		0.30	0.11			0.39			0.30	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

3: Snelling & Highland

12/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	1	1>	0	0	<2>	0	0	<2>	0
Volume (vph)	12	97	6	149	52	19	8	538	101	16	456	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1840	0	1770	1788	0	0	3454	0	0	3522	0
Flt Permitted		0.979		0.737				0.950			0.931	
Satd. Flow (perm)	0	1811	0	1373	1788	0	0	3285	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			19			51			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1255			1400			935			703	
Travel Time (s)		28.5			31.8			21.3			16.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	152	72	0	0	660	0	0	490	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)		22.0		22.0	22.0			30.0			30.0	
Actuated g/C Ratio		0.37		0.37	0.37			0.50			0.50	
v/c Ratio		0.18		0.30	0.11			0.40			0.30	
Control Delay		13.2		15.6	10.5			9.4			9.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.2		15.6	10.5			9.4			9.4	
LOS		B		B	B			A			A	
Approach Delay		13.2			14.0			9.4			9.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		27		38	12			65			50	
Queue Length 95th (ft)		57		78	35			98			76	
Internal Link Dist (ft)		1175			1320			855			623	
Turn Bay Length (ft)				200								
Base Capacity (vph)		667		503	667			1668			1644	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.18		0.30	0.11			0.40			0.30	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 10.4

Intersection Capacity Utilization 46.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Lanes, Volumes, Timings

3: Snelling & Highland

12/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	1	1>	0	0	<2>	0	0	<2>	0
Volume (vph)	22	74	11	103	57	15	9	651	93	15	676	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1818	0	1770	1805	0	0	3468	0	0	3525	0
Flt Permitted		0.951		0.747				0.947			0.937	
Satd. Flow (perm)	0	1747	0	1391	1805	0	0	3288	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			15			37			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1255			1400			935			703	
Travel Time (s)		28.5			31.8			21.3			16.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	105	73	0	0	768	0	0	720	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)		22.0		22.0	22.0			30.0			30.0	
Actuated g/C Ratio		0.37		0.37	0.37			0.50			0.50	
v/c Ratio		0.17		0.21	0.11			0.46			0.44	
Control Delay		12.5		14.4	11.1			10.4			10.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.5		14.4	11.1			10.4			10.5	
LOS		B		B	B			B			B	
Approach Delay		12.5			13.0			10.4			10.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		23		25	13			82			80	
Queue Length 95th (ft)		52		56	36			122			117	
Internal Link Dist (ft)		1175			1320			855			623	
Turn Bay Length (ft)				200								
Base Capacity (vph)		647		510	671			1662			1655	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.17		0.21	0.11			0.46			0.44	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 10.8

Intersection LOS: B

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
3: Snelling & Highland

12/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	1	1>	0	0	<2>	0	0	<2>	0
Volume (vph)	23	76	11	106	59	15	9	671	96	15	696	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1820	0	1770	1807	0	0	3468	0	0	3525	0
Flt Permitted		0.949		0.742				0.947			0.937	
Satd. Flow (perm)	0	1745	0	1382	1807	0	0	3288	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			15			37			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1255			1400			935			703	
Travel Time (s)		28.5			31.8			21.3			16.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	108	75	0	0	792	0	0	740	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)		22.0		22.0	22.0			30.0			30.0	
Actuated g/c Ratio		0.37		0.37	0.37			0.50			0.50	
v/c Ratio		0.17		0.21	0.11			0.48			0.45	
Control Delay		12.7		14.5	11.1			10.5			10.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.7		14.5	11.1			10.5			10.7	
LOS		B		B	B			B			B	
Approach Delay		12.7			13.1			10.5			10.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		24		26	14			86			83	
Queue Length 95th (ft)		54		57	37			127			121	
Internal Link Dist (ft)		1175			1320			855			623	
Turn Bay Length (ft)				200								
Base Capacity (vph)		646		506	672			1662			1655	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.17		0.21	0.11			0.48			0.45	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 11.0

Intersection LOS: B

Intersection Capacity Utilization 49.7%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

3: Snelling & Highland

12/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	1	1>	0	0	<2>	0	0	<2>	0
Volume (vph)	23	76	11	106	59	15	9	673	96	15	700	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1820	0	1770	1807	0	0	3468	0	0	3525	0
Flt Permitted		0.949		0.742				0.947			0.937	
Satd. Flow (perm)	0	1745	0	1382	1807	0	0	3288	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			15			37			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1255			1400			935			703	
Travel Time (s)		28.5			31.8			21.3			16.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	108	75	0	0	794	0	0	744	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)		22.0		22.0	22.0			30.0			30.0	
Actuated g/C Ratio		0.37		0.37	0.37			0.50			0.50	
v/c Ratio		0.17		0.21	0.11			0.48			0.45	
Control Delay		12.7		14.5	11.1			10.5			10.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.7		14.5	11.1			10.5			10.7	
LOS		B		B	B			B			B	
Approach Delay		12.7			13.1			10.5			10.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		24		26	14			86			83	
Queue Length 95th (ft)		54		57	37			127			122	
Internal Link Dist (ft)		1175			1320			855			623	
Turn Bay Length (ft)				200								
Base Capacity (vph)		646		506	672			1662			1655	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.17		0.21	0.11			0.48			0.45	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.48

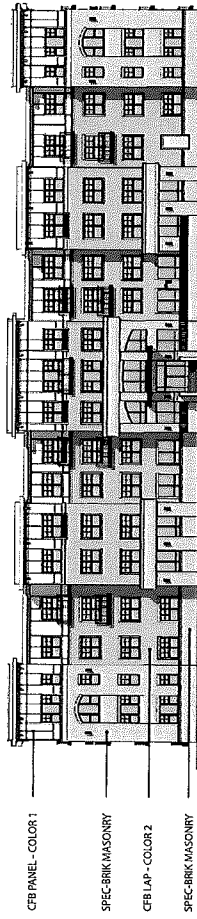
Intersection Signal Delay: 11.0

Intersection LOS: B

Intersection Capacity Utilization 49.8%

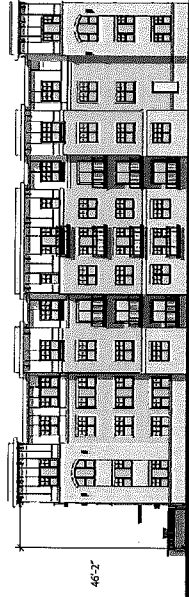
ICU Level of Service A

Analysis Period (min) 15



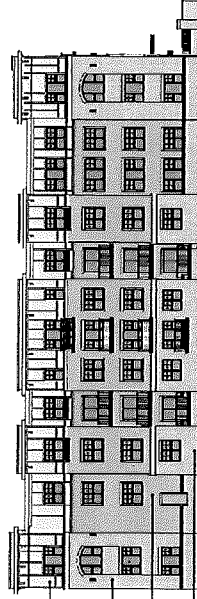
CFB PANEL - COLOR 1
SPEC-BRICK MASONRY
CFB LAP - COLOR 2
SPEC-BRICK MASONRY

SNELLING AVENUE - WEST ELEVATION



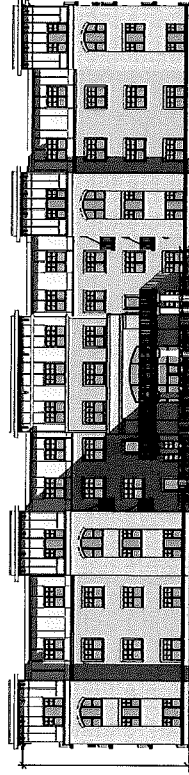
46'-2"

SOUTH ELEVATION



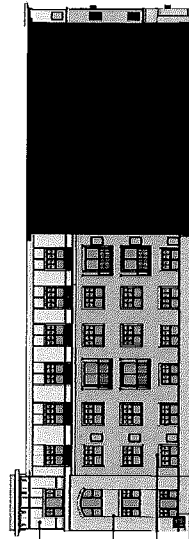
CFB PANEL - COLOR 1
SPEC-BRICK MASONRY
CFB LAP - COLOR 2
SPEC-BRICK MASONRY

NORTH ELEVATION



46'-2"

