

## ZONING COMMITTEE STAFF REPORT

1. **APPLICANT:** Cullen, LLC **FILE #:** 14-355570
  2. **TYPE OF APPLICATION:** Site Plan Review **HEARING DATE:** 2/5/15
  3. **LOCATION:** 2138-2146 Grand Ave
  4. **PIN & LEGAL DESCRIPTION:** 052823410096; Summit Wood Lot 35, 36, and 37
  5. **PLANNING DISTRICT:** 14 **PRESENT ZONING:** RM2
  6. **ZONING CODE REFERENCE:** Section 61.402(c)
  7. **STAFF REPORT DATE:** 1/29/15 **BY:** Tom Beach and Larry Soderholm
  8. **DATE RECEIVED:** 12/23/14 **DEADLINE FOR ACTION:** 4/22/15
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- A. **PURPOSE:** Site plan review for a new 4-story apartment building with 14 dwelling units and garage parking for 29 cars.
- B. **PARCEL SIZE:** 19,166 square feet including half the adjacent alley  
For lot area and density standards, half of the adjacent alley is considered part of the parcel per Section 66.2331.b:
  - Lot area is 17,966 square feet - approximately 120' wide X 150' deep (based on the survey)
  - Half the adjacent alley is 1,200 square feet (120' X 10')
- C. **EXISTING LAND USE:** Three houses: 1 duplex and 2 single-family houses (to be demolished)
- D. **SURROUNDING LAND USE:**  
North: Apartments, single-family and institutional (Across Grand Avenue and within the St. Thomas campus boundary) RM2  
East: Duplex next door, then the applicant's previous apartment building at Grand and Finn RM2  
South: Single-family (Across the alley on Lincoln Avenue) R3  
West: Single-family house next door, then three apartment buildings RM2
- E. **ZONING CODE CITATION:** Findings for site plan review are listed in Sec. 61.402(c). Also, West Grand Avenue has height and design standards that are found in Sec. 66.231(k) and Sec. 66.343. (See Section I of the staff report.)
- F. **PROJECT DESCRIPTION:** The site plan calls for tearing down three houses and redeveloping the property with a 4-story apartment building.
  - 14 apartments (8 3-bedrooms and 6 4-bedrooms) The 3-bedroom and 4-bedroom floor plans are identical except that in the 3-bedroom units, one of the bedrooms is twice as big as the others.
  - 28 off-street parking spaces
    - 9 parking spaces are in the main building at the rear of the first floor.

- 19 spaces are in the garage, with 11 at ground level and 8 on a second level parking deck. The second level is accessed by a self-service car elevator.)
- Access to all of the parking spaces is from the alley.

**G. HISTORY/DISCUSSION:** In 2012 the applicant received approval to build a 20-unit apartment building with underground parking on the same block face, at the southwest corner of Grand and Finn. The site plan was approved by the Planning Commission. Neighbors appealed that decision but the City Council upheld the Planning Commission's approval. That building is now finished and occupied.

Because of neighborhood controversy about the Grand-Finn building, the City Council enacted a moratorium and initiated a West Grand Avenue Zoning Study. The study resulted in rezoning some properties and changes to zoning standards for the study area, including additional design standards. The key changes were to limit building height to 40 feet, reduce side yard setbacks to 9 feet, and make buildings subject to the design standards for T (Traditional Neighborhood) districts.

**H. DISTRICT COUNCIL RECOMMENDATION:** The Macalester-Groveland Community Council's Land Use Committee put this project on its agenda for a meeting on 1/29/15. Their recommendations were not available in time for this staff report.

**I. FINDINGS:** Section 61.402(c) of the Zoning Code says that in "order to approve the site plan, the planning commission shall consider and find that the site plan is consistent with" the findings listed below.

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

The site plan meets this finding. The comprehensive plan calls for increasing residential density and providing a variety of housing options.

*The Land Use Chapter of the Comprehensive Plan:*

- Maps in the Plan show this site in an area along Grand Avenue designated as a *Residential Corridor* and says "Policies in this strategy direct new, higher density development to Downtown, the Central Corridor, Neighborhood Centers, Residential and Mixed-Use Corridors." (p. 8)
- "The core goal of Strategy LU-1 ... is higher density development. Higher density means that new residential, commercial and industrial development will be at densities greater than currently found in the community (e.g. ... small apartment buildings, larger scale multi-family apartments and condominiums where there is now small scale housing....)" (p. 7)
- "Existing zoning standards, as well as new zoning standards and districts, will be used ... to allow higher density in ... Residential ... Corridors." (p. 8)
- The most directly applicable policy for this zoning case is under the section for Established Neighborhoods which says: "LU 1.9. Encourage the development of medium density multi-family housing along Residential Corridors." (p. 10)
- The Plan talks about goals for densities:
  - A sidebar defines medium density as ranging from 15 to 30 units per acre, and says that increasing densities "in Residential Corridors, Neighborhood Centers, and Mixed Use Corridors will go far in achieving the objective of compact, mixed-use development that supports transit." (p. 8)
  - In comparison, this project of 14 units has a density of 24 units per acre based

on lot area plus the bonus for structured parking or a density of 32 units per acre based on lot area alone.

*The Housing Chapter of the Comprehensive Plan:*

"Greater housing density will be the hallmark of the next 20-30 years. This density should be geographically focused on transit and commercial corridors...." (p. 2)

*Macalester Groveland Plan*

The plan says "Maintain the single family character of the district" but also says "Diversify housing to meet the needs of all income levels and lifestyles...." (p. 2)

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

The site plan meets this finding. The site plan meets all applicable ordinances including zoning standards for density, building height, setbacks, lot coverage, parking and alley access. These are reviewed in more detail in Attachment A.

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

The site plan meets this finding. The plan does not impair any unique geologic or geographic characteristics. The site is a half block from the West Summit Avenue Historic District but it is not located in the District.

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

The site plan can meet this finding if certain conditions are added to the approval.

Stormwater from the site will be directed to the City sewer system and will not drain to adjacent properties. On-site stormwater retention to control the rate of run-off is provided by a pipe system under the front lawn. The stormwater and sewer plans have been reviewed by Public Works Sewer Division and can get final approval subject to minor, technical changes.

The building has no balconies or patios where noisy outdoor activities would be most likely. The Department of Safety and Inspections (DSI) wants more information about the car elevator, including how loud it will be. If the garage roof were used as a party space, noise could project toward the neighbors. The lease agreements should specify that the garage roof can't be used for social activities, cook-outs etc.

Lighting for parking area, garage and other outdoor areas should be directed and shielded so that it doesn't shine toward the neighbors. This is particularly true for the upper parking level.

The entrances to the garage except are open without doors, for the elevator. Providing doors for these entrances would provide additional sound/site buffers. But this would require a ventilation system for the garage that could result in some additional noise.

The parapet for the parking garage would act as a visual screen for cars. The parapet must be 4.5' tall to meet zoning standards for visual screens.

