

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

WHEREAS, TJL Development LLC, File # 15-011-695, has submitted a site plan for review under the provisions of Sec. 61.400 of the Saint Paul Legislative Code, for a mixed-use development on property located at property address 735 Cleveland Ave S, legally described as Saint Catherine Park Vac Alley Accruing & All Of Lots 26, 27 & Lot 28 Blk 1; and

WHEREAS, the Zoning Committee of the Planning Commission, on 4/16/15, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings as required under the provisions of §61.402(c) that the site plan is consistent with:

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

The Comprehensive Plan encourages dense, mixed-use developments in Highland Village and other neighborhood commercial centers that have good transit service.

From the Land Use Chapter of the Paul Comprehensive Plan:

- 735 Cleveland is located in a Neighborhood Center on a Mixed Use Corridor. These areas are planned for a mix of uses, with medium- to high-density residential developments. The Neighborhood Center designation is applied to nodes in the city where there is good access to public transportation.
- The following are strategies that apply to Neighborhood Centers:
 - Land Use 1.2 Permit high density residential development in Neighborhood Centers, Mixed-Use Corridors, the Central Corridor and Downtown.
 - Land Use 1.12: Balance the following objectives for Neighborhood Centers through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, providing housing at densities that support transit, and providing open space and recreational opportunities.
 - Land Use 1.14: Plan for growth in Neighborhood Centers.
 - Land Use 1.19: Promote conditions that support those who live and work in Neighborhood Centers, including frequent transit service, vibrant business districts, a range of housing choices, and community amenities.

Moved by _____
Seconded by _____
In Favor _____
Against _____

- Land Use 1.25: Promote the development of more intensive housing on Mixed-Use Corridors where supported by zoning that permits mixed-use and multi-family residential development.

The following are strategies from the Summary of the Highland District Plan that was adopted by the City Council. The Summary is an addendum to the Comprehensive Plan:

- Highland Village 3: Rezone portions of Highland Village to TN2 to support mixed-use development and appropriate building design.
- Housing 9: Utilize zoning mechanisms, such as TN zoning, that allow for residential uses in the commercial areas, while limiting the expansion of commercial uses into residential neighborhoods.
- The full length version of the Highland District Plan contained a policy stating that buildings in the Highland Village area should be no taller than three stories. Although this policy statement was approved by the Highland District Council, it was *not* adopted by the City as part of the Comprehensive Plan. As a matter of standard procedure, the City adopts only summaries of district plans; otherwise the length of the Comprehensive Plan would be unwieldy. In reviewing district plans, the Planning Commission tries to screen out neighborhood positions that would likely conflict with citywide policies.

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

The site plan meets this finding. The site plan meets the standards in the T2 district for height, setbacks, density, parking, and design. These are reviewed in detail in Attachment A.

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

The property is typical in the Highland Village shopping area and does not have unique historical or environmental significance.

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.*

Through the review process, the developer has made several site plan changes to improve the relationship of the development to the homes to the west (masonry screen wall, landscape buffer on Pinehurst lot, more brick on southwest corner). As for the specifics in this finding:

- A stormwater retention storage system will meet city standards for run-off rate. The retention system will be consist of pipes buried below grade and would be located on the lot immediately west of the proposed building. The surface of the lot would continue to be green space with landscaping.
- The surface parking would be screened on the west side by a masonry wall. Most of the wall would be approximately 12' tall, and the section near Highland Pkwy would be approximately 4' high. Both of the homes immediately to the west would be buffered by new or existing landscaping.

- The building has a step-back design so the third and four floors on the west side are a reasonable distance from the neighboring homes (approximately 53' from the third and fourth floors to the house on Highland Pkwy. and 77' to the house on Pinehurst).
- The developer has submitted shadow patterns for the building at different times for each season of the year. (See attached.) The building will cause shadows in the early morning on the houses closest to the project, but the impacts are within the expected parameters for buildings in T2 zones.
- Trash pickup has been designed so that the trash truck would not block the adjacent public alley during trash pickup. The trash truck would back into the parking area through a door/gate at the corner of the alley and pick up the trash within the parking area. The truck would not sit in the alley during pick up. Recycling will be handled in the same manner. The developer has assured neighbors that he will cooperate with them on the trash collection schedule so that it won't be a nuisance.
- Traffic from site would not use the adjacent alley. It would enter and exit directly to Pinehurst and Highland.
- Moderate amounts of snow can be pushed to the bicycle parking area in the parking lot. Heavier amounts will be hauled away or might be moved onto the vacant Pinehurst lot.

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 meets this finding for the reasons listed in finding 4 above:

- step-back building design;
- parking screened by masonry wall;
- landscape buffers;
- spatial buffer provided by 29' wide alley ROW and by 40' vacant lot;
- reasonable shadowing
- no alley access to building or parking lot;
- deliveries from street;
- trash haulers won't block alley.

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

Higher density housing is inherently more energy-conserving because it has fewer exterior walls and roof per dwelling unit than low density housing. The proposed development is located in a commercial area with good public transit and thus is conducive to walking, biking, and using public transit rather than driving.

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.*

All traffic for the project will enter the site at one of two driveways: one on Highland and one on Pinehurst. There is no vehicular access from Cleveland. The only access from the alley is a door

for trash pickup that would be used a couple of times a week. The neighborhood has requested that the timing of the trash pick up to be considered by the developer.

The applicant has submitted a formal Traffic Impact Study for the project. This study was prepared by a Traffic Engineer and looks at estimated traffic generated by the project, turning movements, etc. Public Works Traffic is reviewing the study. They have not completed their review at the time this staff report was written. Based on the level of review completed to date, the Traffic Division is in general agreement with the report findings in that the estimated traffic generated by the project can be accommodated by the adjacent streets without creating unacceptable levels of service at adjacent intersections. The plan is consistent with traffic safety for all modes of transportation including bikes and pedestrians.

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

Stormwater from the site would be piped to an underground detention system located on an adjacent parcel immediately to the west. The system is made up of three parallel rows of large pipe. The stormwater would go out to the public storm sewer in Pinehurst at a controlled rate that meets City standards. The technical details for this system are being worked out between the applicant and Public Works Sewers. A condition for approval of the site plan should be that these details get worked out and Public Works Sewers gives its final approval to the stormwater system.

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

The development has sufficient landscaping. Construction activity will take place on the sidewalks. The City Forester plans to save and relocate several recently planted boulevard trees and the developer will plant new boulevard trees on all three streets. The trees on Cleveland will be planted in structural soils with a surface of permeable pavers that match the existing pavers used for the Highland streetscape. Under the boulevard trees, the landscape plan also shows various tough perennials. The remaining boulevard space on Pinehurst and Highland Parkway will be sodded.