INTERIOR COURTYARD - EAST ELEVATION



CFB PANEL - COLOR 1
SPEC-BRICK MASONRY
CFB LAP - COLOR 2
SPEC-BRICK MASONRY

INTERIOR COURTYARD - NORTH ELEVATION

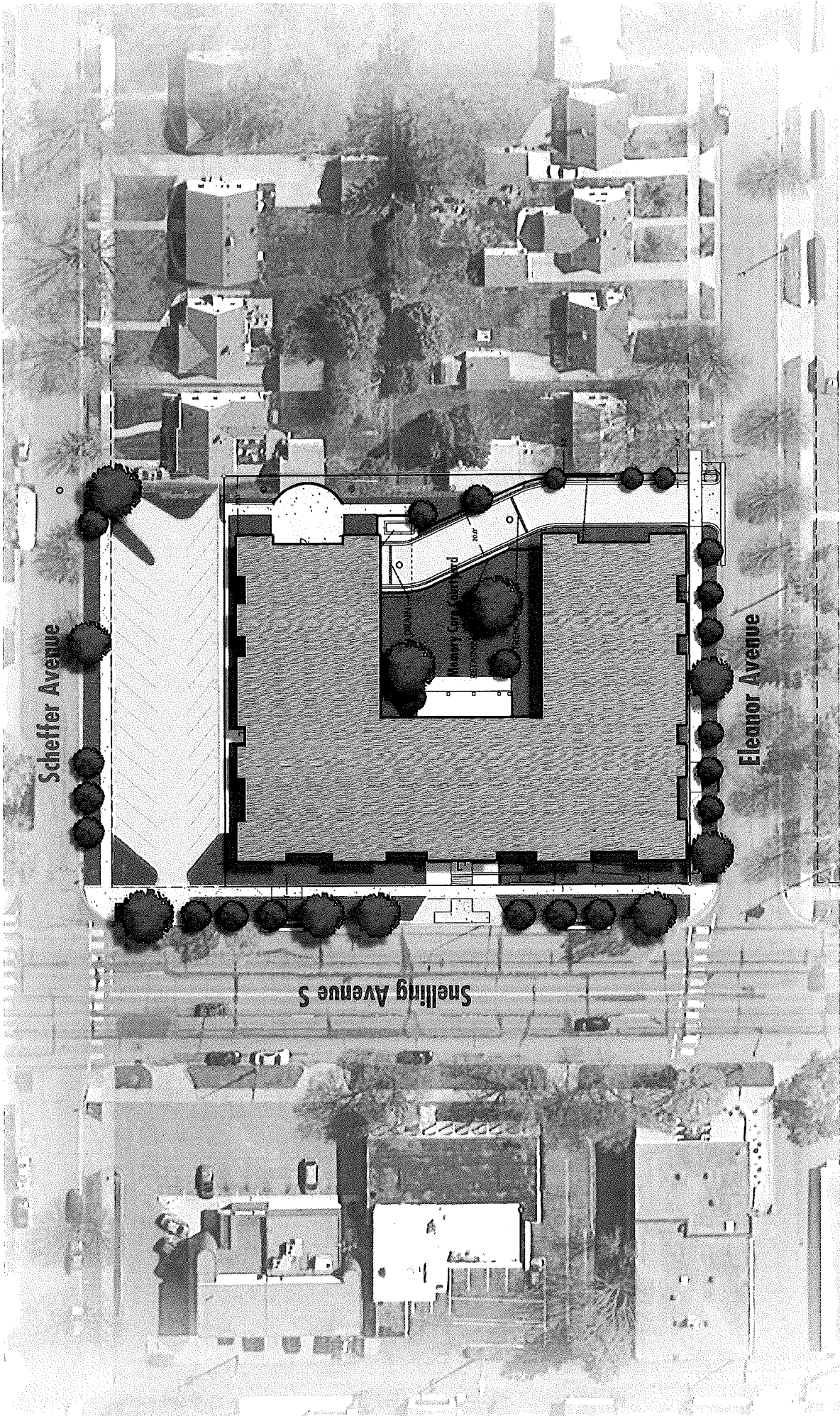


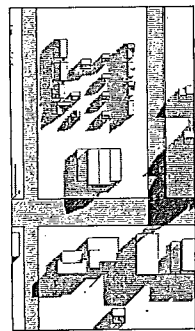
46'-2"

INTERIOR COURTYARD - SOUTH ELEVATION

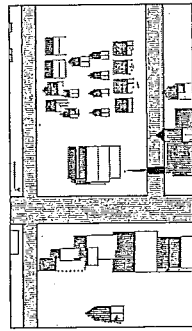


KAOS WILSON
architects
WATERS OF HIGHLAND PARK
St. Paul, MN

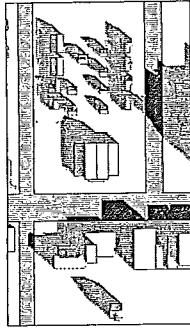




9 am

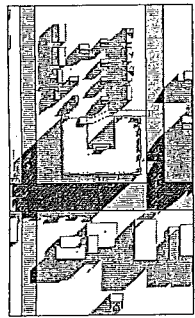


12 pm

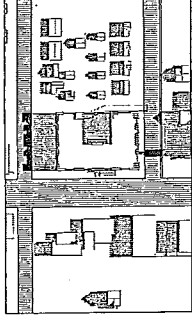


3 pm

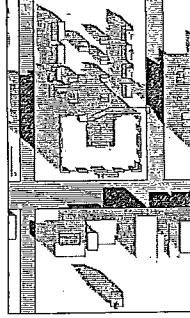
Current Conditions - Dec 21 - Winter Solstice



9 am

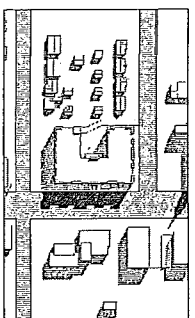


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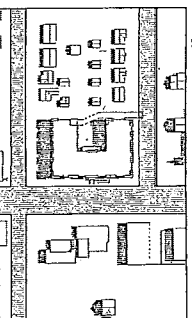


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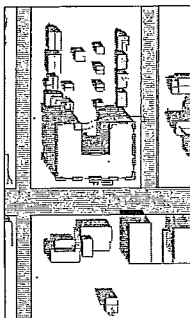
Dec 21 - Winter Solstice



9 am

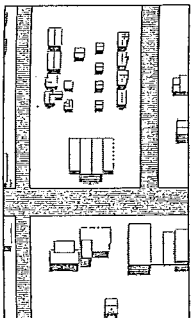


12 pm

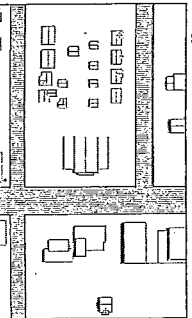


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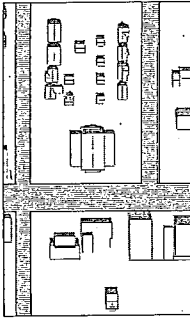
March 20 - Equinox



9 am



12 pm

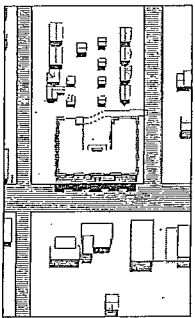


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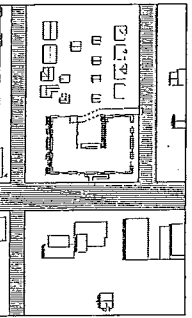
Current Conditions - June 21 - Summer Solstice



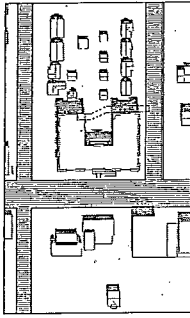
7 pm



9 am



12 pm

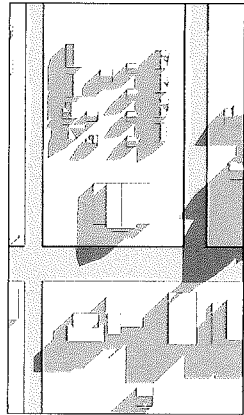


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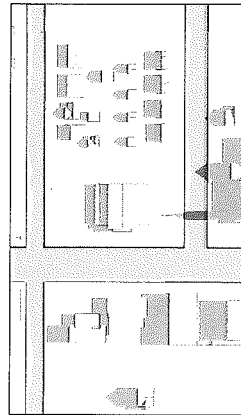
June 21 - Summer Solstice



7 pm



9 am

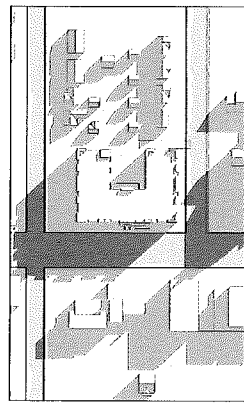


12 pm



3 pm

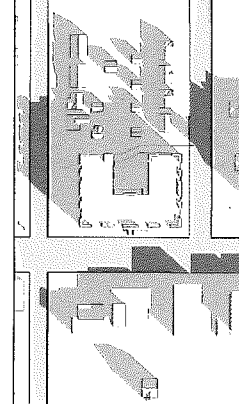
Current Conditions - Dec 21 - Winter Solstice



9 am

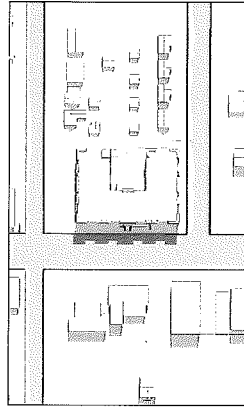


12 pm

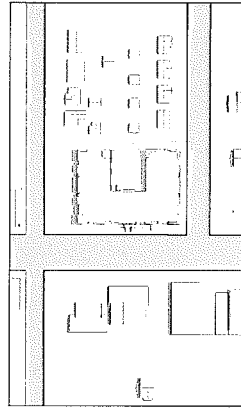


3 pm

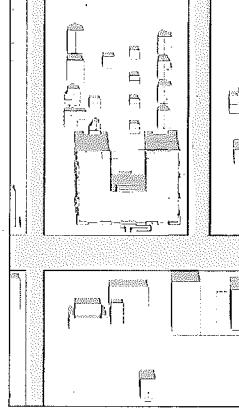
Dec 21 - Winter Solstice



9 am

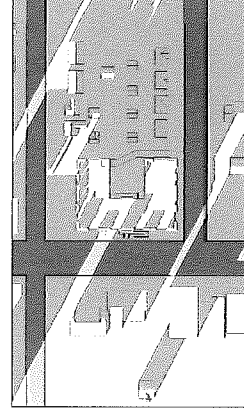


12 pm



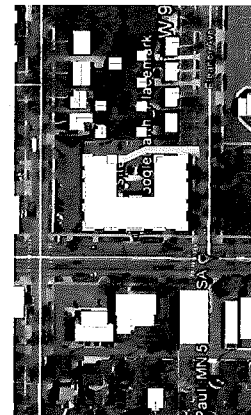
3 pm

March 20 - Equinox



7 pm

June 21 - Summer Solstice





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

**Resolution in Support of a Conditional Use Permit, Green Space Variance and
Variance for Driveway Setback for
678 Snelling Ave S, The Waters of Highland Park**

Whereas The Waters of Highland Park has requested that the property at 678 S Snelling Ave have a Conditional Use Permit for 1 foot 2 in of additional height, with a variance request for a driveway setback, and a variance for minimum green space per resident in a traditional neighborhood district for The Waters of Highland Park to operate an assisted living and memory care facility; and

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

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

Therefore, be it resolved, that the Highland District Council supports the Conditional Use Permit for additional height of 678 South Snelling Ave and supports both a Variance request for a driveway setback and minimum green space per resident in a traditional neighborhood district.