Construction staging (storage of materials, equipment etc.) for the Grand- Finn building was a big problem for the neighborhood because the underground garage was excavated from property line to property line, leaving only the public streets for work space. The current proposal should not be so disruptive because there will be room on the site for materials and equipment. Construction staging should be principally from Grand Ave. with as little use of the alley as possible. A plan for construction activities and staging that has been reviewed and approved by Public Works before any construction activity begins should be required as a condition of site plan approval.

The building will inevitably affect views and cause shadows, but these impacts are within the expected parameters for buildings in the RM2 zone.

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

The site plan can meet this finding if certain conditions are added to the approval.

The conditions regarding stormwater, noise and lighting are the same as in finding 4 above. In addition, the noise and lights caused by the 28-car parking facility could be partially mitigated by extending the proposed wood privacy fences along the side property lines all the way back to the alley.

An unfortunate effect of this site plan is to leave houses on single, isolated 40-foot lots on either side of the proposed building. (The house to the east is a duplex and the one to the west is single-family.) Staff was told that the applicant tried to buy the duplex on the east side but could not reach an agreement on price with that property owner.

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

The site plan meets this finding. Providing higher density housing within walking distance of the St. Thomas campus and near the shuttle system for the other colleges in the community will help to reduce the number of students who need to drive to school. The Grand Ave. bus route goes eastbound to downtown Saint Paul and westbound to the Green Line.

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

The applicant submitted a Planning-Level Review of Traffic Impacts by a registered traffic engineer on 1/14/15. Based on the analysis of six similar housing developments near the University of Minnesota, the review states that student housing near a campus generates only one-third as many vehicle trips per day as a standard suburban apartment building, yielding in this case only an average of 82 vehicle trips per weekday. The engineer concludes: "The additional traffic generated by the proposed Grand Ave. Apartments is equivalent to approximately 1 to 2 percent more traffic than existing conditions at the intersection of Grand Ave. and Finn St. Since traffic volumes at urban intersections typically fluctuate 5 to 10 percent on a daily basis, this increase will not likely be noticeable."

Access to the parking is from the alley rather than from Grand Avenue. The zoning code

says "access to parking shall be from an abutting improved alley when available, except where it is determined in the review of a site plan application that there are circumstances unique to the property that make this impractical, unreasonable or harmful to the public safety. This is not the case here. The use of the alley for vehicular access is typical throughout the neighborhood. There are existing single-family houses, duplexes and x apartment buildings on this block with alley access, including one 1960's apartment building with a large parking lot with access from the alley. There is a similar large apartment building on the block to the east with a large parking lot that has alley access.

The maneuvering space for some of the parking spaces in the garage is tight, especially on the upper deck of the parking garage. Staff has asked that applicant to submit AutoTurn templates and revise the upper deck spaces if necessary. (The project has more parking than the code requires so eliminating a space or two would not affect the project's compliance with zoning standards.)

The applicant has told staff that he intends to change the swinging elevator gates shown on the upper parking deck to an overhead garage door (the same as the lower level.) This would simplify parking.

This block of Grand Ave. is included in residential permit parking area 22. For the Grand & Finn Apartments, the Planning Commission and City Council limited the number of permits for the building to no more than one permit per unit and five permits for general building use, provided that all of the off-street spaces were leased first. A similar condition for this project is reasonable since it would contradict the intent of off-street parking requirements if city permits for on-street parking were readily available and cheaper than lease rates for the building's off-street parking.

The zoning code only requires one parking space for bicycles. The site plans shows 3 spaces. In comparison, the previous apartment at Grand and Finn was required to provide a little more than one bicycle parking space per apartment. Requiring a similar ratio for this project is a reasonable condition, given the size of the units..

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

The site plan meets this finding. The site has adequate sewer availability and the site meets the City's requirements for the stormwater. Stormwater will be directed to the public storm sewer and will not drain to adjacent properties. There are a few technical details that need to be worked out yet and final approval of the sewer plan by Public Works is a reasonable condition for approval of site plan.

The plan shows sanitary sewer lines for both the main building and the garage. Drains in garages like this receive some automotive drippings and so the Building Code requires them to provide a "flammable waste trap" as part of the sanitary sewer

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

The site plan can meet this finding if certain conditions are added to the approval.

The landscape plan submitted in the application is very minimal. It shows two boulevard trees, sod, and a single row of perennial plants along the front foundation. A more robust plan should be submitted that is comparable in quality to typical residential landscaping in

Macalester-Groveland. For example, shrubs should be used in the front yard. There is a existing large tree in the back yard. This should be saved if the City Forester determines that this is feasible. If it is not feasible, a new shade tree should be planted to replace it in the green space in the back yard.

The plans show a sidewalk in the front yard running parallel to the public sidewalk that leads to the west side of the building. This sidewalk disrupts the lawn in the front yard and so the route of this sidewalk should be modified to run straight out to the public sidewalk without disrupting the lawn.

The privacy fences that are shown on the east and west property lines should be extended to the alley. The plans show that these fences will be 6' high, but they do not specify the fence material. The City typically requires they be constructed of wood.

The plan provides adequate off-street parking.

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

The site plan meets this finding. Two handicapped parking spaces are proposed in the tuck-under garage within the rear of the building. Both the front and back doors are accessible.

11. *Provision for erosion and sediment control as specified in the ``Ramsey Erosion Sediment and Control Handbook.''*

The site plan meets this condition. The site plan includes an adequate plan to control erosion and sediment during construction.

**J. STAFF RECOMMENDATION:**

Based on the findings above, the staff recommends approval of the site plan to allow a 4-story apartment building with 14 units (8 with 3 bedrooms, 6 with 4 bedrooms) and 28 parking spaces in garages at 2138-2146 Grand Ave. subject to the following conditions:

1. A final plan for sewers and stormwater management must be approved by Public Works. The garage requires a flammable waste trap.
2. A final plan for water service must be approved by Saint Paul Regional Water.
3. Approval of the car elevator by DSI Plan Review based on the submission of evidence that the elevator will work safely in all types of weather and will be reasonably quiet.
4. Approval by the Public Works traffic engineer of maneuvering for the parking spaces in the garage structure.
5. The parapet walls of the upper deck must meet zoning code standards for height (minimum 4.5'). In addition, they must be constructed to meet Building Code standards for side vehicular impacts.
6. Outdoor and garage lighting must be directed and shielded so that it does not shine toward the neighbors; lighting for the upper deck of the garage must be wall-mounted down-lighting.
7. That the upper parking deck must not be used for parties or social activities; the property owner or manager must include this prohibition in the lease agreements with tenants.
8. City-issued on-street parking permits shall be subject to the following stipulations:
  - (a) All of the off-street parking spaces for the building shall be leased out prior to the

- issuance of any on-street permit;
- (b) The building owner or manager must provide a signed and notarized statement no more than 90 days old affirming that all of the off-street parking spaces are leased before Public Works will issue any on-street permit;
  - (c) No more than 14 permits shall be issued to apartment residents and no more than four permits shall be issued for the general use of the building.
- 9. More bicycle parking must be provided to accommodate residents and visitors. Based on what was required for the Grand-Finn building, at least 14 spaces (one per unit) must be provided.
  - 10. A revised, more robust landscape plan must be submitted and approved by site plan review staff that includes shrubs in the front yard. A large existing trees must be protected during construction and saved if feasible and if this is not feasible, a new shade trees must be planted in the same general location. The privacy fences should be extended to the alleys and constructed of wood.
  - 11. The windows for the apartment building must be designed with to meet the design standard for punched windows that create a strong rhythm of light and shadow.
  - 12. A plan for construction staging must be approved by staff from DSI and Public Works; construction access should be primarily from Grand Avenue. Use of the alley must be limited as much as possible. The site plan must show how temporary pedestrian access will be provided for periods when the public sidewalk may need to be closed for construction, including installation of utilities.