Foundation plantings are shown along the west side of the building adjoining the Pinehurst lot. Staff understands that the developer has made an agreement with the neighboring Pinehurst homeowner to provide a fence and/or a landscaped buffer along the west side of the vacant residential lot. Staff recommends that the large existing arborvitae hedge on the west side of the north-south alley be preserved and protected during construction.

Sections of green roofs are shown on the second and third levels; these will be planted with drought-tolerant sedums to enhance the views from residents' apartments and decks.

The development has sufficient fences and walls. As describe above, the immediately adjoining homes will be screened as required by the zoning code. The off-street parking at grade level will be enclosed and screened from the alley by a masonry wall. The ends of the parking area facing Pinehurst and Highland will be partially enclosed while still providing good sight lines for

drivers leaving the parking area.

The development has sufficient parking. The zoning code requires 93 off-street parking spaces. (In the T2 zoning district, the residential parking requirement is reduced by 25% because of the convenience of public transportation and walking and bicycling.)

The site plans shows 111 car parking spaces plus a credit for 9 bicycle parking spaces for a total of 120 parking spaces. 79 of the car spaces will be in the basement and will be assigned to residential tenants and business employees. 32 car spaces will be in the surface lot, intended for customers and visitors. For bicycles there are 37 secure spaces in the basement and 20 spaces in public racks. There is also on-street parking on most of the street frontage (roughly 15 spaces).

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

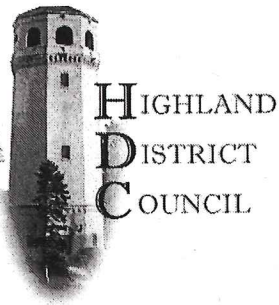
The floors of the commercial spaces and lobbies will match the sidewalk grades in the front and back. The plan shows 5 accessible parking spaces to meet ADA standards (5 required for lot of 101 to 150 spaces). The sidewalks, which were newly rebuilt in 2014, have accessible crossings.

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

The site plan included an erosion and sediment control plan that meets this standard.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of TJL Development LLC for a site plan review for a mixed-use development at 735 Cleveland Ave S is hereby approved subject to the following conditions:

1. Technical details for the stormwater drainage system must be approved by the Public Works Sewer Division.
2. The Traffic Impact Study must be given final approval by the Public Works Traffic Division.
3. The plans must show the requirements of the City Forester, i.e., to put a note on the "Removals Plan" to get a tree permit before removing existing boulevard trees and to show on the site and landscape plans that 4 new trees will be planted on Pinehurst to replace the 4 that are being removed (only 2 are currently shown).
4. Steps must be taken as needed during construction to ensure that the large hedge on the west side of the north-south alley is not damaged by construction activities.
5. In consultation with the Pinehurst neighbor, the developer must install a landscape buffer on the Pinehurst lot.
6. Architectural materials must be of the same quality as shown on the plan, or better.



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

2FH 15-011-695
Highland Village

Building a More Vibrant, Welcoming, and Safe Neighborhood

Resolution Regarding Development at 735 South Cleveland Ave.

WHEREAS, the *Saint Paul Comprehensive Plan* adopted in 2009, designates Highland Park as a Neighborhood Center, an area with compact, mixed-use development that provide services and employment close to residences; and,

WHEREAS, the *District 15 Highland Park Neighborhood Plan Summary*, adopted by the Saint Paul City Council in 2007, called for "rezoning portions of Highland Village to TN-2 to support mixed-use development and appropriate building design;" and,

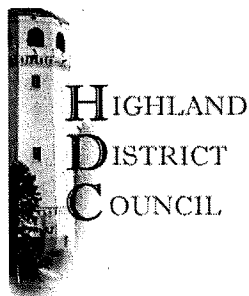
WHEREAS, the Highland District Council (HDC) requested a zoning study of the Highland Village Business Corridor on January 21, 2010; and after a series of public and stakeholder meetings with property owners, the Neighborhood Planning Committee and Planning Commission, T2 zoning was approved for almost all Highland Village commercial properties by the City Council on April 13, 2011; and,

WHEREAS, the T2 traditional neighborhood district is designed for use in existing or potential pedestrian and transit nodes; its intent is to foster and support compact, pedestrian-oriented commercial and residential development that, in turn, can support and increase transit usage; it encourages, but does not require, a variety of uses and housing types, with careful attention to the amount and placement of parking and transitions to adjacent residential neighborhoods; and,

WHEREAS, the full 2005 *District 15 Highland Park Neighborhood Plan* (not part of the *Plan Summary* adopted by City Council) includes a goal of "new development in the Village shall be guided by architectural and urban design standards that create an attractive environment and do not negatively impact the adjacent residential areas;" and,

WHEREAS, the HDC's Community Development Committee hosted a public meeting on January 27, 2015, with TJL Development and about 40 residents on a proposed mixed-use development at 735 South Cleveland Avenue where the overwhelming response to the developer were concerns regarding:

- Height and mass of the building in proportion to neighboring commercial structures and single-family homes
- Natural light obstruction and noise pollution from the building in general, and particularly from balconies overlooking single-family homes on the west façade of the building
- Anticipated increase in traffic on an already busy corridor, and the ability of current traffic signals and flows to handle this increase



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

Building a More Vibrant, Welcoming, and Safe Neighborhood

- Expected increase in demand for on-street parking on neighboring residential streets from residents, employees and customers
- Pedestrian safety considering the proposed layout of parking ingress and egress with respect to sidewalks, alleys and other driveways
- Types of commercial tenants in consideration of the numerous fast food and quick casual restaurants already operating in the area, and the faster turnover driven by those tenants as compared to sit-down service restaurants
- Deliveries and trash pickup timing, frequency and location for a building of this scale and at this location
- Proposed number of small apartments in the building and turnover of lessees
- Potential for increased crime from increased density

WHEREAS, the HDC has received an unprecedented volume of feedback (through emails, calls and online forums) from neighbors and residents with concerns about the proposed building height and mass, parking, traffic and overall effect on the neighborhood; and,

WHEREAS, the HDC's Community Development Committee hosted a second public meeting on March 18, 2015, with TJL Development, City of Saint Paul PED, DSI, Public Works, and many neighbors to discuss the proposed 735 S. Cleveland Avenue development as submitted to the City for site plan review; and,

WHEREAS, the attendees of the March 18, 2015, HDC's Community Development Committee meeting reaffirmed the aforementioned concerns about the proposed building height and mass, parking, traffic, and overall effect on the neighborhood, resulting in a CDC Resolution requesting the Planning Commission's Zoning Committee hold a public hearing to listen to residents' concerns; Therefore,

BE IT RESOLVED, that the Highland District Council does not advocate for a four-story development at 735 S. Cleveland Avenue, and