Approved on January 9, 2014
By the Highland District Council Board of Directors

The Waters of Highland Park – Notes on Public Process
(prepared by district council staff 1-15-14)

1st Resolution –passed CDC and HDC Board –no opposition

2nd Resolution –those voting in favor of CUP and greenspace variance: 6 members of CDC

No votes against, but some concern on the number of Variances required.

Community Meetings with HDC

1. June 18th, 2013
2. July 16, 2013
3. November 19, 2013
4. January 14, 2014

- First 3 meetings attended by total of 10 interested neighbors total, no opposition was expressed - only comments were about timeline for the project and wondering who may be interested in moving in
- Letters sent to immediate neighbors for 2nd and 3rd meetings.
- 40 flyers to neighbors on Scheffer and Eleanor for 4th meeting.

Public Hearing Dates with the Zoning Committee of the Planning Commission:

63 postcards sent to immediate neighbors

December 12, 2013 –results-rezone was approved, other variances needed

January 16, 2013 –

Pioneer Press Article:

November 29 - http://www.twincities.com/localnews/ci_24626201/st-paul-snelling-avenue-senior-living-center-proposed

Villager Articles on The Waters:

1. June 26, 2013
2. Dec 4, 2013
3. Dec. 18, 2013
4. Jan 8, 2014

Public Hearing at City Council

February 5, 2014 – pending

HDC Website –since June 2013

In HDC Electronic Newsletter -4 + times in 2013 – distribution to over 1000 Highland Park Residents

Clapp-Smith, Merritt (CI-StPaul)

From: Kathy Carruth <hdc@visi.com>
Sent: Thursday, January 16, 2014 10:52 AM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: E-Democracy Comments and Public Meeting Process
Attachments: E-Democracy Comments on The Waters of HP -1-14-14.docx; The Waters of Highland Park Notes.docx

Merritt,

The Highland District Council would like to submit the comments from E-Democracy's Highland Park forum to the Zoning committee. Please see attached.

We feel that these comments are representative of the community as a whole, and would ask that the zoning committee accept them as part of the Highland District Council testimony.

If you feel appropriate we would like to submit for testimony notes on the public process that the Highland District Council followed.

Thank you and please let me know if you have any questions.

Kathy

--

Kathy Carruth
Executive Director
Highland District Council
651.695.4005
hdc@visi.com
www.highlanddistrictcouncil.org
Like Us On Facebook! Highland District Council
<="" a="">

Comments from E-Democracy on The Waters of HP 1-14-14

I would like to echo what has been said by a few people thus far and offer support for this project. Unfortunately I do not have time to elaborate on my thoughts, so I will be brief:

1. We need to accept density in our neighborhood, especially along key transit lines such as Snelling Avenue.
2. We need to accept that we live in a City. Part of this is that we get great proximity to services, & the benefits of, for example, shorter commutes and access to great, unique local businesses. The catch is that we'll have to put up with some people smoking nearby.

Thanks everyone. Best _Nate

Nathaniel Hood
Highland Park, St. Paul

Well said Matt. I am supportive of the Waters of Highland project and feel it is a good fit for the area. I understand that there are always questions about neighborhood impact, both short and long term, that can be constructively worked through. Housing for seniors, which we will all hopefully become, is also needed in the neighborhood, as evidenced by the continuing 5 year wait to get in to Carondelet. We live a block from Carondelet Village, drive/bike/run past it many times a day, and haven't experienced problems with traffic.

For a neighborhood to remain vibrant and responsive to the needs of its residents, it must be open to change, especially to quality projects like this. The Waters of Highland project seems like a good addition to the neighborhood and offers a positive change for our community. We are fortunate to have an opportunity to have a project like this in our neighborhood.

Gary Findell
Highland resident

All,

I am pleased that the Waters of Highland has been proposed for the Bradshaw location.

I have seen the renderings and think that the building is perfectly suited as are others in the area for the proposed location.

Taller buildings along busy streets can create a buffer between the neighborhood and a street like Snelling. I live near the condo building at Snelling and Hartford. In this area due to the topography the building is higher in the rear than in the front. Many were very concerned about the mass of the building back when it was built. In 10 years I have not heard one person speak of any fears realized by this speculation. I believe the

structure has been well received and is just a welcomed part of the neighborhood.

I am glad that Mr. Rose brought up the speculation of impact on property values. No need to worry. Despite the high density of the condo building my property values have not dropped outside of what others had experienced over the past few years. There is even a billboard up the block and my value has not declined.

As for traffic, Snelling is a highly traveled state highway. I don't think anyone should be concerned about traffic for 80 senior living units. Think how many Ford Plant and US Bank workers recently traveled Snelling yet no significant jobs have been replaced in the area for several years.

If any traffic should be alleviated it is the trucks forced to route on Snelling because they're not permitted on I 35E. But, that's another topic all together.

If as the developer states that a majority of the traffic will involve jobs and visiting friends and family, that's great! People should be visiting their family and I welcome them to my neighborhood.

I cannot make the meeting tomorrow but I sincerely wish I were able.

Thanks,

Matt Anfang

Well written, Matt.

Thank you.
Cornell Sullivan

The complex as proposed would contain 80 residential units. Of course there will be employees and visitors as well. How many employees will be on site at one time (maximum)? What is the total number of spaces and parking plan to accommodate this density?

I am very pleased to see more opportunities for our neighbors to still live in the neighborhood as they age. My 100-year-old (!) neighbor is still able to care for himself at home, but in spite of caring family and friends is lonely and looking for alternatives. Carondelet would be perfect for him, but the wait is still 5 years (as it has been from the beginning). With clear data showing our neighborhood aging and the increasing number of "active seniors," we need more housing options for elders in our neighborhood. I applaud the Waters design with underground parking for all residents and staff, a U-shaped design so units will have good light, green space to make it beautiful and address stormwater runoff, an attractive façade, a continuum of care within the building to meet residents' needs, located on a good bus line and with direct links to both the Hiawatha and Central Corridor LRTs, a variety of opportunities and services planned on site, and a scale that makes it affordable for both the developer and, more importantly, the residents.

-- Anne Carroll...walking, biking, and driving by this parcel daily

Anne R. Carroll
1357 Highland Parkway, St. Paul, MN 55116 USA

As someone who has been very aware of the traffic on Randolph for almost 15 years, I noticed a distinct change immediately after the 35W bridge collapse and commuters searched for alternate routes. I have not noticed any significant change since then up or down. From my observation, Trader Joes has not impacted the traffic on Randolph. On the other hand entrance into and out of Trader Joes and the amount and layout of parking is very inconvenient for me.

However, I agree that we need to find additional space to house our aging population in the decades ahead. My main concerns would be entrance/exit convenience/safety and adequate parking for staff, residents, and visitors.

Phil Ledermann Highland

I think before you criticize a building, place or development you should do a little research. I would agree with you on Trader Joe's, but Carondelet Village is NOT a traffic problem nor an eye sore. I work across the street from the village and find it a very pleasant environment for Senior Citizens without your major impact on the neighborhood. It fits in very well and neighbors seem to enjoy it, besides the fact its something that Highland has needed for fifty years. I think if you check the waiting list and the names that are on that list that Carondelet Village is very well received in the neighborhood.

Regards,
Mark Forsberg

That doesn't sound bad to me.

Francisco at xxxxxxx@gmail.com [gmail address obscured for privacy]

Subject: Re: [Highland] Waters of Highland Development

The complex as proposed would contain 80 residential units. Of course there will be employees and visitors as well. How many employees will be on site at one time (maximum)? What is the total number of spaces and parking plan to accommodate this density?

How does the complex compare in residential units, parking and scale (height, green space, number of units, etc.) to the condos and apartments in the immediate vicinity? Aren't they all three story? (this is proposed as a four story building). Will creating a four story building here create a new precedent for height and scale for future developments along Snelling?

Has consideration been given that parking will impact the streets to the east of Snelling only? (Parking on the west side of Snelling is very difficult and requires a big walking detour up to Highland Blvd. where there is a light. This would require an additional several blocks to walk... hence on street parking will be primarily along Eleanor and Scheffer east of Snelling.)

Has Gloria Dei Church been asked about sharing their parking lot for overflow parking?

With the remodeling of Snelling Avenue and creation of the Rapid Bus Transit there is discussion about removing on-street parking on Snelling. This will further push parking onto Eleanor and Scheffer. Have these future road design changes along Snelling and its impact been taken into consideration?

Katie Sterns
Highland, St. Paul

Just to be clear, this isn't an issue about development in general, the need for senior care in Highland, smoking on the curb or any number of diverting topics: the opposition to the planned Waters Senior Living development is based on a number of 'real' issues that have not been adequately addressed by a process that is truly inclusive of neighborhood concerns.

As I have taken a leadership role as neighborhood advocate, I will state my issues and concerns and believe many of my neighbors share very similar viewpoints.

1. I am in no way anti-development. I am a realist, understand changing demographics and wholly support planned development that thoughtfully addresses business interests and residential concerns.

2. The plans as drawn now require 5 zoning variances, including height and green space variances to shoe-horn 80+ units onto the property. Zoning exists for a reason, and while I cannot speak with authority about the need for senior care facilities in Highland nor the overarching City of St. Paul's plan for urbanizing its neighborhoods, I can with reasonable assuredness argue that a development requiring this much significant change to be profitable for the developer/operator needs more conversation, more thoughtful planning and less rubber stamping.