#### Attachments

Page 8	Attachment A – Zoning Regulations
Page 11	Letter in opposition
Page 12	Drawings and plans
Page 18	Photos of the area and location map

# ATTACHMENT A

## Zoning

- Property is zoned RM-2 Multiple Family.
- Multi-family residential is a permitted use.

## Lot size

- *Parcel area:* 17,966 square feet (almost 120 ft. on Grand x 150 ft. deep) as shown on the survey submitted by the applicant.
- *Half the alley can be included:* 1,200 square feet (120' x 10'). "In calculating the area of a lot that adjoins a dedicated public alley, for the purpose of applying lot area and density requirements, one-half the width of such alley adjoining the lot shall be considered as part of the lot." Sec. 66.231(b) and Sec. 63.101
- *Bonus lot area for structured parking:* 6,000 square feet (20 structured parking spaces x 300 square feet.) Sec. 66.231(c) says "In calculating the area of a lot for the purpose of applying the minimum lot area per unit requirement, the lot area figure may be increased by three hundred (300) square feet for each parking space (up to two parking spaces per unit) within a multiple-family structure or otherwise completely underground."
- *Total lot area for computing density:* 25,166 square feet (17,966 + 1,200 + 6,000)

## Density

- *Minimum lot size per unit:* 1,900 square feet per four-bedroom unit in RM2 zoning district on W. Grand Ave. Six four-bedroom units are proposed;  $6 \times 1,900 = \underline{11,400}$  square feet of lot area required. 1,700 square feet is the minimum lot size per three-bedroom unit. Eight three-bedroom units are proposed;  $8 \times 1,700 = \underline{13,600}$  square feet of lot area required. Sec. 66.231(k).
- *Lot size required for proposed building:* 25,000 square feet (11,400 + 13,600). Lot area of project for computing density = 25,166 square feet.

## Maximum building height

- *Maximum height permitted:* 4 stories and 40 feet [Sec 66.231(k)] measured from the established grade to the surface of the roof (Sec. 60.203). Parapets, cornices etc. may extend above this height. Mechanical equipment service stacks, tanks, ventilation equipment, chimneys, church spires, flag poles, public monuments and similar equipment are exempt from maximum height. Sec. 63.102.
- *Proposed main building height:* 40 feet
- *Maximum height of garage:* 12 feet for a flat-roofed garage, with exceptions noted above. Sec.63.501(e).
- *Proposed free-standing garage:* 10 feet to second level parking deck, meeting the requirement. (The top of the elevator and stairway enclosure is 19.5 feet, and the parapet wall appears to be 13.5 feet high. Code requires a railing at least 42" high. These fall within the exceptions to maximum height.)

## Lot coverage

- *Maximum lot coverage by the building:* In residential districts, principal structures shall not cover more than 35% of the zoning lot. (Section 66.232)
- *Lot coverage for this project:* 33.8% (6,480 sf / 19,166 sf)



- *Maximum rear yard coverage by garage:* 35% of rear yard including half the alley. Sec. 63.501(f)
- *Rear yard cover for this project:* 35.0% (3,136 sf / 8,954 sf)

### **Setbacks**

- Setbacks are *"measured from the lot line to the above-grade faces of the building."* Section 60.220 S
- *Front yard setback:* A minimum of 22' is required based on the average setback of the existing structures on the block per Sec. 66.231(g). An entryway of up to 20 square feet may project into a front setback area per Sec. 63.106. The proposed front yard setback from Grand, except for the entryway, is 24'.
- *Side yards:* Minimum setbacks of 9' are required on each side of the main building per Sec 66.231(k). The proposed side yard setbacks are 9' on both sides.
- *Rear yard:* A minimum setback of 25' is required per Sec 66.231. The proposed rear yard setback is 65'.
- *Garage setbacks:* The garage must be at least one foot from the alley (Sec. 63.501(g) and 3' from the side lot lines (Sec. 63.501(c). These setbacks are met.

### **Parking**

- *Minimum required off-street parking for a 3-bedroom apartments is 1.5 parking spaces.* Eight 3-bedroom units X 1.5 = 12 spaces. Requirement for a 4-bedroom unit is 2 parking spaces. Six 4-bedroom units X 2 = 12 spaces. Total off-street parking requirement is 24 spaces. (Sec. 63.207) The project as proposed will have 28 parking spaces.
- *Accessible Parking:* 2 accessible spaces required for a parking facility with 26 to 50 parking spaces (Section 63.213). Two handicapped spaces are provided in tuck-under garages in the main building.
- *Minimum required bicycle parking:* One bicycle parking space required. (1 per 14 units, Section 63.210). The plans show one space for a bicycle in the main building and two in the garage.

### **Alley access**

- *"Off-street parking facilities in residential zoning districts shall be permitted access to an alley except where it is determined in the review of a site plan application that permitting alley access may be harmful to the public peace, health and safety."* [Sec. 63.310(e)]
- All 28 parking spaces have their access from the alley. The Traditional Neighborhood design standards include a preference for garages to be located on the alley if there is one. [Sec. 66.343(b)(19)] The garages are designed so that maneuvering movements will be made on the lot, not in the alley. Cars will enter the alley driving forward.

### **Loading**

- An off-street loading area is not required for multi-family buildings and none is shown on the site plan. A trash room is located within the building near the access to the alley. The applicant says the trash company will roll the dumpsters out to the alley on pick-up day.

**Citywide building design standards:** The building meets the design standards for new construction in Section 63.110.

- "A primary entrance of principal structures shall be located within the front third of the structure; be delineated with elements such as roof overhangs, recessed entries,

landscaping, or similar design features; and have a direct pedestrian connection to the street."

- "For principal buildings ... above grade window and door openings shall comprise at least fifteen (15) percent of the total area of exterior walls facing a public street or sidewalk. In addition, for new principal residential buildings, above grade window and door openings shall comprise at least ten (10) percent of the total area of all exterior walls."
- "Building materials and architectural treatments used on sides of buildings facing an abutting public street should be similar to those used on principal facades."
- "The visual impact of rooftop mechanical equipment shall be reduced through such means as location, screening, or integration into the roof design. Screening shall be of durable, permanent materials that are compatible with the primary building materials. Exterior mechanical equipment such as ductwork shall not be located on primary building facades."