BE IT FURTHER RESOLVED, that the Highland District Council requests that the proposed 735 S. Cleveland Avenue development do all that it can to include qualities that scale to a pedestrian level by including building façade articulation, architectural elements to help define primary entrances, and commercial façade street level windows and doors that allow views into and out of the interior, and

BE IT FURTHER RESOLVED, that the Highland District Council supports the following conditions on the proposed 735 S. Cleveland Avenue development if it proceeds:



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

Building a More Vibrant, Welcoming, and Safe Neighborhood

1. TJL Development's representatives continue to work with the HDC and neighbors on design details including:
 - Building materials
 - Size and location of windows and balconies on the west façade of the building to preserve the privacy of neighboring homes
 - Landscaping and continuation of the Village Streetscape along the property
 - Potential for outdoor patio restaurant seating on the property
 - Business and parking signage and lighting
 - Building access and pedestrian safety, including features to alert pedestrians to vehicle egress from the site
 - Location, timing and frequency of supplier deliveries, garbage and recycling pick-up, and snow removal
2. TJL's representatives consider real ways to reduce auto traffic to and from the development through implementing a Travel Demand Management Plan by working with an expert such as St Paul SmartTrips, or some similar group to help reduce traffic and parking in the neighborhood and promote multi-modal transportation
3. TJL's representatives work with Public Works to implement a stormwater management system that considers the area's high water table and layout of the site with respect to adjacent alleys and properties
4. TJL's representatives work with the HDC on construction details including timing, location of equipment and materials, parking for crew and employees, and mitigating impacts on neighboring residents and businesses during the phased development, and

BE IT FURTHER RESOLVED, that the Highland District Council requests the following of the City of Saint Paul in regards to the proposed 735 S. Cleveland Avenue development:

1. DSI confirms that the proposed design meets setback requirements with respect to the adjacent alley
2. DSI reverse its Site Plan Review recommendation to move garbage and recycling pick-up to the adjacent residential alley rather than the property's surface parking lot
3. Public Works consider the best options to help with traffic flow and pedestrian safety, such as by considering bump-outs on Cleveland Avenue, possible one-way traffic flow options, and on-street parking locations and requirements on adjacent streets.

Approved April 9, 2015
By the Highland District Council Board of Directors

Greetings,

This communication is to strongly object to the inclusion of a 4th floor in the building proposed for construction at 735 South Cleveland in Highland Village. It is completely out of scale with neighboring buildings and the character of the neighborhood.

An important additional benefit to the elimination of the 4th floor of the building is the reduction of number of bedrooms, allowing for a better match between the planned parking spaces and the number of the building residents, employees, visitors and customers.

In keeping with the recommendations put forth by the HDC regarding this building proposal, I am opposed to the building's direct abutment to the sidewalk on the Cleveland side of the building. This would make impractical any sidewalk seating for any ground floor business occupying space in the building. Moving the building in by several feet on the Cleveland side of the building, puts the building in line with the buildings just up the block (housing the Highland Cafe and other businesses). This would enable the 735 building to have room for a row of tables between the building and the sidewalk, just as currently exists with the Highland Grill.

There has been unprecedented levels of objection raised to the design of this building, the height in particular. The current building is occupied and attractive. There is NO urgency that would factor into zoning committee approval of a proposal to replace a structure that is currently a neighborhood asset, with a structure that is the source of such significant concern and opposition, in its current proposal.

Sincerely,

Kris Ohnsorg
1881 Saunders Avenue

Dear Ms Drummond, Ms Beaulieu, and Mr. Tolbert:

I am contacting you to express my concerns about the 735 S. Cleveland development. The 735 S. Cleveland development is a blight on this neighborhood that will erode the quality of life and character of Highland Village. The community supports development if it is done well and enhances the quality of life in the community. However the Highland Village neighborhood is strongly opposed to the 735 Cleveland development as it currently exists because it will erode the characteristics that make this community desirable.

My specific concerns include:

- Increased vehicular traffic congestion and parking created by this four story mixed use development will endanger pedestrians, drivers, and cyclists.
- The development is out-of-scale in terms of height and mass for the residential neighborhood.
- Noise and light pollution from the apartments. Garbage trucks, delivery trucks for the retail operations.
- Highland Village neighbors and stakeholders have suggested various modifications including three-story modification but the developer rejected this compromise and will proceed with four stories.

Residents of the Village have raised families, paid taxes and made considerable investment in maintaining our homes and properties have been blindsided by TJL Development actions that undo what we have worked so hard for. We want to right to peaceful enjoyment of our property. That's impossible when an over-sized and out-of-character structure towers over its neighbors, blocks sunlight, views, disrupts existing drainage systems, displaces water onto neighboring lots and more quality of life elements. Existing regulations are an invitation for developers to impose suburban sensibilities onto established urban neighborhoods

The request: The city should reject this project as currently proposed. Until enforceable building code/standards are developed, please don't let profit trump people. If this development and the Ford development are left unchecked for community, then Highland Park and the Village will cease to be a desirable destination. Facilitate TJL, the developer, to work with neighborhood stakeholders to modify the current development plan and maintain Highland Village as a vibrant, welcoming and safe community.

Sincerely,

Kate Hunt

2F# 15-011-695
Highland

From: "Jim LaValle" <lavallejim@comcast.net>
To: "Beach, Tom (CI-StPaul)" <tom.beach@ci.stpaul.mn.us>, "Beaulieu, Michelle (CI-StPaul)" <michelle.beaulieu@ci.stpaul.mn.us>
Subject: FW: Highland Solar

Hi Tom and Michelle,

I felt compelled to investigate Mr. Kirr's analysis regarding the solar effect the proposed Highland Mixed Use project would have on his property. I recall that Mr. Kirr stated he was going to invest in solar equipment to assist with power generation for his residence. Therefore I asked SRF to complete and independent analysis in that context. Attached is a summary of the findings. Please include this information in our request for site plan approval. Thank you

Jim LaValle

From: Eric Beazley [<mailto:EBeazley@srfconsulting.com>]
Sent: Tuesday, April 14, 2015 12:15 PM
To: Jim LaValle
Cc: Steve McHenry
Subject: RE: Highland Solar

Jim,
Please find a solar memo for your review.
Thanks,
Eric

Eric W. Beazley, PE
SRF Consulting Group, Inc.
(763) 249-6707 Direct
(763) 475-0010 Main
(651) 402-1670 Mobile
ebeazley@srfconsulting.com

One Carlson Parkway North, Suite 150
Plymouth, MN 55447-4443

SRF Project No. 8740.00

APRIL 14, 2015

Mr. Jim LaValle
Cleveland Holdings, LLC
2416 Edgumbe Road
St. Paul, MN 55116

**Subject: Highland Park Mixed Use Redevelopment
Solar Shading Report
735 Cleveland Avenue
St. Paul, MN**

Dear Mr. LaValle,

Attached is our study of the shading effects on the neighboring homes in the area of the proposed Highland Park Mixed Use Redevelopment. This study was commissioned by Cleveland Holdings, LLC as a direct response to a dynamic light study for the property located at 2078 Highland Parkway that was authored by Jack Kirr (homeowner at 2078 Highland Parkway), and submitted to the City of Saint Paul. Our process for this analysis incorporated various aspects including the orientation of the home owner's property and the corresponding available solar power assuming a worst case of shading impact from the proposed development.