3. Despite Mr. Anfang's and the developer's assertions that property values won't decline for those of us that will be living in the shadow of this planned edifice, would either like to indemnify me or my neighbors of this risk? There is simply no other building on Snelling in Highland (and perhaps anywhere in Highland) that is this 'dense' in its footprint, and almost none this high.

4. I also dispute Mr Anfang's and the developer's assertions that an 80+ senior care facility will not generate significant amounts of traffic and parking congestion along Eleanor and Scheffer Avenues. Our side streets are narrow and parking tight as is, it stands to reason that there will be family, friends and employee traffic and overflow parking needs. Is the city

doing any traffic or parking studies, or simply depending on the the developer's assertion that most residents are too old to drive?

5. There is simply no other building on Snelling in Highland (and perhaps anywhere in Highland) that is this 'dense' in its footprint, and almost none this high.

Andrew Rose
Highland Park, Saint Paul

I read the zoning change application and variance requests. I believe this development as designed is well suited for the site. We need these kinds of projects to meet the needs of our aging population and frankly, I can't think of a better location to help city-dwelling people transition through the later stages of their lives.

Nobody wants to be called a NIMBY (or any name for that matter), but I think Saint Paulites need to be more willing to accommodate change. I understand the concerns of the residents in the immediate vicinity of the development, particularly the impact of the building shadow in the late afternoon. This will certainly be a change for them after enjoying many years adjacent to a fairly lightly-used commercial property with a lot of open space. There will still be unimpeded light from all other directions, including the all-important south. Maybe a small consolation, but AC bills will be lower for the 2 adjacent homes on Scheffer and Eleanor.

It seems that we're not using actual data about traffic impacts, so I'll add my opinion to the mix. Personally, I feel the new zoning designation is perfectly appropriate for this high volume road (in fact, a state highway). The pending A-Line bus rapid transit line (BRT) makes this an even more ideal location. Residents of this building will have high-frequency access to every conceivable amenity in the Twin Cities within one transfer. I can think of few other sites that would be so conducive to an active lifestyle for non-drivers.

The driveway variance request is a no-brainer given the site orientation. Even scaling down the building wouldn't change that this is the best location for a driveway on the site, and a driveway is obviously necessary no matter the site use.

As an aside, I never imagined there could be any sentiment against the Carondelet property on Fairview. It is very far off the road behind a wooded lot. I haven't noticed a change in traffic, but Fairview has always been an unpleasantly busy street in my mind. I've said this in other forums, but don't assume the Ford site redevelopment will make traffic worse. I think it will be neutral or even beneficial because the street grid will be reconnected through the site. Currently the site forces traffic on southbound Cretin and westbound Montreal onto Ford Parkway and Cleveland.

Kevin Gallatin
Highland Park, St. Paul

Mr. Gallatin, thank you for your comments,

While some might have issue with 'meeting the needs of our aging population' or change in general, this grossly mischaracterizes the opposition to the Waters Senior Living plan.

We as neighbors have issue with the size of the building in relation to the property. We also take issue with the supposition put forward by the developer that this facility won't generate a significant increase in traffic and parking on Scheffer and Eleanor. Of course Snelling Avenue is a great location for a senior care facility. I don't think anyone is challenging that.

Why can't the City mandate a development that is more in scale with other buildings on Snelling and in Highland, in line with the open spaces and suburban feel of Highland Park? Why have zoning ordinances at all if the City Planners rubber stamp variances? Why are there no master plans, no guidelines for the urban development in our mostly residential neighborhood? Why have the neighbors been effectively shut out of the process until now, when it feels a done deal?

I don't have those answers, but I do know the developer, a for-profit entity, finds that they cannot maximize their return on investment on facilities smaller than around 100 units. And they will maximize their profits while our property values decrease. Demanding that the neighborhood concerns be part of the planning process may be 'NIMBY', I call it 'sound fiscal policy'.

I work extensively with Ebenezer, the senior services arm of Fairview Health Services that manages senior care facilities throughout the metro and outstate. A number of their properties are well under the 100 unit threshold that Mr. Jensen, the developer, says is the 'sweet spot' for maximizing operational efficiency (read: largest profit).

My guess is, if you were faced, as I am, with the prospect of a 46 ft. wall cutting off a good portion of your southwest sky you wouldn't be so quick in your judgment of the merits of this particular project.

Andrew Rose
Highland Park, Saint Paul

Andrew, you've been clear that your concerns are density and height, not the site's use as senior housing.

As an aside, it's indisputable that our elderly population is at a historic high, and I think everyone agrees that it serves the public good to provide for them. However, it is not unusual to find opposition to them. Senior housing and memory care are LULUs- Locally Undesirable Land Uses. That's why they are typically sited in less desirable locations such as University and Fairview, or in awful suburban location where the elderly are relegated to a child-like dependence on others. We should all be fortunate enough to reach old age and live in a nice facility in a nice community that affords us some dignity.

It's reasonable to ask if zoning laws are appropriate for our area. I wouldn't characterize this area as "suburban", or even just residential. This part of Saint Paul is urban and mixed use, with commercial and low to medium density residential all around the site in question. Some of the residential buildings are similar to the subject site, including 3 to 3 1/2 story residential. I said it before but it's important to note that Snelling is a state highway and is the busiest street in Saint Paul (though not this far south). If we're going to be extremely restrictive on development here, there's little hope for medium density development anywhere in Saint Paul.

I like the idea of having a master plan or framework that addresses the goals of the community. In this era I think that would be more informative than strict zoning and codes, and can help residents decide where to live and invest. I don't know if we have one in Highland. If we do, I sure hope it would allow for more density and mixed uses. Restrictive single use zoning is what created the nightmare of suburban development, where cars are necessary for every trip. In the city it is routine to update zoning and codes.

My personal bias is that individual property rights should allow most non-nuisance uses. As a fellow property owner, I can understand frustration over having little say on a project with externalities that impact my property. On the flip side, if I purchased a property with the reasonable expectation of using the property for a certain purpose, then that purpose were blocked, I would be frustrated at being deprived of my property rights. Why should a developer be expected to highly publicize their private enterprise, essentially begging for opposition to their own property rights? I see their profit motive as irrelevant. We all own property to derive value of some kind from it.

The mass of the building doesn't seem unreasonable (for those who have not read the documents, the building as designed is 14 INCHES taller than allowed, and it meets setback requirements). Normally I'd suggest stepping back the upper floors to reduce the mass, but there's no point in doing that in a U-shaped building where the opening is where the stepped back floors would be. It would be nice if the developer or city would provide you with renderings of the shadow. I'm sure they already have it and could provide it as a courtesy...or you could ask the city to require it.

Your suggestion that the city "mandate" a particular use or design is beyond their powers, thankfully. The required public process was followed. The facility and the property taxes generated will greatly benefit the community. I think it's appropriate to approve these variance requests. I know, I'm just some guy living a few blocks away and am not personally injured by this. I'd like to think I'd be consistent if development ever comes my way.

Kevin Gallatin
Highland Park, St. Paul



January 16, 2014

The Zoning Committee of the Planning Commission
Planning and Economic Development
1400 City Hall Annex
25 West Fourth St
Saint Paul, MN 55102

The Highland Business Association (HBA) would like to submit this letter of support for The Waters of Highland Park, 678 South Snelling Ave. We support the request for a Conditional Use Permit and two variance requests for the project at 678 South Snelling Ave. The HBA's purpose is to "promote and support" the Highland business community. While we recognize that change can be hard for some, the need for senior housing is recognized in the Highland Park neighborhood.

We feel very strongly about the positive affects this business would have on the Highland area. New businesses create additional traffic which is positive for all of us in the business community. Additionally, a new business opening is a sign of a strong and healthy community.

We hope that our support will be recognized.

Kari Tierney,
Executive Director
Highland Business Association

Clapp-Smith, Merritt (CI-StPaul)

From: David Cheesebrow <dcheesebrow@gmail.com>
Sent: Thursday, January 16, 2014 8:44 AM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: Fwd: Waters Senor Living Zoning Meeting last night

----- Forwarded message -----

From: David Cheesebrow <dcheesebrow@gmail.com>
Date: Wed, Jan 15, 2014 at 4:04 PM
Subject: Waters Senor Living Zoning Meeting last night
To: merritt.clapp-smith@ci.stpaul.mn.us

Merritt,

I want to thank you for having this meeting and how it was conducted. I am writing to say I support this project. I know well the need for such care as St. Paul has a growing increase in elderly, especially those in the old-old category (85+ age group). I know from my work in aging that people prefer to stay in their own homes but when that is not possible, they really wish to stay in the neighborhood.

The concerns expressed were mostly by those least affected by the project. My wife (who gave the history of the neighborhood) and I are confident the Water's Corporation will continue to work with the neighborhood especially those most affected by this project. I actually see a for profit building which is quiet, paying taxes, and less obtrusive than most commercial entities.

The traffic issue on Scheffer is a real one and a dangerous one especially in the summer. As the neighborhood now has more children as it "turns over", the speed and lack of attention to the conditions of children playing near the street is not taken into account by many drivers and that may also be those who live in the neighborhood. Stop signs are not attended to especially at Brimhall and Scheffer. But this is a separate issue that needs to be addressed by the city traffic and local police district.

Living so close to Snelling, I have many ambulances going up Snelling often to single family home (I am an avid police/fire scanner listener). I am more disturbed by the large semi's truck during the night.

Thank you again and I will not be able to attend the meeting tomorrow but I wanted to get my comments to you.