**West Grand Ave. design standards:** On Grand Ave. west of Fairview, the design standards for T2 districts apply [Sec. 66.231(k)]. These standards are in Sec. 66.343; there is a list of 23 items. The current site plan and building plans meet the applicable standards except:

- *"Front yard landscaping. Front yard areas located between the principal building and the street shall be landscaped...; ...hard surfaced front yard areas should include amenities such as benches, tables, and planters."*

The applicant's current landscape plan shows just a single strip of deciduous plants at the front foundation wall and two additional boulevard trees. The remaining unpaved surfaces have lawns. There are stormwater storage pipes under the front yard, which means that shade trees can't be planted there, but shrubs and ornamental trees can be planted. The applicant said he will revise the landscape plan.

- *"Door and window openings – minimum and character. Windows and doors shall be designed with punched and recessed opening, in order to create a strong rhythm of light and shadow."*

The building as illustrated appears flat and needs additional articulation. The windows in the brick wall sections will produce a shadow pattern, but the rest of the windows need sills or trim to give the building more character. The applicant said he will revise the windows and submit an updated plan.

**From:** Jim Lendway [mailto:jimlendway@yahoo.com]  
**Sent:** Thursday, January 29, 2015 11:10 AM  
**To:** Beach, Tom (CI-StPaul)  
**Subject:** File: 14-355570

RE: File 14-355570

I am opposed to the construction of a new 14 unit student housing unit at 2138-2146 Grand Ave. This proposal is contrary to the intent of Article VII, Sec. 67.701 which says "...to ameliorate the impact of dedicated student housing within and preserve the character of predominantly one- and two-family dwelling neighborhoods."

Although the proposed apartment does not meet the definition of a student dwelling in Sec 67.702, the new apartment would definitely negatively impact the neighborhood, by replacing 2 single-family homes and a duplex with a 14 unit, 56 bedroom apartment.

The proposed apartment is in the Residential Parking Permit Area 22 and the addition of 56 students that would be eligible for parking permits will make it almost impossible to park near my home which is located at 2111 Lincoln Ave, less than 1 block away from the proposed apartment.

I urge you to deny any permits for the building of this apartment.

## Beach, Tom (CI-StPaul)

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**From:** David Gibson <dagibson@gmail.com>  
**Sent:** Wednesday, January 28, 2015 10:39 AM  
**To:** Beach, Tom (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward4; mgcc@macgrove.org; Alyssa Rebensdorf; Cheryl Fogarty  
**Subject:** File 14-355570 - Concerns About Proposed Grand West Apartments at 2138 Grand

Mr. Beach,

We are the owners and residents of 2153 Lincoln Avenue, located across the alley from the proposed Grand West apartment site. We will be out of town during the public hearing regarding Cullen LLC's proposal and wanted to provide a written response.

We have concerns about the garage structure. We are worried about noise from the garage elevator. We are unfamiliar with how this type of car lift operates; however, we want to ensure the City of Saint Paul considers the noise level. A loud outdoor elevator would be disruptive to the residential neighborhood during all hours of the day and night. This noise would directly impact all of the residential homes sitting across the alley from the parking garage.

Additionally, we are concerned that the elevator will malfunction shortly after the building is occupied and remain out of commission indefinitely. This would result in additional street parking and would allow Cullen the bonus square footage within the building without the required additional parking. What remedies does the City of Saint Paul have if the parking structure does not continue to offer the off-street parking promised during the approval process? As we understand it, the only somewhat similar car lift in the Twin Cities is fully enclosed and indoors, which would mitigate noise and reduce the risk weather would decommission the lift. Cullen LLC's lift sounds different and unreliable.

We want to reiterate questions about snow removal from the garage and the driveway area. There will be very little room on the apartment's property to place snow. The alley could become difficult to navigate if snow piles up against it. In addition, the snow could prevent access to the garage structure and cause the lift to malfunction.

Finally, we are very concerned about the increase in street parking. We are worried that Grand West apartment residents will not want to pay an additional charge to park in the garage and instead obtain much cheaper street permits. The neighborhood already heavily utilizes street parking. The proposed apartment will substantially increase the amount of residents living in the area. The purpose of allowing bonus square footage is to reward developers that mitigate parking issues. We feel that if Cullen LLC wants to obtain bonus square footage for offering off-street parking, it should be required to fill the off-street parking before street parking permits are issued to its residents.

We appreciate your consideration of our concerns as you assess Cullen LLC's proposed project.

Sincerely,  
Ryan Coon  
David Gibson

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**POPE**  
ARCHITECTS

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CULLEN, LLC  
WEST GRAND  
AVENUE APTS.

SITE PLAN  
REVIEW  
1/20/15

Drawn by:                       
SITE PLAN REVIEW 1/23/14  
SITE PLAN REVIEW 1/20/15

I hereby certify that this site plan and/or site plan review was prepared by me or under my direct supervision and that I am a duly licensed professional engineer in the State of Minnesota.

Rev. 3.3.17  
Date: 12.1.14  
Drawing No. 174452-001B  
Sheet No. BSS, R01  
Sheet No. BSS  
SHEET