The placement and interaction of the buildings is shown in Exhibit 1 – Appendix A. This graphic shows the relative angle relationship of the proposed four-story mixed use building to the home at 2078 Highland Parkway. The resultant angle from this illustration shows a 9.5° angle to the horizon where the proposed building could shade the home in the morning hours. In addition, the development is placed at approximately 120° to the southeast of the home, and the top floor of the proposed building is approximately 100-feet east of the residence. We used an industry recognized solar design software package PVSOL 7.0 to input these angles to determine the worst case effect of shading to the adjacent home.

EXISTING CONDITIONS

As part of our analysis we assumed an approximate rooftop area to determine the maximum size of a solar panel system (based on google maps and City Code) that could be installed within the property. We assumed that solar panels would be installed on both the main house and the garage to achieve the maximum solar power generation potential and calculated approximately 990 square-feet of solar panels could be installed at the site shown in Exhibit 2 – Appendix A.

We used a solar design software package, PVSOL 7.0, to determine the solar power generation potential of a solar panel system at 2078 Highland Parkway. See Table 1 for a summary of our calculations. Our analysis shows that given a solar panel size of approximately 990 square-feet (utilizing all available home and garage roof space), a solar power generation system at 2078 Highland Parkway would be able to generate 10,791 kWh per year. See Appendix B for detailed calculations. Note that the north/south roof orientation for this residence requires a solar layout with four panel arrays, two on the home and two on the garage tilted 15° toward the respective horizon to maximize solar radiation collection. Also, the system will not be able to produce enough electricity from self-contained solar panels to power their

house without supplementing from the energy grid in either the existing or proposed conditions. In addition, during peak residential demand times (early morning and evening) the power for the house will likely be primarily obtained from the energy grid, as there isn't enough solar energy to capture during those times to accommodate the demand. Note also that the peak solar power generating times for this location are 1.5 hours after sunrise and before sunset. As such, the majority of the solar energy collected by the panels will be "Grid Feed-In" power (82%) while a small portion will be consumed by the residence (18%).

Table 1 – 2078 Highland Parkway, Existing Conditions - Summary Solar Power Data

Approximate rooftop area available for Solar Panels (1)	Maximum Annual Solar Power Generation of Assumed rooftop system	Maximum Annual Solar Power Grid Feed-In
990 sf	10,791 kWh	8,806 kWh

(1) Per City Code Sec. 65.921 – Solar Energy Systems. See also Exhibit 2 – Appendix A

PROPOSED CONDITIONS

A proposed conditions analysis was performed by accounting for the placement and interaction of the buildings as shown in Exhibit 1 – Appendix A. The purpose of the analysis was to determine the reduction in solar power generation capacity that results from potential shadowing over the house at 2078 Highland Parkway from the proposed four-story building. Xcel Energy offers a rebate program entitled Solar*Rewards that pays solar power generators \$0.08 per kWh sent to the grid. As such, a portion of the solar generated power from 2078 Highland Parkway will be utilized as "Grid Feed-In". The results of the analysis show that the property at 2078 Highland Parkway will likely experience a 0.51 percent reduction in solar generation as a result of shadowing effects from The Highland Park Mixed Use Redevelopment structure. See Appendix B for detailed calculations. Given a Grid Feed-In potential of 8,806 kWh per year, a 0.51 percent reduction translates to a 57 kWh reduction in generation potential per year. At \$0.08 per kWh, this equates to a financial impact of \$4.58 annually. See Table 2 for a summary of our proposed conditions analysis.

Table 2 – 2078 Highland Parkway, Proposed Conditions - Summary of Solar Power Analysis

% solar power reduction due to Shading from the Highland Village structure	Maximum Reduction of Annual Solar Power Generation of Assumed Rooftop System	Potential Financial Impact (2)
0.51%	45 kWh	\$3.60

(2) Assumes \$0.08/kWh per Xcel's Solar*Rewards Rebate program.