David Cheesebrow
1556 Scheffer Avenue
St. Paul MN

--

Professor David Cheesebrow, RN, M.A.P.A., M.A., CEN, CCRN-E
Associate Professor
2011-2012 FLAGG Fellow
Bethel University
3900 Bethel Drive
HC 239
St. Paul, MN 55112
651-638-6791
d-cheesebrow@bethel.edu

"Without Him, I am nothing, but with Him "I can do all things through Him who strengthens me". Philippians 4:13.

--

Professor David Cheesebrow, RN, M.A.P.A., M.A., CEN, CCRN-E
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Clapp-Smith, Merritt (CI-StPaul)

From: tracerph@aol.com
Sent: Thursday, January 16, 2014 2:29 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: Objection to "The Waters" zoning variances

As a St Paul resident near the intersection of Eleanor and Snelling Aves, I object to the zoning variances sought to construct "The Waters" senior living facility. The requests for multiple variances (rezoning, building height, driveway set back, green space requirements) clearly shows that this plan does not fit the neighborhood or the lot.

A large facility should not be wedged onto a small lot, especially so close to single family homes. In addition, there are many rental apartments in the area that already utilize off-street parking; "The Waters" would only add to the parking congestion at the Eleanor/Snelling intersection.

A smaller facility that utilizes it's own parking lot and doesn't literally shadow it's neighbors would be acceptable. A large building wedged onto a small lot is not appropriate for this neighborhood.

Tracy Taubert
1500 Eleanor Av
tracerph@aol.com

Clapp-Smith, Merritt (CI-StPaul)

From: Aynsley Smith <smit0288@umn.edu>
Sent: Thursday, January 16, 2014 12:10 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: Opposition to variances

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am writing as a neighbor with serious concerns about the proposed Waters Senior Living Project on 678 Snelling Avenue.

I attended the community meeting Tuesday night. I was very concerned about the building size, traffic impact (unstudied), green space reduction for residents, approach to interacting with neighbors (putting a driveway within 3 feet of a private owners property/home).

I think that this is too big of a building on this property/neighborhood as evidenced by the need for 3 variances. It likely will impact property values and the neighborhood feel of this street. I do not believe the Waters group have adequately addressed the questions posed such as the possibility for a smaller building or details on negative impact on property values impact.

I think that the Highland Council should work with the current owners to explore other possible developers or use for this space (does the Gloria Dei have any interest, can it be green space, adopted by the city).

Aynsley Smith

1547 Eleanor Avenue
Saint Paul, MN 55116

January 16, 2014

Via Email

Merritt Clapp-Smith
Senior City Planner
Saint Paul Zoning and Planning Commission
1400 City Hall Annex
25 Fourth Street West
Saint Paul, MN 55102

Re: 13-253-080: The Waters Senior Living

Dear Ms. Clapp-Smith:

I am writing to provide my comments to the Zoning Committee about the requested zoning variances related to the proposed development of The Waters Senior Living at 678 Snelling Avenue in Saint Paul between Eleanor Avenue and Scheffer Avenue.

I attended the Highland District Council's Community Development Committee meeting on Tuesday, January 14th, which as you know was attended by many resident stakeholders who expressed concern about the proposed development.

Several of the resident stakeholders who attended the meeting, myself included, stated that we did not receive notice of the Community Development Committee's three prior meetings regarding The Waters project. Nor had many of us received notices from the City of Saint Paul Planning Commission about the proposed development. I understand that my neighbors who live on either side of me did not receive such notices either. Rather, most of us learned about the proposed development in a recent issue of *The Highland Villager* or by word of mouth from the owners of the Bradshaw Funeral Home. Resident stakeholders would have made our concerns known and voices heard earlier in this process had we had proper notice of the proposed development.

Although I am not thrilled about it, I do not object to the building of an assisted living facility in this location. However, I do object to the requested zoning variances for a driveway setback and minimum green space requirement.

Proposed Zoning Variance for Driveway Setback

Of utmost concern to me is the requested zoning variance for a driveway setback because it presents a **public safety** issue. I object to locating the driveway within 3.2 feet of the adjacent single family residential property at 1559 Eleanor Avenue because it will make worse existing traffic and parking issues on Eleanor Avenue.

Currently, the area along the south and north sides of Eleanor Avenue, between Snelling Avenue and the driveway entrance to Bradshaw Funeral Home, is occupied by cars belonging to residents of the apartment buildings located on the west side of Snelling Avenue who park their cars there. Further adding to the congestion on Eleanor Avenue is that fact that at various times during the week, parking overflows the Gloria Day Church parking lot onto Eleanor Avenue where churchgoers park from Snelling Avenue to well beyond the eastern border of the church parking lot. Unfortunately, some churchgoers park in areas designated as No Parking along the south side of Eleanor Avenue as well as block residents' driveways along the north side of Eleanor Avenue, making the area **dangerous and unsafe**. The situation worsens during the State Fair because Gloria Day Church is a Park and Ride location that provides bus transportation to the fairgrounds, leading to even more traffic and parking along Eleanor Avenue.

Reducing the driveway setback from the required 25 feet to 3.2 feet will necessarily force traffic farther to the east on Eleanor Avenue. Cars will be entering and/or exiting the facility 21.8 feet farther east, closer to residents' homes, and into an area that is often congested already.

Statements made by the developer, Jay Jensen, at the meeting on the 14th, did little to reduce my concerns about increased traffic and parking. Where visitors of The Waters will park remains uncertain. While addressing resident stakeholders' concerns about increased traffic and parking, Mr. Jensen stated that The Waters has a lease to purchase agreement with Hodroff-Epstein Memorial Chapel (located at 671 South Snelling Avenue) for the parking lot on the northern part of the proposed development, which will be used by visitors to The Waters. However, later in the meeting Mr. Jensen stated that Hodroff-Epstein is not able to sell the parking lot because it is required to own it to provide parking to its own customers. As such, it appears that there has been a misrepresentation regarding potential ownership of the parking lot. Further, Mr. Jensen seemed to minimize the amount of parking necessary for staff and residents and did not provide sufficient assurances that staff would be required to park off the street in the underground parking garage. Insufficient on-site parking available for staff, residents, and visitors of The Waters will cause increased traffic and parking along Eleanor Avenue, adding to a situation that is often dangerous already.

There are several families along Eleanor Avenue, including mine, that have small children. I fear that granting the zoning variance and locating the driveway to be set back 3.2 feet will add to traffic in the already busy area, worsen a dangerous parking situation, and present a public safety issue.

I understand that a traffic study has not been conducted to determine the potential public safety problems. I request that one be conducted before any variance is granted.

Proposed Zoning Variance for Decreased Minimum Green Space

Regarding the proposed zoning variance for green space, I object to decreasing the minimum requirement of 150 square feet per resident for an assisted living facility in a traditional neighborhood district.

The developer is requesting to reduce the green space from 13,500 square feet to 9,037 square feet in the courtyard and rear yard - 67% of the total required, for a variance of 4,463 square feet.

By all accounts, the proposed building is very large for the lot size. I question the impact decreased green space will have on the quality of life of residents who due to their age and limited mobility already have limited and access to the outdoors. Further, reducing the green space will negatively impact the essential character and aesthetic of our traditional residential neighborhood.

Sincerely,

Toni M. Lee

cc: Chris Coleman, Mayor (via email)
Chris Tolbert, Councilman (via email)

Clapp-Smith, Merritt (CI-StPaul)

From: Andrew Rose <drewstpaul@gmail.com>
Sent: Thursday, January 16, 2014 12:01 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: Waters Development

Ms. Clapp-Smith:

I may not be able to make the zoning commission meet today, hard to get away from my work. But I want to go on record in my opposition of granting the zoning variances and/or conditional use 'variance' for the Waters Senior Living of Highland project.

I live at 1552 Scheffer, 2 doors east of the Bradshaw property/Hodroff parking lot. The building will eclipse most of my Southwest sky which will, I believe, have a significant and negative effect on my property value. I fear that I will be underwater on this property if Waters gets built, I just purchased in June 2013.

My opposition to this project centers mostly on the size of the development: This will be one of the biggest buildings in Highland Park, has no equal in terms of height/density, certainly there are no 4 story building in the area. While the developers have designed a facility that just pushes the bounds of the zoning ordinances already in place, I feel that you as a city planner have a responsibility to deny these variances and help compel the developers to plan a facility that more closely matches the size of the property and the neighborhood in general. I just don't understand why I have to pay for a developer's profit.

Bulleted, the full litany of issues we have as neighbors to this development:

- Increased traffic. This is a large 4 story building with lots of employees, residents, and visitors. Snelling, Scheffer, and Eleanor Avenues will experience increased car and truck traffic, yet nothing has been done to study the impact.
- The driveway into the property will be 3.5 feet from the neighboring residence. Zoning requires 25 feet. Because the neighbor is a renter the developer, city, and district council don't think the impact is important. This is the wrong attitude because we would like to see a development that makes the neighboring properties more attractive, thereby more apt to be occupied by an owner, not a renter. The location of the driveway on Eleanor Avenue will increase traffic on an already stressed street impacted by a large church.
- The green space is very small and hidden from the community's view within a building recess.
- The building is very tall and will cast large shadows and block views. It will be very physically imposing and will significantly change the character of the vicinity.
- The surface parking lot communicates with Scheffer Avenue at a point already congested by drive through traffic at Arby's. This will also increase traffic on Scheffer Avenue between Snelling and Hamline, which is already quite heavy at times with cars and trucks traveling at excessive speeds.
- The building has no loading dock and the owners expect to park delivery trucks and ambulances on Snelling Avenue, which is a state highway. This is not a good plan because it could effect future decisions on redevelopment of Snelling Avenue for transit.
- The developers plan to make the property available for neighborhood functions beyond the scope of the stated use of assisted living. This sounds good and generous of them, but in practice it will increase traffic and impact on the neighbors.