**A5**



VIEW FROM GRAND AVE. LOOKING EAST



VIEW FROM ALLEY LOOKING EAST

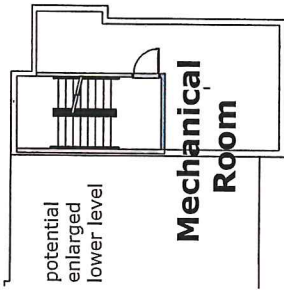
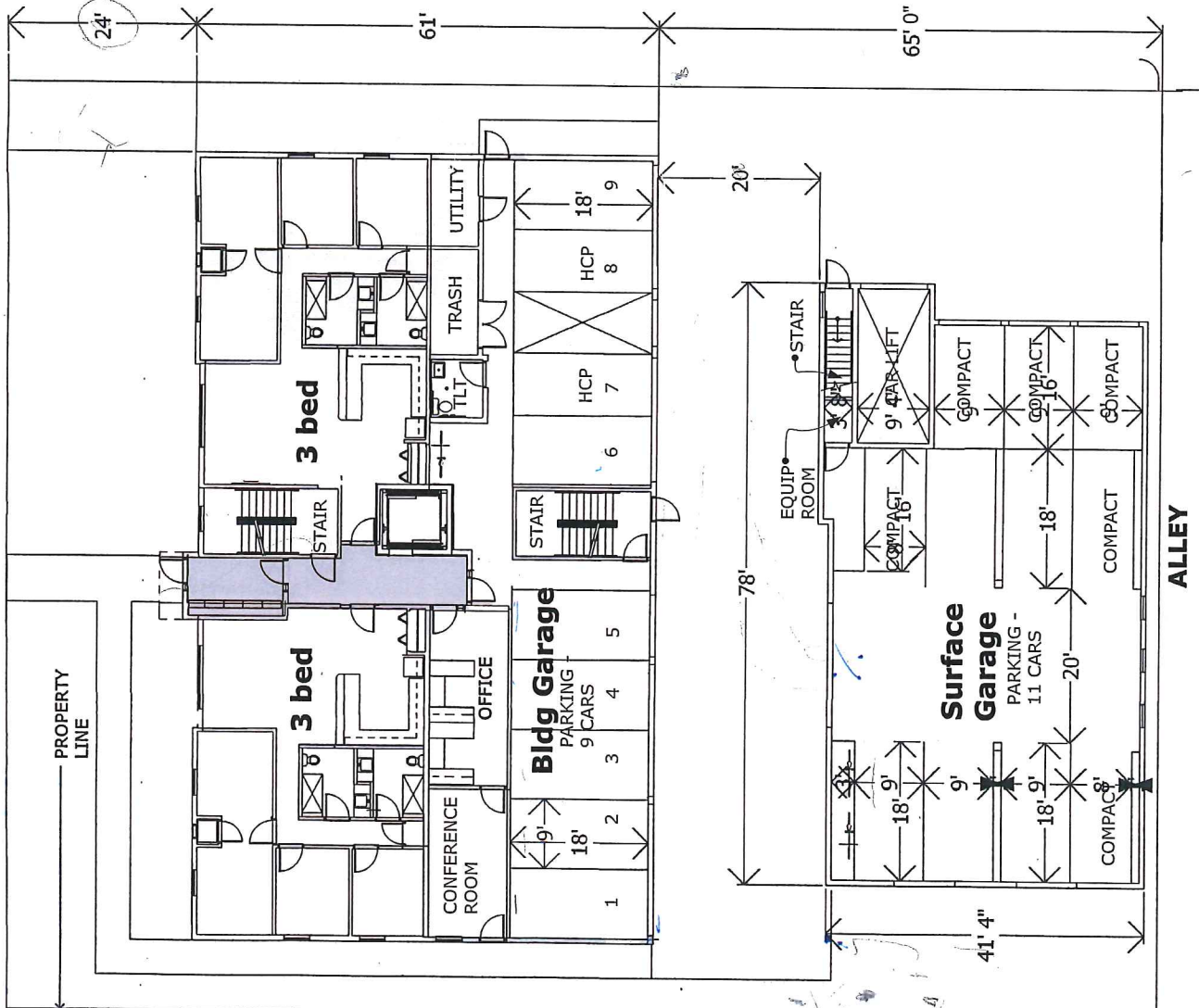




102' 9' 9'

GRAND AVE

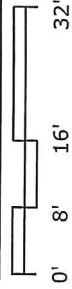
PROPERTY LINE



### LOWER LEVEL PLAN



### FIRST FLOOR AND GARAGE PLAN



POPE

POPE ASSOCIATES, INC.  
1355 BANGOR BLVD N, SUITE 200  
ST. PAUL, MN 55109  
(651) 442-2000 / FAX (651) 442-2100  
www.popearch.com

CULLEN, LLC.  
WEST GRAND  
AVENUE APTS.

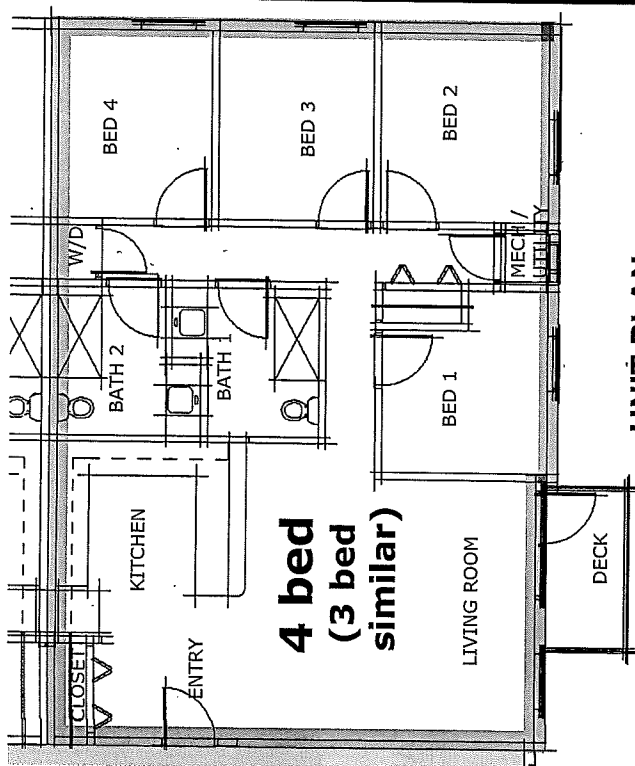
SITE PLAN  
REVIEW  
1/20/15

Drawn by:   
SITE PLAN REVIEW: 1/20/15  
SITE PLAN REVIEW: 1/20/15

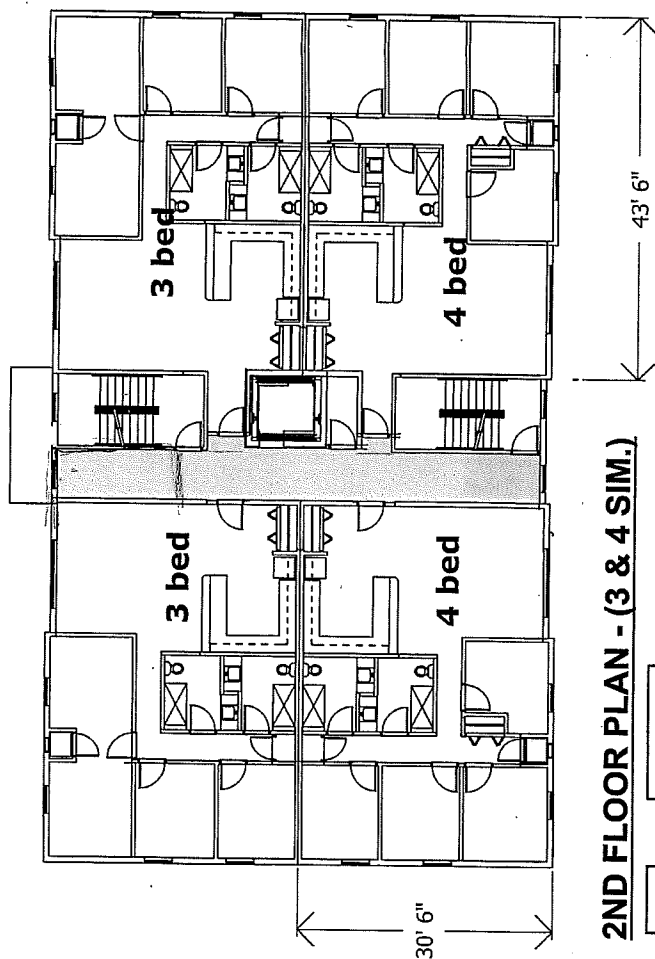
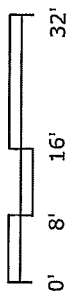
I hereby certify that this is a true and correct copy of the original plan as submitted to the City of Minneapolis. I am a duly licensed professional engineer in the State of Minnesota.