Sincerely,



Steve McHenry, PE

Exhibit 1 – Appendix A

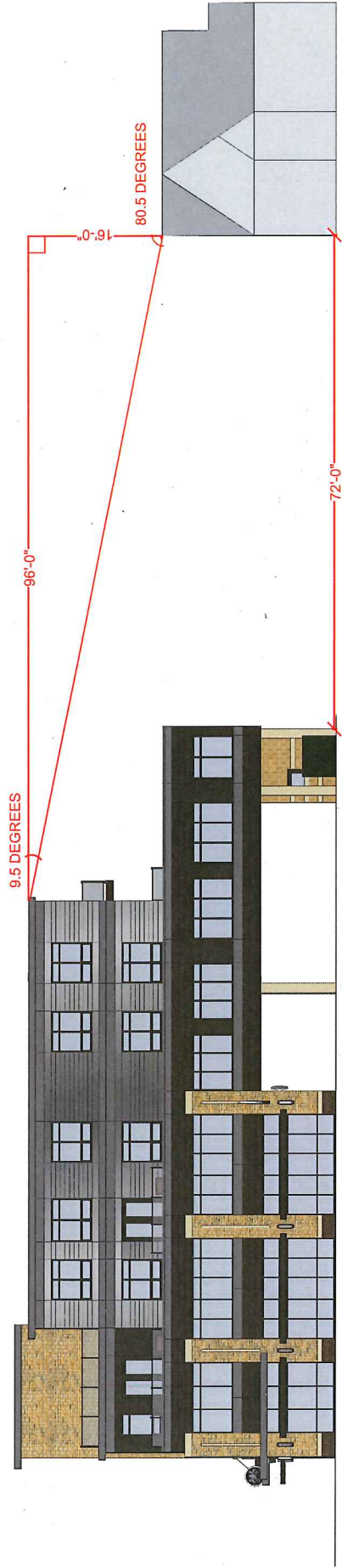
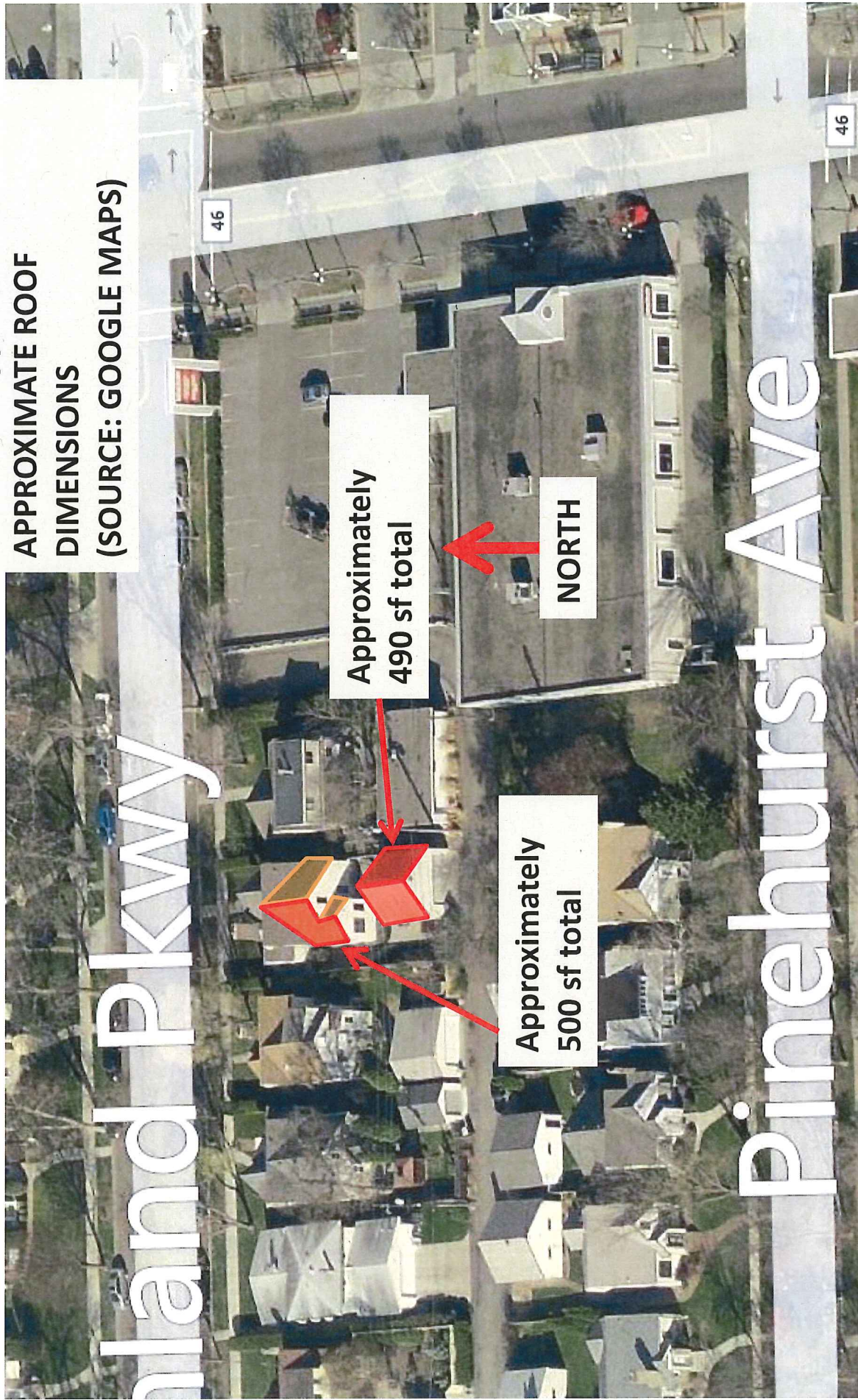


Exhibit 2 – Appendix A
APPROXIMATE ROOF
DIMENSIONS
(SOURCE: GOOGLE MAPS)