- The building plans to have no lights on the Snelling Avenue side and it is questioned if having a dark building at night will add to neighborhood security risks. We already have a crisis of burglaries in the immediate vicinity and we do not need more risks.
- The neighbors feel strongly that this development is too large and dense for the location and will decrease home values and shut down investment in residential properties in the immediate vicinity.
- Many of the neighbors feel that the Highland District Council and City of Saint Paul did not diligently seek neighborhood input in the early stages of planning. None of the neighbors at the meeting said they had received required notices until December, even though public meetings had been held starting in June 2013.

If the city grants an outside developer these variances at the expense of the neighbors there will be a break in trust between ordinary people and the city government. We need to know that the needs of every day people count and will not be ignored in order to arbitrarily satisfy the requirements of a developer that is out of step with community standards. We need the zoning for this property to remain as-is so that the neighbors can continue to enjoy the neighborhood under the current terms of community standards.

With due respect to our municipal and neighborhood entities, it is clear that Highland District Council and City of Saint Paul are firmly in accord with recommending the zoning variances and Conditional Use Permit requested by the developers. This is despite very strong concerns voiced by neighbors like me who stand to lose a lot from this in terms of reduced quality of living and property values. A development of such a large scale in a residential neighborhood should be designed to benefit the neighborhood. Yet nothing has been offered to the neighborhood in terms of traffic calming & mitigation or public amenities.

Regards,

Andrew Rose
1552 Scheffer Ave.
651.270.0847

Clapp-Smith, Merritt (CI-StPaul)

From: Naomi <mimiomi@gmail.com>
Sent: Wednesday, January 15, 2014 4:14 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: The Waters of Highland

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Ms. Clapp-Smith.

I am writing because I am quite upset about a new development that is planned to go up at the end of our block of Eleanor and Snelling Avenues. I have real concerns about the large size of the building, the increase in traffic and parking (including putting their driveway right next to the driveway of a house), the reduction in green space, etc. this is a family neighborhood with lots of children who play outside - including my little one that will be outside. We already have parking issues from church visitors who park illegally or block our driveways. It is not safe. Also, the shadow study the developer did was for 9, 12 noon and 3pm (in the winter??) but in the summer, we enjoy our yards until well after 8pm. The building will bring more strangers to the area, way more traffic and will block our light and view.

I am very unhappy about this and I am not sure what can be done about it.

Thank you for your attention.

Naomi

Clapp-Smith, Merritt (CI-StPaul)

From: Norma Cheesebrow <njcheesebrow@gmail.com>
Sent: Wednesday, January 15, 2014 7:16 AM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: Zoning meeting - Waters Senior Living

Follow Up Flag: Follow up
Flag Status: Flagged

Merritt,

This note is in regards to the Waters Senior Living zoning meeting tomorrow afternoon. I did attend last nights meeting with the Highland Council. I at this point do not plan on attending the zoning meeting but have a few follow-up questions. I have been in the loop with some neighbors on some e-mail you have already sent and addressed some concerns. As I stated last night I am okay with Senior Living coming in as my immediate neighbor. Would always prefer going back to single family housing but I know on Snelling that is not possible anymore. I believe the variances they are asking for are reasonable. I do have concerns about the lot next to my house and the traffic flow from that and the current problems with Scheffer and increased Arby's traffic. You mentioned someone we could speak to in the traffic division. Would you please e-mail me that person contact information so I may address these concerns with them? If I think of anything else I will write you back. Thank you for your time and presentation at last nights meeting.

Sincerely,
Norma J Cheesebrow (1556 Scheffer Ave - cell number 612-619-0672)

Clapp-Smith, Merritt (CI-StPaul)

From: Anne Carroll <carrfran@gmail.com>
Sent: Monday, January 13, 2014 4:15 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: Waters of Highland Development: Comments for public record

Dear Ms. Clapp-Smith –

Below are my comments on Waters of Highland development, for inclusion in the public hearing comments:

I am very pleased to see more opportunities for our neighbors to still live in the neighborhood as they age. My 100-year-old (I)neighbor is still able to care for himself at home, but in spite of caring family and friends is lonely and looking for alternatives. Carondelet would be perfect for him, but the wait is still 5 years (as it has been from the beginning). With clear data showing our neighborhood aging and the increasing number of "active seniors," we need more housing options for elders in our neighborhood. I applaud the Waters design with underground parking for all residents and staff, a U-shaped design so units will have good light, green space to make it beautiful and address stormwater runoff, an attractive façade, a continuum of care within the building to meet residents' needs, located on a good bus line and with direct links to both the Hiawatha and Central Corridor LRTs, a variety of opportunities and services planned on site, and a scale that makes it affordable for both the developer and, more importantly, the residents.

-- Anne Carroll...walking, biking, and driving by this parcel daily

Anne R. Carroll
1357 Highland Parkway
St. Paul, MN 55116

1486 Scheffer Ave.
St. Paul, MN 55116

Dec. 29, 2013

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

Re: 13-253-080 The Waters Senior Living

I am writing to inquire what community communication process has occurred surrounding the construction of the Waters of Highland Park at 678 Snelling Ave. As a homeowner on the affected block of Scheffer Ave., I first heard of this project in an article in the current Dec. 18 issue of the Villager.

According to minutes on the websites of the Community Development Committee of the Highland District Council, a community meeting was referred to by the developer, but no notifications of such a meeting were ever received by myself or my neighbors. No documentation is provided that such a meeting actually took place or who attended it or what issues were raised. Approval for this massive project to be built at the end of our block was already passed at your last meeting, but this should be reconsidered if there indeed was not community input.

The west ends of both Scheffer Ave and Eleanor Ave at Snelling are rental property. Any notification to those owners was unlikely to inform anyone in the immediate neighborhood, including their renters, of the impending nature of this project. Nor were absentee landlords likely to be concerned with the impact of the footprint of the proposed Waters of Highland development.

From the available material online at the Highland District Council and Zoning Committee websites, the proposed new building will closely abut the property lines, have minimum green space around it and will tower over the neighboring single family homes not only immediately adjacent to the site but for many lots further into the neighborhood. The height, mass and square character of the proposed building are likely to put many lots in shadow, changing the neighborhood aesthetic. My fear is that many more homes at the west ends of these blocks will become rental instead of owner occupied as a result of this construction project.

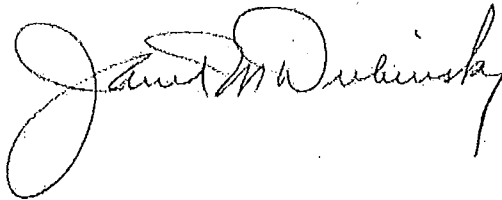
From what I can glean from the various minutes online, no consideration has been given to the increased traffic such a facility will bring to our residential streets. Families do visit relatives who live in these facilities and their visits will create both increased traffic and parking demands on our streets. The underground parking is described for staff. Already it is difficult to make a left turn from Scheffer or Eleanor onto Snelling. Will a stoplight be installed at the Scheffer-Snelling intersection to accommodate this increased traffic?

From my own experience caring for parents in similar facilities, comfortable and accessible egress and ingress are critical for this aged tenant. The project plans do not include any sort of pick up and drop off site for the seniors who will be living in the building. The formal entrance faces Snelling where no one will feel comfortable parking and trying to load a senior from a wheel chair or walker into their car while surrounded by traffic. The north side entrance facing the Hodroff parking lot is a tiny door with no lobby associated with it, so no senior will feel comfortable waiting for family at that location. At neither entrance will seniors be sheltered from inclement weather.

Apparently the only obstacle remaining to the construction of this oversized building is the variance to place the driveway within 3 feet of the property line instead of the required 25 feet. I want to register my formal opposition to that variance as it will permit this massive building to be placed immediately adjacent to existing single family homes. Respecting the 25 foot setback will provide a minimum of visual and auditory buffer space between this large building and the neighborhood.

I have no objection to the idea of building a senior facility at the end of our block. However, the planners of such a project need to position and proportion it so that it will blend into the existing neighborhood aesthetic and to provide accommodations for the prospective tenants and their families so that building access does not disrupt the quiet nature of the neighborhood behind them.

Sincerely,

A handwritten signature in cursive script, reading "Janet M Dubinsky". The signature is fluid and stylized, with a large loop at the beginning and a long, sweeping tail.

Janet M Dubinsky

Comment on "The Waters" proposal for 678 S Snelling

Received by Merritt Clapp-Smith as phone message 1/8/2013

Caller did not provide a name, phone number or address

"Hi, I'm calling in regards to the postcard I received for "The Waters" at 678 Snelling. I've been in the neighborhood for over 40 years. I am very concerned about the additional traffic on Sheffer and on Eleanor, and about the parking; very concerned about that. I won't be able to attend the Jan. 16th meeting and therefore I'm calling in. Thank you. "

[Caller ID of 651-690-43XX matches for an address on Brimhall St in the notification area]

Deborah Karasov



1498 Scheffer Avenue Saint Paul MN 55116
dkarasov129@gmail.com

January 9, 2013
Zoning Committee
City of Saint Paul

My name is Deborah Karasov and I thank you for your work as citizens on this committee, as well as this opportunity to offer my comments. Although I live on the same block as the proposed development, 11 houses away, I received no official notice from the city of the pending development, nor of this zoning hearing. This in itself is disappointing, as witnessed by 25 frustrated residents showing up to a last minute information meeting finally organized Tuesday night.

Standards are the key to realizing everything this city is trying to achieve in terms of progressive urban design and architecture, and the variances and conditional permit you are contemplating today undermine this completely. As a member of the Ford Task Force, I supported a vision that says a dense multi use development is not inconsistent with a neighborhood of single homes and river parkway-if standards are followed and neighborhood engagement is sincere. As a member of the city's green task force, I participated in discussions that set a tone for Saint Paul's leadership in sustainable development—again with the understanding that standards and engagement are key.