Rev. 1.1.12  
Date: 1/20/15  
Drawing No.: 17442-2-0010  
Sheet: 1 of 1  
Project: WEST GRAND AVENUE APTS.  
City: MINNAPOLIS

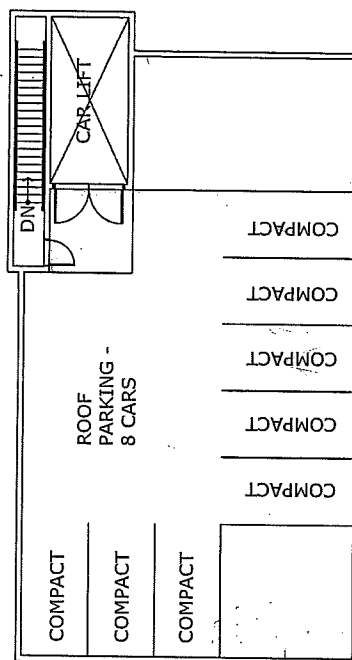
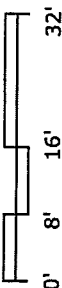
A1



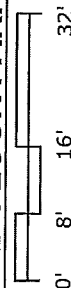
## UNIT PLAN



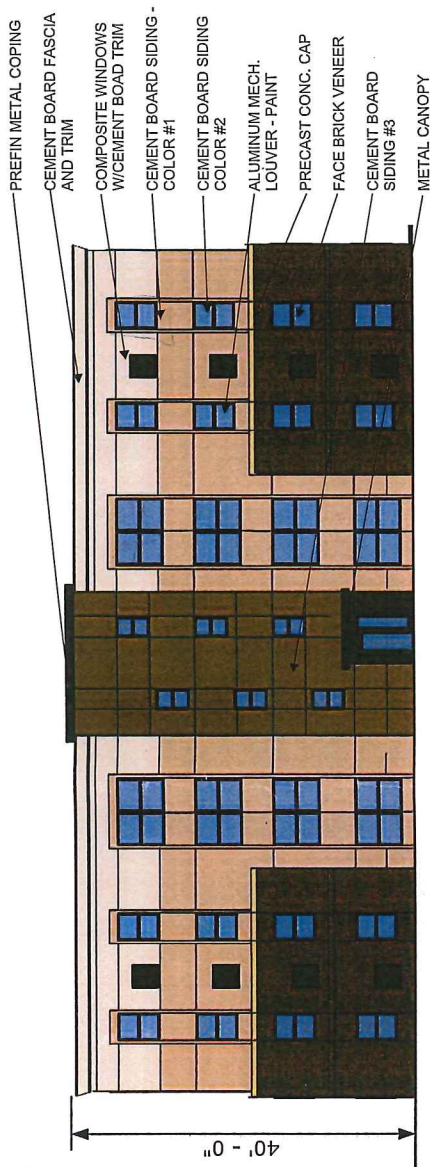
**2ND FLOOR PLAN - (3 & 4 SIM.)**



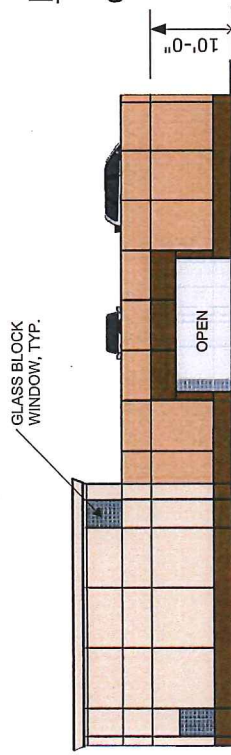
## 2ND FLOOR PARKING DECK



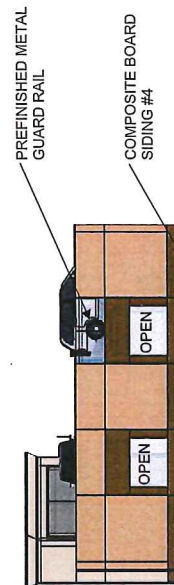
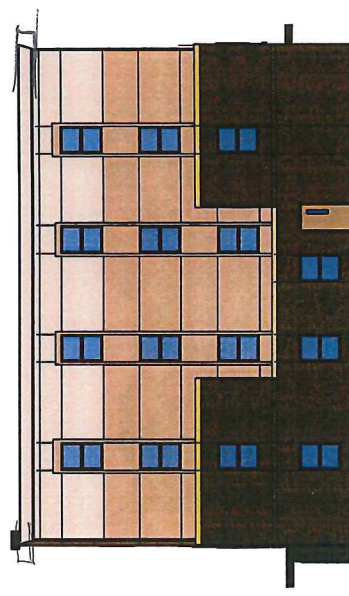