Appendix B

2078 Highland Parkway residence

Company

SRF Consulting Inc



One Carlson Parkway, Suite 150
Minneapolis, MN 55447-4443
USA

Contact Person:
Steve McHenry, PE

Phone: 763-267-6612
Fax: 763-475-2429
Mail: smchenry@srfconsulting.com

Client

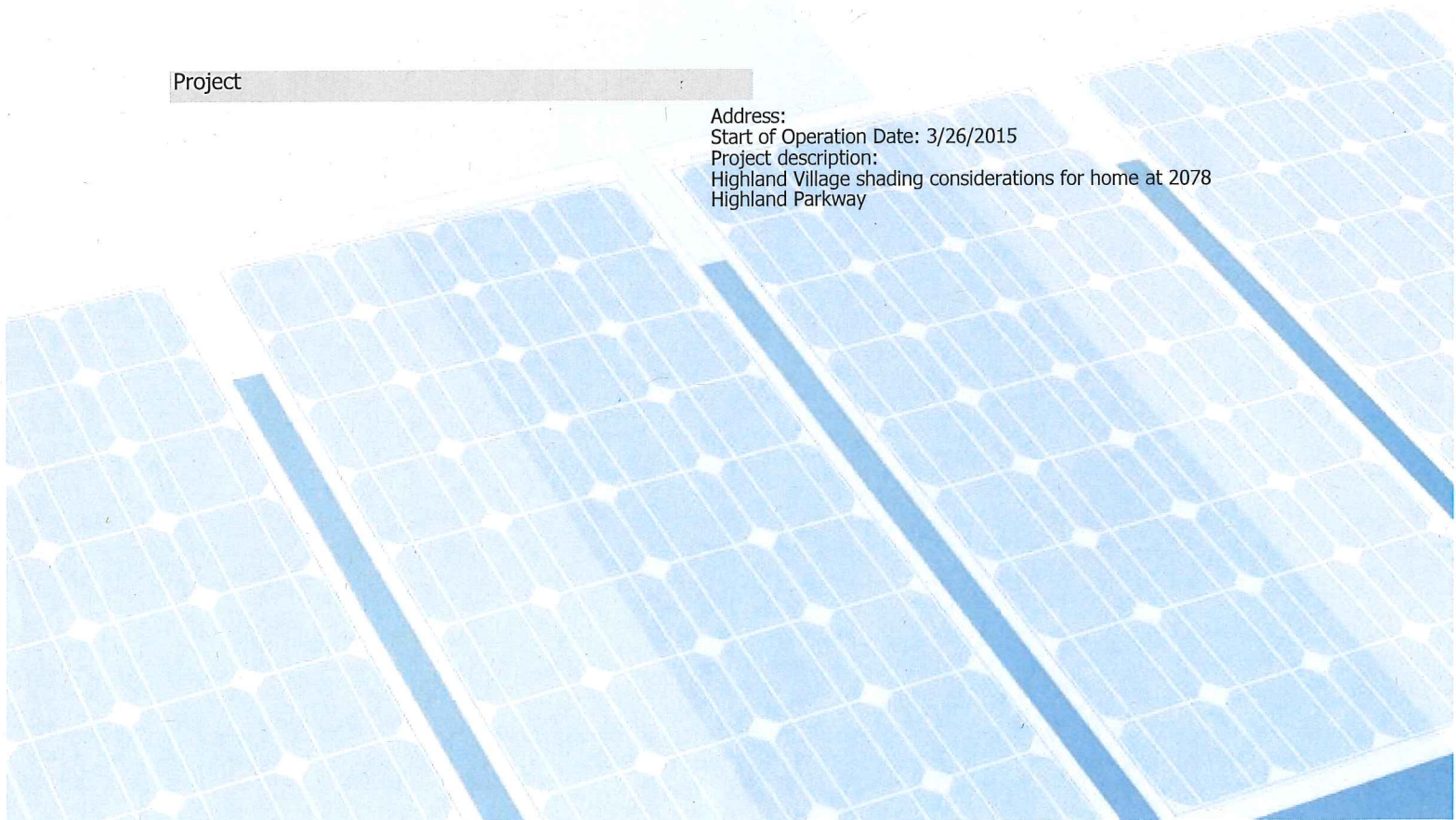
Cleveland Holdings, LLC

United States

Contact Person:
Jim LaValle

Project

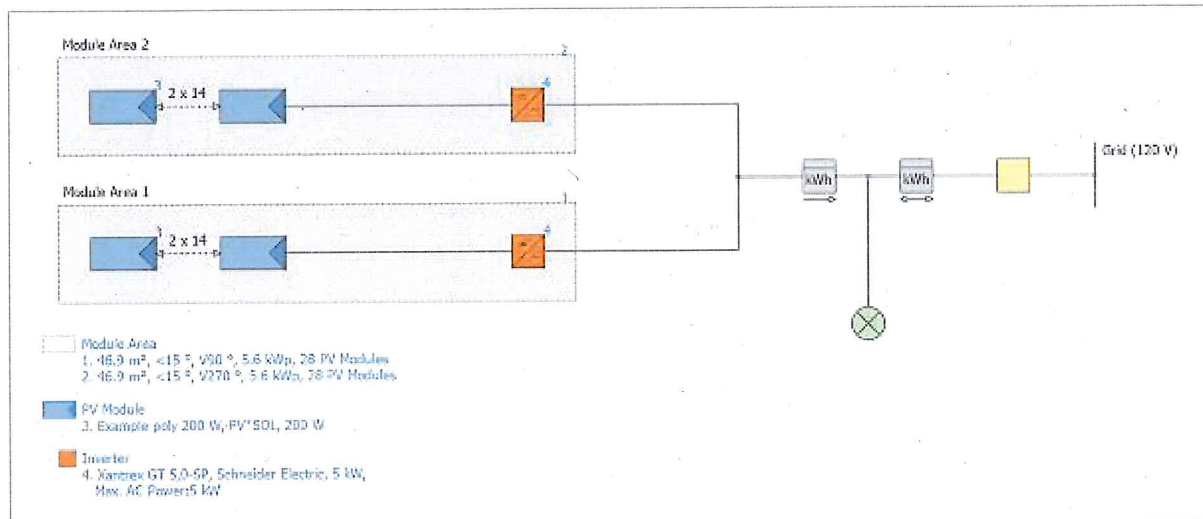
Address:
Start of Operation Date: 3/26/2015
Project description:
Highland Village shading considerations for home at 2078
Highland Parkway



Highland Village

Grid connected PV System with Electrical Appliances - Net Metering

City	Saint Paul
Climate Data	ST PAUL DOWNTOWN AP
PV Generator Output	11.2 kWp
Generator Surface	93.9 m ²
Number of PV Modules	56
Number of Inverter	2



The yield

Energy produced by PV System (AC)	10,791 kWh
Own Consumption	1,985 kWh
Annual Grid Feed-in	8,806 kWh
Annual Grid Feed-in incl. Degradation of Module	8,806 kWh
Spec. Annual Yield	963.45 kWh/kWp
Performance Ratio (PR)	77.6 %
Own Power Consumption	18.4 %
CO ₂ Emissions avoided	5,382 kg / year

Your Gain

Total investment costs	16,800.00 \$
Return on assets	0.60 %
Amortization Period	More than 20 Years
Electricity Production Costs	\$0.11

The results have been calculated with a mathematical model calculation from Valentin Software GmbH (PV*SOL algorithms). The actual yields from the solar power system may differ as a result of weather variations, the efficiency of the modules and inverter, and other factors.

Highland Village

Set-up of the system

City	Saint Paul
Climate Data	ST PAUL DOWNTOWN AP
Type of System	Grid connected PV System with Electrical Appliances - Net Metering

Consumption

Total Consumption	4212 kWh
Load Peak	1.1 kW

Solar Generator

1. Module Area	Module Area 1
Solar Modules*	28 x Example poly 200 W
Manufacturer	PV*SOL
Inclination	15 °
Orientation	East (90 °)
Installation Type	Mounted - Roof
Generator Surface	46.9 m ²