These activities all depend on trust and good faith that developers try their best to put forward high quality projects, allowing for all questions, and that city staff and building committees follow design standards in reviewing them. If not, residents will never trust new development. At the informational meeting Tuesday night, no one explained why Waters of Highland Park cannot propose a slightly better scaled project that meets standards for height, setback, landscaping and green space. No one explained why the developer is leasing the parking lot adjacent and not making it part of the development; perhaps the resulting size would imply certain other standards. And rightly so.

Since neighbors have not been part of the process, all we have to go on is the request before you now, which seemingly represents a disregard for the development's impact on traditional neighborhoods. The green space is about 28% under code; the setback is 87% under code and the height conditional permit request, while modest, exacerbates the effect of the other code discrepancies. In summary the total design seems indifferent to the neighborhood scale.

I do not object to the project of senior living. I am disappointed that the neighborhood was not engaged in a more direct manner, so that our only recourse is an appeal at this time. There are many other issues, such as parking and traffic on the residential streets, but the city has left the action before you today as our only avenue to engage. The Waters company has four other projects opening this year and two that just opened last year. The Edina development faced a contentious debate of over a year, and among other issues, was criticized for its oversized bulk relative to the neighborhood. The project that was finally approved was downscaled.

I implore this committee to reject these variances and conditional permit request and encourage the developer to bring back a project that better fits the site and neighborhood. Let's break the cycle of distrust and work together to further the progressive stance towards economic development that this city is trying to demonstrate.

Thank you for this opportunity.

Sincerely,
Deborah Karasov

Clapp-Smith, Merritt (CI-StPaul)

From: Mark Palmquist <palmquist.mark@gmail.com>
Sent: Wednesday, January 15, 2014 12:17 PM
To: Dady, Erin (CI-StPaul)
Cc: Tolbert, Chris (CI-StPaul); Clapp-Smith, Merritt (CI-StPaul); Highland District Council; dubin001@umn.edu; handeye@comcast.net
Subject: Waters of Highland Park

Dear Erin,

I wish to bring to the Mayor's attention the Waters Senior Living development and neighborhood concern & opposition.

Waters Senior Living has proposed a very large development on Snelling Avenue (east side) between Scheffer and Eleanor Avenues. This will be one of the biggest buildings in Highland Park and will negatively impact the surrounding home owners, including myself.

This development is not appropriate to the location and is out of step with community standards, evidenced by the several zoning variances and conditional use permit required by the developers:

- The building is too high for the location and requires rezoning.
- The driveway is too close to the neighboring properties and requires a variance.
- The green space provided is too small and requires a variance.

The developers say they need the variances to make their pro forma work, but neighbors like me also have a pro forma. I have invested in my home (less than 400 feet from the development) for 20 years and have done so based on the protections of our zoning ordinances. If zoning is changed to satisfy a developer (who is not a community stakeholder) my property will be negatively impacted and I (and the other neighbors) will shoulder the burden of the development.

Approximately 20 residents affected by the development attended an informational meeting at the Highland District Council and raised the following objections and concerns that I share:

- Increased traffic. This is a large 4 story building with lots of employees, residents, and visitors. Snelling, Scheffer, and Eleanor Avenues will experience increased car and truck traffic, yet nothing has been done to study the impact.
- The driveway into the property will be 3.5 feet from the neighboring residence. Zoning requires 25 feet. Because the neighbor is a renter the developer, city, and district council don't think the impact is important. This is the wrong attitude because we would like to see a development that makes the neighboring properties more attractive, thereby more apt to be occupied by an owner, not a renter. The location of the driveway on Eleanor Avenue will increase traffic on an already stressed street impacted by a large church.
- The green space is very small and hidden from the community's view within a building recess.
- The building is very tall and will cast large shadows and block views. It will be very physically imposing and will significantly change the character of the vicinity.

- The surface parking lot communicates with Scheffer Avenue at a point already congested by drive through traffic at Arby's. This will also increase traffic on Scheffer Avenue between Snelling and Hamline, which is already quite heavy at times with cars and trucks traveling at excessive speeds.
- The building has no loading dock and the owners expect to park delivery trucks and ambulances on Snelling Avenue, which is a state highway. This is not a good plan because it could effect future decisions on redevelopment of Snelling Avenue for transit.
- The developers plan to make the property available for neighborhood functions beyond the scope of the stated use of assisted living. This sounds good and generous of them, but in practice it will increase traffic and impact on the neighbors.
- The building plans to have no lights on the Snelling Avenue side and it is questioned if having a dark building at night will add to neighborhood security risks. We already have a crisis of burglaries in the immediate vicinity and we do not need more risks.
- The neighbors feel strongly that this development is too large and dense for the location and will decrease home values and shut down investment in residential properties in the immediate vicinity.
- Many of the neighbors feel that the Highland District Council and City of Saint Paul did not diligently seek neighborhood input in the early stages of planning. None of the neighbors at the meeting said they had received required notices until December, even though public meetings had been held starting in June 2013.

If the city grants an outside developer these variances at the expense of the neighbors there will be a break in trust between ordinary people and the city government. We need to know that the needs of every day people count and will not be ignored in order to arbitrarily satisfy the requirements of a developer that is out of step with community standards. We need the zoning for this property to remain as-is so that the neighbors can continue to enjoy the neighborhood under the current terms of community standards.

With due respect to our municipal and neighborhood entities, it is clear that Highland District Council and City of Saint Paul are firmly in accord with recommending the zoning variances and Conditional Use Permit requested by the developers. This is despite very strong concerns voiced by neighbors like me who stand to lose a lot from this in terms of reduced quality of living and property values. A development of such a large scale in a residential neighborhood should be designed to benefit the neighborhood. Yet nothing has been offered to the neighborhood in terms of traffic calming & mitigation or public amenities.

Erin, with everybody trying to push this project through, I am respectfully requesting that the Mayor's Office be the advocate for us neighbors. We urgently need your help because the Zoning Commission will hear this tomorrow, the 16th, and the Planning Commission will meet on January 24.

Thank you for your attention and interest in this issue of great importance to me and my neighbors in Highland Park.

Regards,

Mark Palmquist
1515 Scheffer Avenue

PS: by cc of this email I wish to formally enter the stated concerns above on the record for the Zoning Committee meeting on 1/16/14.

Clapp-Smith, Merritt (CI-StPaul)

From: Knebes, Joanne <joanne.knebes@pubdef.state.mn.us>
Sent: Wednesday, January 15, 2014 2:37 PM
To: Clapp-Smith, Merritt (CI-StPaul)
Subject: The Water of Highland

The purpose of this email is to state my concerns about the proposed new development on Snelling and Eleanor/Scheffer. There are many issues that have not been taken into consideration for a building of this size. . My main concern is the traffic and parking issues. With the church (Gloria dei) and the apartments on Snelling who use Eleanor Avenue for parking, the new proposed building will only add to the problems.

The first neighbors heard of this was in the paper and we never received any information from the City Council.

Please take the time to do the studies and listen to the residents. This neighborhood is a great place to live and I would hate for that to change.

Thank you.

Joanne Knebes
1551 Eleanor Avenue
St. Paul, MN 55116
651-695-8317



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

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

DATE: January 14, 2014

TO: Planning Commission

FROM: Comprehensive Planning Committee

RE: Amendments to Chapter 64 - Signs

Background:

The Saint Paul Zoning Code is established to promote and to protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community. Section 61.801(a) of the Zoning Code requires periodic review and reevaluation of the code, and Section 61.801(b) authorizes the Saint Paul Planning Commission to initiate amendments to the code. A number of minor text edits are needed in order to update and clarify the Zoning Code to better accommodate modern signage, current standards and practice, and interpretations by the Zoning Administrator.

Recently, two issues regarding signs have been brought forward to staff for consideration.

1) Chapter 64 – Signs does not accommodate signs proposed for the new Lowertown Ballpark. The chapter references Midway Stadium as well as “professional sports facilities,” but does not provide for the Lowertown Ballpark. Midway Stadium references could be struck.

2) The Green Line stations are proposed to have advertising kiosks. Advertising kiosks at LRT stations are not addressed in Chapter 64 – Signs, nor are they addressed in other sections of the city’s Legislative Code. Other types of transit stops are addressed, and those provisions might be amended to include advertising kiosks.

Recommendation:

The Comprehensive Planning Committee recommends that the Planning Commission initiate a study to consider updating and clarifying Zoning Code Chapter 64 – Signs and to address proposed signage for the Lowertown Ballpark and for LRT Stations.

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

CHAPTER 64 - SIGNS TEXT AMENDMENTS

WHEREAS, the Saint Paul Zoning Code is established to promote and to protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community; and

WHEREAS, Section 61.801(a) of the Zoning Code requires periodic review and reevaluation of the code, and Section 61.801(b) authorizes the Saint Paul Planning Commission to initiate amendments to the code; and

WHEREAS, Chapter 64 - Signs of the Saint Paul Zoning Code, does not accommodate signs proposed for the Lowertown Ballpark, nor does it contain reference to the Lowertown Ballpark; and

WHEREAS, Chapter 64 – Signs of the Saint Paul Zoning Code does not address advertising kiosks at LRT stations; and

WHEREAS, a number of minor text edits are needed in order to update and clarify the Zoning Code to better accommodate modern signage, current standards and practice, and interpretations by the Zoning Administrator;

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission initiates a zoning study to consider text amendments to Chapter 64 – Signs of the Zoning Code to include reference to the Lowertown Ballpark, to address potential advertising signs at LRT stations, and to update and clarify the chapter.

moved by _____
seconded by _____
in favor _____
against _____



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6700
Facsimile: 651-266-6549*

Date: January 7, 2014
To: Planning Commission
From: Comprehensive Planning Committee
Subject: Initiation of Broader Parkland Dedication and Park Impact Fee Study

This memorandum summarizes the steps that were taken as part of the 2011/2012 study of amendments to the parkland dedication ordinance, describes recent legislation and court actions that have impacted the previous work, and recommends the initiation a new, broader parkland dedication and park impact fee study.