**NORTH ELEVATION**



**NORTH ELEVATION - GARAGE**



## WEST ELEVATION

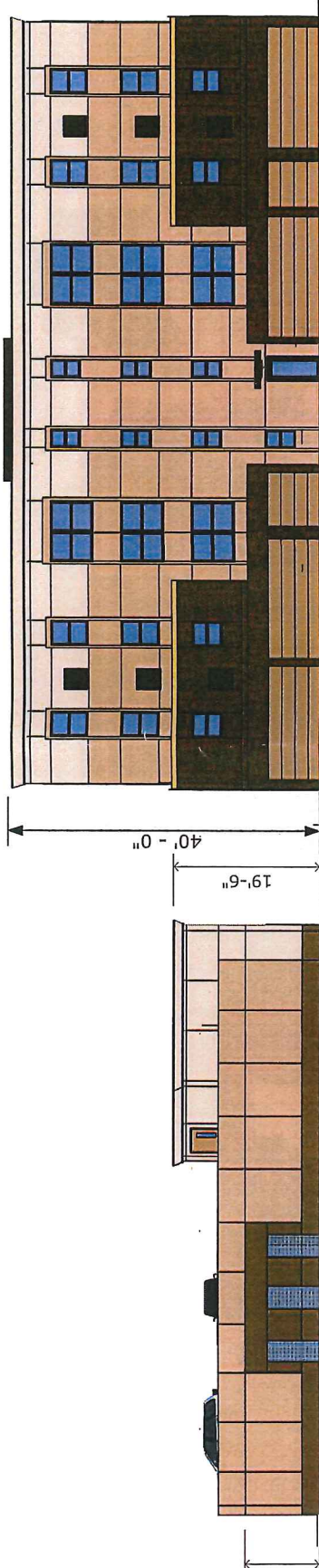




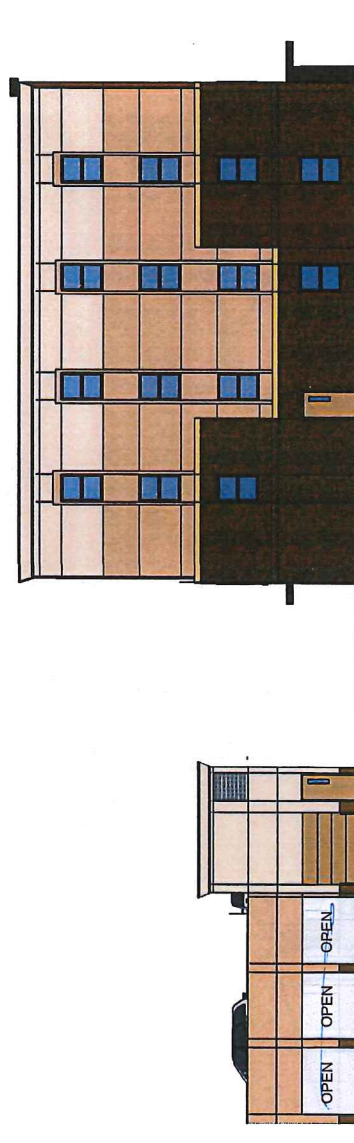
POPE ASSOCIATES, INC.  
1295 BANGOR RD N, SUITE 200  
ST. PAUL, MN 55108-2735  
(651) 646-9200 FAX (651) 642-3324  
www.popearch.com

CULLEN, LLC  
WEST GRAND  
AVENUE APTS.

SITE PLAN  
REVIEW  
1/20/15



**SOUTH ELEVATION**



**EAST ELEVATION**



Drawn and Rechecked:	12/23/14
SITE PLAN REVIEW	1/20/15
SITE PLAN REVIEW	1/20/15

Notes:  
1. All elevations are to be shown on the same scale.  
2. All elevations are to be shown on the same scale.  
3. All elevations are to be shown on the same scale.  
4. All elevations are to be shown on the same scale.

No. 13.12	Rev. No. 13.12

A4

SHEET





Proposed apartment building would be built on the middle three lots.



Recently completed 5-story, 20-unit apartment is now occupied.





There are three apartment buildings at the west end of the block.



One of the apartments has a large parking lot on the alley.



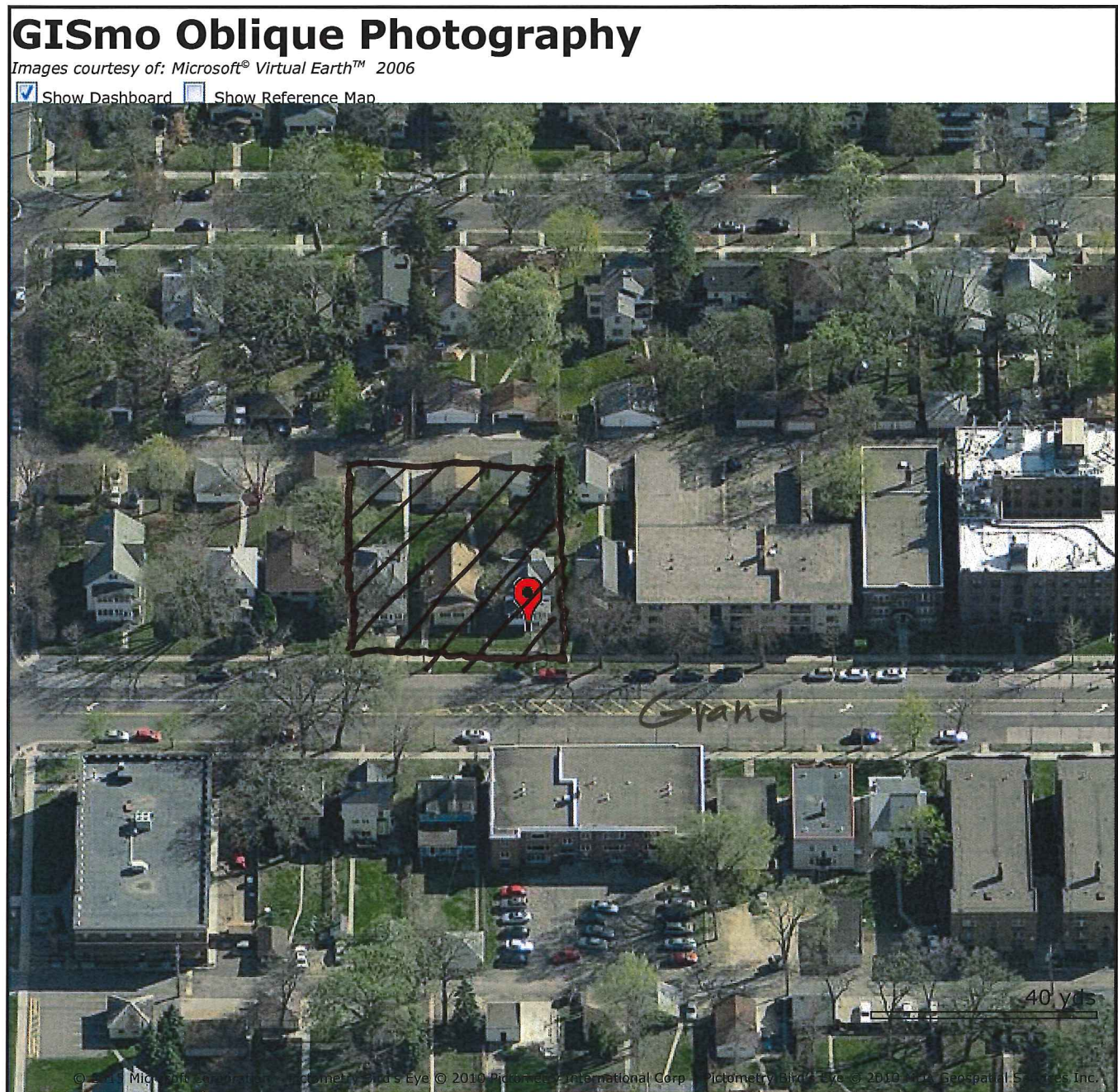


Staff visited a new apartment in Dinkytown that has an elevator similar to the one being proposed for the parking garage/ramp at West Grand Apartments. This elevator is indoors and the proposed elevator would be outside. The pump/motor assembly for the elevator is shown below. It would be located in a room in the garage/ramp.

Staff is getting more information about the elevator related to noise levels and operation in cold weather.