Losses

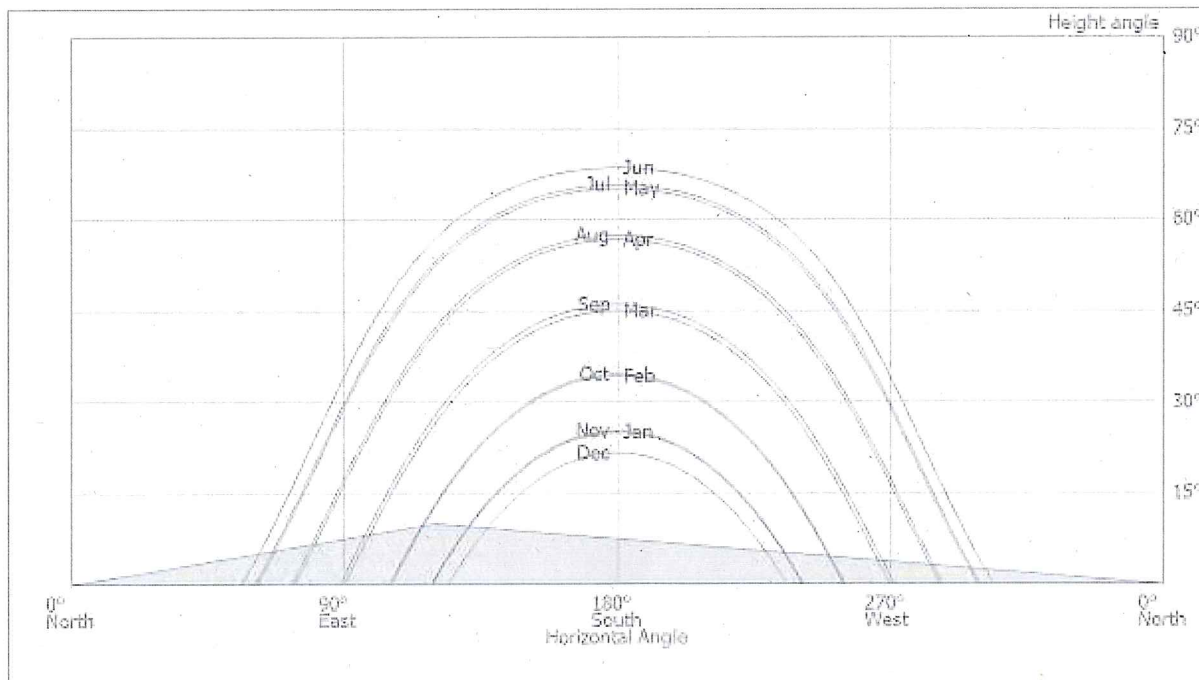


Figure: Horizon of Module Area 1

2. Module Area	Module Area 2
Solar Modules*	28 x Example poly 200 W
Manufacturer	PV*SOL

Project Number: 8740
Date of Offer: 4/2/2015

Project Designer: SJM
Company: SRF Consulting Inc



Highland Village

Inclination	15 °
Orientation	West (270 °)
Installation Type	Mounted - Roof
Generator Surface	46.9 m ²

Losses

Shading	0 %
---------	-----

Inverter

1. Module Area	Module Area 1
Inverter 1*	1 x Xantrex GT 5,0-SP
Manufacturer	Schneider Electric
Configuration	MPP 1: 2 x 14
2. Module Area	Module Area 2
Inverter 1*	1 x Xantrex GT 5,0-SP
Manufacturer	Schneider Electric
Configuration	MPP 1: 2 x 14

AC Mains

Number of Phases	2
Mains Voltage (1-phase)	120 V
Displacement Power Factor (cos φ)	+/- 1

Cable

Total Loss	0 %
------------	-----

* The guarantee provisions of the respective manufacturer apply



Highland Village

Simulation results

PV System

PV Generator Output	11.2 kWp
Spec. Annual Yield	963.45 kWh/kWp
Performance Ratio (PR)	77.6 %

Energy produced by PV System (AC)

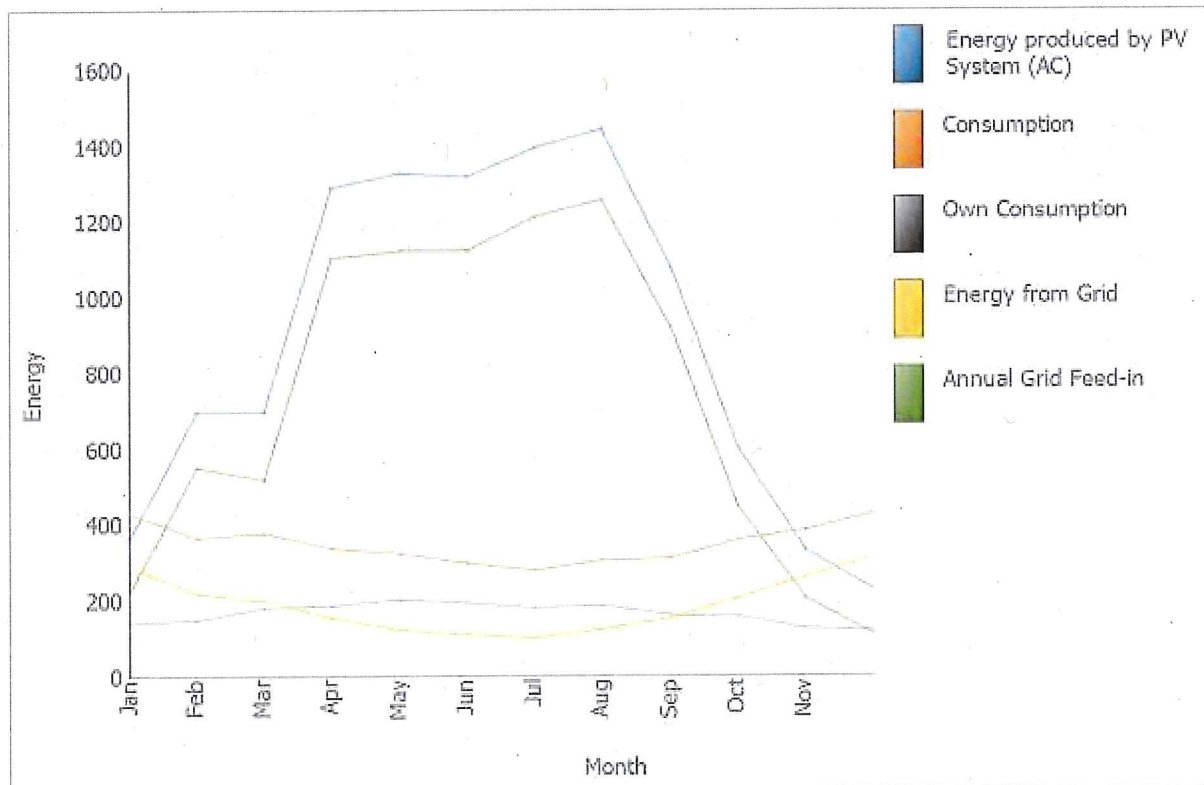
Own Consumption	1,985 kWh/year
Annual Grid Feed-in	8,806 kWh/year
Maximum Feed-in Power Clipping	0 kWh/year

Own Power Consumption	18.4 %
CO ₂ Emissions avoided	5,382 kg / year

Consumer

Consumption	4,212 kWh/year
Stand-by Consumption	27 kWh/year
Total Consumption	4,239 kWh/year
covered by solar power	1,985 kWh/year
covered by grid	2,254 kWh/year

Solar Fraction	46.8 %
----------------	--------





Highland Village

PV System Energy Balance

Global radiation - horizontal	1,286.2 kWh/m²	
Deviation from standard spectrum	-12.86 kWh/m ²	-1.00 %
Orientation and inclination of the module surface	-26.27 kWh/m ²	-2.06 %
Shading	-6.35 kWh/m ²	-0.51 %
Reflection on the Module Interface	-76.98 kWh/m ²	-6.20 %
Global Radiation at the Module	1,163.7 kWh/m²	

$$\begin{aligned}
 &1,163.7 \text{ kWh/m}^2 \\
 &\times 93.89 \text{ m}^2 \\
 &= 109,266.2 \text{ kWh}
 \end{aligned}$$