Ordinance Background and 2011/2012 Study Summary

In 2007, the City adopted §69.511, Parkland dedication requirements, as part of Saint Paul's subdivision regulations, which remains in place today. This ordinance was based on the enabling legislation for municipal subdivision regulations in Minnesota Statutes 462.358 and has a two-part parkland dedication requirement:

- §69.511(b), *Parkland dedication at the time of platting*, a standard base percentage of the land at the time of platting that applies to all platting of land for residential, commercial, or industrial development; plus
- §69.511(d), *Parkland dedication at the time of building permits*, additional parkland dedication that applies to residential, commercial, or industrial development at the time of building permits based on the type, intensity and density of the use of the land.

On November 18, 2011, the Planning Commission initiated a zoning study to consider the following amendments to §69.511, Parkland dedication requirements, of the Subdivision Regulations:

1. An amendment to §69.511(b) to base the amount of required parkland dedication at the time of platting just on the total acreage of new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland, bringing the text of this code requirement into greater conformance with state and federal law, consistent with City Council variance decisions; and
2. Amendments to §69.511(d) to decouple the parkland dedication requirement at the time of building permits from parking, and replace it with different measures of density and intensity of use that are always known, easy to track, and would result in a roughly similar amount of parkland dedication so that even if a development has no

parking there would still be a parkland dedication requirement, and so that the requirement is proportionate to the need for parkland created by the development as required by state law.

On February 10, 2012, the Planning Commission held a public hearing on the draft amendments. Two people spoke at the public hearing and staff received three letters related to the proposed revisions. The amendment to base parkland dedication at the time of platting on the area of new lots for new development did not receive any comment by the public either at the public hearing or in the letters submitted. However, the amendment to decouple parkland dedication at the time of building permit from parking received significant comment and raised questions about the legal basis of the practice itself.

Since the public hearing, staff has been working to address the key issue raised at the public hearing, which was the legality of requiring parkland dedication fees at the time of building permit. This work culminated in new legislation that gives the City an explicit ability to collect parkland dedication fees at the time a developer applies for building permits.

Authority for Parkland Dedication or Fee at Time of Building Permits

In 2013 Legislative Session, the State of Minnesota enacted special legislation (Minnesota Session Laws 2013, chapter 85, article 5, section 44) allowing the City of Saint Paul to require the dedication of land or a fee for parks at the time of building permits. This new law states:

The city of St. Paul may require that a reasonable portion of land be dedicated to the public or impose a dedication fee in conjunction with the construction permit required for new housing units and new commercial and industrial development in the city, wherever located, for public parks, playgrounds, recreational facilities, wetlands, trails, or open space. The dedication of land or dedication fee must be imposed by an ordinance enacted by the city council. The cash fee may be set at a flat fee rate per net new residential unit. The ordinance may exclude senior housing and affordable housing from paying the fee or the dedication of land. The provisions of Minnesota Statutes, section 462.358, subdivisions 2b, paragraph (b); and 2c, apply to the application and use of the dedication of land or the dedication fee.

EFFECTIVE DATE. This section is effective January 1, 2014, and applies to dedication fee ordinances adopted or amended by the city of St. Paul before, on, or after that date.

Essential Nexus & Rough Proportionality Requirements for Parkland Dedication

On June 25, 2013, the U.S. Supreme Court issued its ruling on *Kootz vs. St John Water Management District*. This case focused on how a government agency applied exactions related to or as part of conditions on development approval. The case sought to clarify several outstanding legal questions related to the concepts of “essential nexus” established in the *Nollan* case in 1987 and “rough proportionality” established in the *Dolan* case in 1994. In short, these cases require that land dedication requirements have both a direct relationship between the land dedication and the government objective to be

achieved and that the land dedication be roughly proportionate to the impact of the project on the public. Left unanswered in both these cases was whether or not rough proportionality and rational nexus tests extended to monetary exaction and at what point to the nexus and proportionality tests need to be used during a negotiation between governmental staff and a developer. In the *Kootz* case, the majority found that *Nollan* and *Dolan* tests apply even in permit denials and that both apply even if the demand is for money and not land.

Implications of New Authority and Court Rulings on City's Current Parkland Dedication Practice

As described in the Background section, the City currently has a two-part parkland dedication ordinance that collects parkland dedication at both the time of platting and at the time of building permits. With explicit authority for collection of dedication fees at the time of building permitting granted to the City by the State, the two parts of the ordinance should be separated and a reconfigured dedication process developed. The amount of land required for dedication and the fee structure need to be analyzed in light of the *Kootz* ruling and State law to ensure that they meet the rational nexus and rough proportionality tests.

Requirements for parkland dedication or park impact fees at the time building permits that have nothing to do with a new subdivision do not belong in the Subdivision ordinance, but will still need to be compliant with the enabling legislation, including referenced State planning law, and U.S. Supreme Court case law. The Planning Commission is the City advisory body most familiar with the issue of dedication fees and the greater planning context within which they fit. As such, it is the most appropriate group to review and take public comment on the policy framework around these issues. PED planners will be working closely with the Parks and Recreation Department staff on the development of this policy and fee framework and expects that the Parks and Recreation Commission will also be providing significant input into the process.

Comprehensive Planning Committee Recommendation

The Comprehensive Planning Committee recommends that the Planning Commission initiate a study, by resolution, to consider the following:

1. An amendment to §69.511(b) to base the amount of required parkland dedication at the time of platting just on the total acreage of new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland;
2. Amendments to §69.511 to remove language pertaining to parkland dedication at the time of building permits from the subdivision ordinance; and
3. Draft language on collection of park impact fees or land dedication at the time of building permit and develop the associated fee schedule to incorporate into the appropriate section of the City Legislative Code.

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

Parkland Dedication and Park Impact Fee Study Initiation

WHEREAS, § 69.511, *Parkland dedication requirements*, of the Zoning Code was adopted in 2007 as part of Saint Paul's subdivision regulations, based on the enabling legislation for municipal subdivision regulations in Minnesota Statutes 462.358; and

WHEREAS, § 61.801, *Changes and amendments*, requires periodic review and reevaluation of the code, and provides for Planning Commission initiation of Zoning Code amendments; and

WHEREAS, § 69.511(b), *Parkland dedication at the time of platting*, for platting of land for residential, commercial, or industrial development, requires dedication of two percent of the area of the plat as parkland; and

WHEREAS, City Council found that basing the parkland dedication requirement on the total acreage of the *entire* plat would have been unreasonable for plats approved since the parkland dedication requirements went into effect in 2007 because use of some the new lots would be unchanged or for something other than new residential, commercial, or industrial development, and therefore would not create a need for additional parkland; and

WHEREAS, the City Council granted variances to base the amount of required parkland dedication at the time of platting just on the total acreage of the new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland; and

WHEREAS, the City Council decisions to grant variances in these cases are consistent with provisions in state law that do not allow municipalities to require dedication of parkland beyond "a reasonable portion of the buildable land" that is proportionate to a need for additional parkland created by the subdivision itself, and in conformance with provisions in the constitutions of the United States and State of Minnesota that private property shall not be taken for public use without just compensation; and

WHEREAS, § 69.511(d), *Parkland dedication at the time of building permits*, requires additional parkland dedication for residential, commercial, and industrial development at the time of building permits based on the type, intensity and density of the use, using parking as a proxy measure of density and intensity of use, so that the parkland dedication requirement is proportionate to the need for parkland created by the development as required by Minn. Stat. 462.358; and

moved by _____
seconded by _____
in favor _____
against _____

WHEREAS, the Central Corridor Development Strategy notes that the parkland dedication ordinance links the amount of parkland dedication required to the amount of new parking provided in a project, while the Central Corridor Development Strategy and station area plans encourage a reduction in parking in order to promote density and transit use, and therefore recommends decoupling the parkland dedication requirement at the time of building permits from parking; and

WHEREAS, in 2011 the Planning Commission initiated a study to amend § 69.511(d) to decouple the parkland dedication requirement at the time of building permits from parking, and replace it with different measures of density and intensity of use that are always known, easy to track, and would result in a roughly similar amount of parkland dedication so that even if a development has no parking there would still be a parkland dedication requirement, and so that the requirement is proportionate to the need for parkland created by the development as required by state law; and

WHEREAS, in 2012 the Planning Commission held a public hearing on draft parkland dedication amendments at which questions were raised about the legal basis of the provision in the subdivision regulations for requiring parkland dedication at the time of building permits when there is no new subdivision involved; and

WHEREAS, in 2013 new state legislation was enacted specifically enabling the City of Saint Paul to require reasonable land dedication or impact fees for parks at the time of building permits, with no connection to a new subdivision, and development of a local ordinance to do this is beyond the scope of the study to amend § 69.511(d) that was initiated in 2011;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby initiates a study to consider the following:

1. An amendment to § 69.511(b) of the Subdivision Regulations to base the amount of required parkland dedication at the time of platting just on the total acreage of the new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland; and
2. Legislative Code amendments to remove existing language pertaining to parkland dedication requirements at the time of building permits from § 69.511 of the subdivision regulations, and to replace it with new requirements in the appropriate section of the City Legislative Code for reasonable land dedication or impact fees for parks at the time of building permits that may be unrelated to any new subdivision, based on the new state law that provides for this.