Looking south across  
Grand Ave at the site

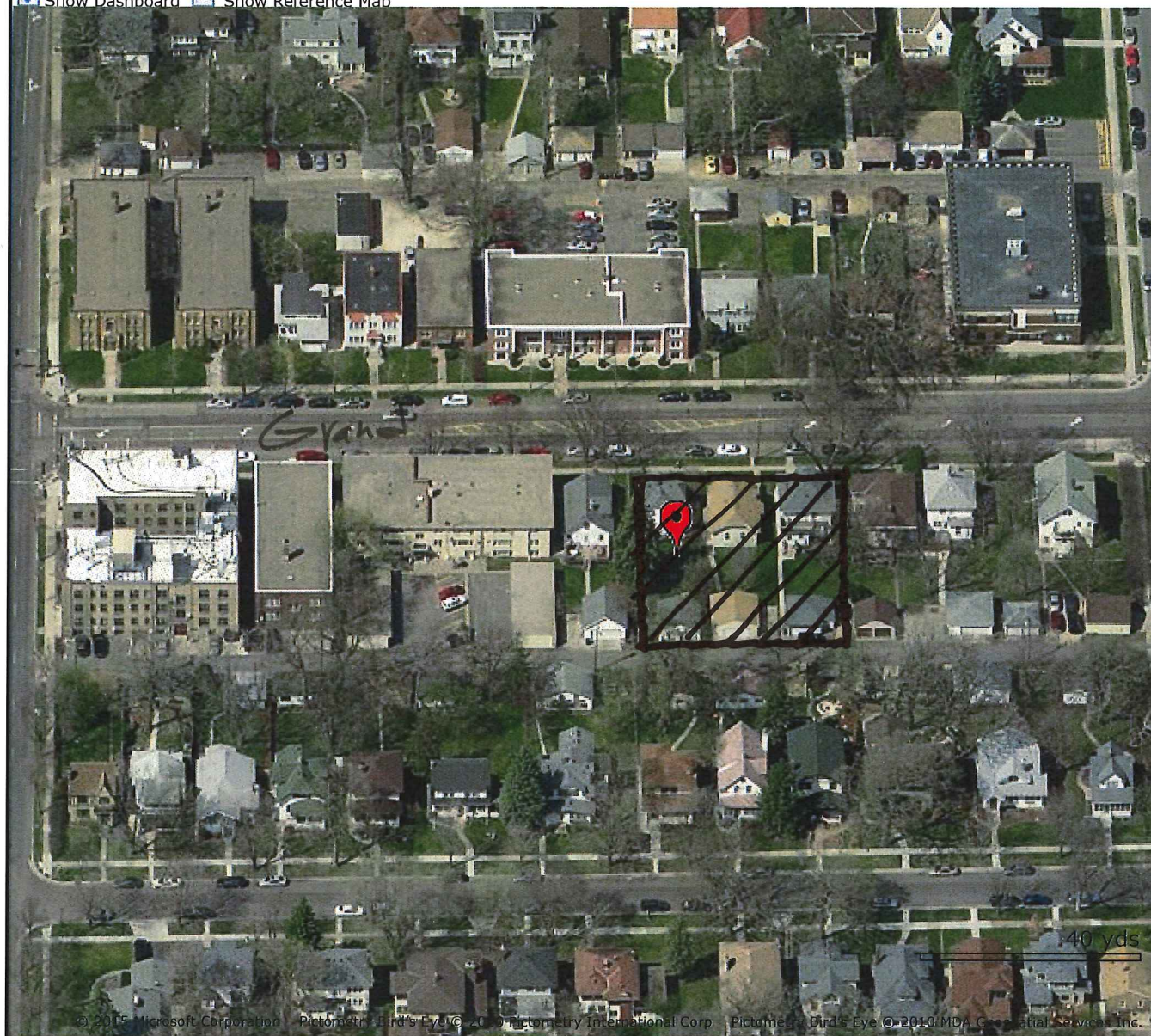
20



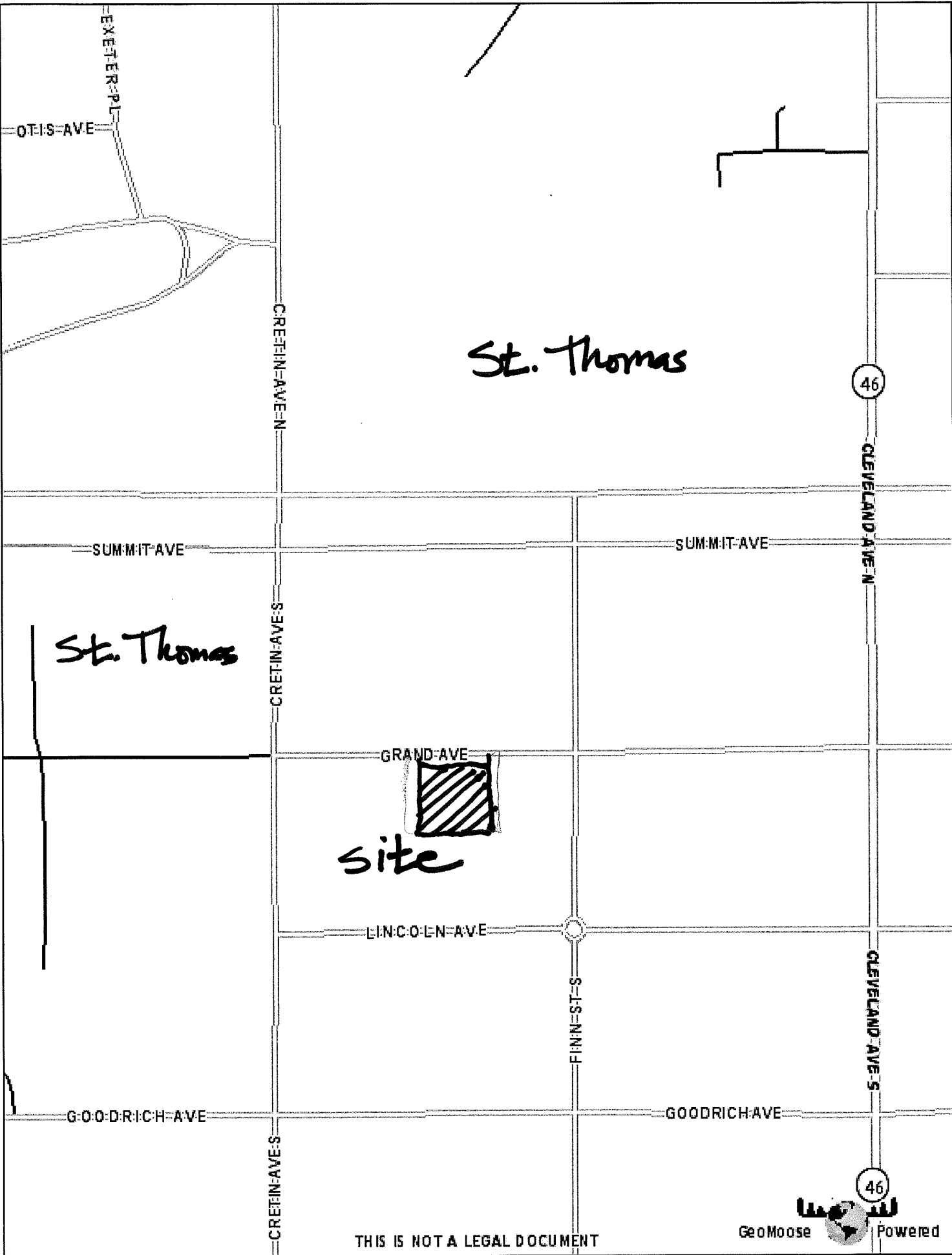
# GISmo Oblique Photography

Images courtesy of: Microsoft® Virtual Earth™ 2006

☒ Show Dashboard ☐ Show Reference Map



Looking north at  
the site



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