Global PV Radiation	109,266.2 kWh	
Soiling	0.00 kWh	0.00 %
STC Conversion (Rated Efficiency of Module 11.93%)	-96,226.29 kWh	-88.07 %
Rated PV Energy	13,039.9 kWh	
Part Load	-721.06 kWh	-5.53 %
Temperature	-208.34 kWh	-1.69 %
Diodes	-60.55 kWh	-0.50 %
Mismatch (Manufacturer Information)	-241.00 kWh	-2.00 %
Mismatch (Configuration/Shading)	0.00 kWh	0.00 %
String Cable	0.00 kWh	0.00 %
DC Main Cable	0.00 kWh	0.00 %
PV Energy (DC) without inverter regulation	11,808.9 kWh	
Regulation on account of the MPP Voltage Range	-1.18 kWh	-0.01 %
Regulation on account of the max. DC Current	0.00 kWh	0.00 %
Regulation on account of the max. DC Power	0.00 kWh	0.00 %
Regulation on account of the max. AC Power/cos phi	0.00 kWh	0.00 %
MPP Matching	-354.23 kWh	-3.00 %
PV energy (DC)	11,453.5 kWh	

Energy at the Inverter Input	11,453.5 kWh	
Input voltage deviates from rated voltage	-62.20 kWh	-0.54 %



Highland Village

Financial Analysis

System Data

Annual Grid Feed-in incl. Degradation of Module	8,806 kWh
PV Generator Output	11.2 kWp
Start of Operation of the System	3/26/2015
Assessment Period	20 Years

Economic Parameters

Return on assets	0.60 %
Accrued Cash Flow (Cash Balance)	-3,930.44 \$
Amortization Period	More than 20 Years

Payment overview

Total investment costs	16,800.00 \$
Total investment costs	1,500.00 \$/kWp
Incoming Subsidies	0.00 \$
One-off Payments	1,680.00 \$
Annual Costs	2.00 \$/year
Other revenue or savings	0.00 \$/year

Remuneration and savings

Total Payment from Utility in First Year	704.47 \$
First year savings	207.71 \$
Remuneration of Electricity sold to Third Party	
Price of Electricity sold to Third Party	0.08 \$/kWh
Remuneration of Electricity sold to Third Party	704.47 \$/year

STEVE MCHENRY, PE

Senior Associate



AREAS OF EXPERTISE

- Solar power design
- ITS design
- Power systems
- Building systems
- Communications
- Digital circuitry
- Analog circuitry

EDUCATION

B.S., Electrical Engineering, University of Wisconsin-Platteville, 1986

REGISTRATION

Professional Engineer: Minnesota and Wisconsin

PROFESSIONAL AFFILIATIONS

Institute of Electrical and Electronics Engineers

Executive Committee (Chairman - 1999 to 2002) - Construction Industry Manufacturer's Association,

Dynamic Message Sign (DMS) Standards Working Group (NEMA TS4 - 2002 to present), national standard for DMS, collaborative effort directed by the Federal Highway Administration

Mr. McHenry is an experienced electrical engineer with design and management expertise in electrical engineering, solar power systems, control systems, and Intelligent Transportation Systems (ITS). He recently joined SRF after working for an international manufacturing firm, which specialized in the ITS industry.

Mr. McHenry also has experience designing commercial, industrial and institutional power, lighting, fire/safety, HVAC control and surveillance systems. In addition, he has conducted energy efficiency studies and developed improvement plans for energy utilization.

PROJECT EXPERIENCE

- Expert knowledge in solar power systems for portable equipment and small-scale (<4kW) off-grid installations including battery power (FLA, AGM, GEL) and inverter/UPS variations. Also familiar with grid-tie solar power systems, small-scale wind energy and fuel-cell systems.
- Managed large ITS installations as general contractor responsible for directing work of consultant engineering firms, electrical contractors and general construction contractors.
- Led technical design and project management for electrical, mechanical, software, and system integration as equipment supplier to hundreds of ITS installations. Systems included monochrome to full-color DMS, full-motion CCTV, sensors, RWIS, de-icing, HAR, and numerous variations of communication infrastructures.
- Managed team and led design on patented (US #6,150,996 & #6,414,650) modular LED display system for permanent, stationary and mobile variable message signs creating a new product.
- Managed team for patented (US #5,542,203) portable Variable Message Signs (VMS) integrating LED displays onto solar powered trailers, creating a virtually maintenance-free product.
- Led electrical design for patented (US #5,475,386) Portable Traffic Signal (PTS) integrating traffic signals onto solar powered trailers with RF communications.
- Led electrical design for patented (US #5,187,993) electromechanical actuator and drive electronics for off-road, construction equipment and recreational vehicles industries. End applications included engine throttle, hydraulic valve and hydrostatic transmission control.

ZFH 15-011-695
Highland

From: admccnicoll@gmail.com [mailto:admccnicoll@gmail.com]

Sent: Tuesday, April 14, 2015 5:17 PM

To: Beach, Tom (CI-StPaul); Drummond, Donna (CI-StPaul)

Subject: HHighland Development

Just a quick note to express my support for the Highland Development Project. Density on this particular location is exactly what it needs. Change can be difficult and you will never get everyone in complete agreement, but the site is worthy of a great design as presented and any adjustments or minor tweaks can likely address much of the concerns raised. This area is a fantastic part of St. Paul and needs continued attention w retail, restaurants, residential and great design. It is on or near to Buss Lines and other transportation and the additional traffic if created will be minimal for the overall benefit to the community.

Thanks for reading.

Doug McNicoll

Sent from Windows Mail

ZF# 15-011-695
Highland

TJL Development LLC
2416 Edgecumbe Road
St Paul, MN 55116
612-751-1919

April 15, 2015

Mr. Tom Beach
City of St Paul
Department of Safety and Inspections
375 Jackson Street
St. Paul MN 55101

RE: Edina Realty / Highland Park Mixed Use Redevelopment
735 Cleveland Avenue
St. Paul MN

Tom,

Please accept this project summary and findings letter as part of your staff review for the Highland Mixed Use Redevelopment

Project Summary:

The redevelopment plan contemplates a true mixed use building that will embrace transit, walkability, create new retail opportunities for the neighborhood, retain a local employer and offer a new housing option.

The first floor of the project consists of approximately 11,000 square feet of retail space oriented to Cleveland Avenue, Highland Parkway and Pinehurst Avenue. The retail space is broken into three bays which are separated by one lobby dedicated to the residential use and one lobby dedicated to an office use on the second floor. Full movement access from Highland Parkway and Pinehurst Avenue is located behind the retail to access 32 on grade public parking stalls. The retail spaces are designed as "two sided front entrances" so the retail patrons can access the retailers from either the parking field or the Cleveland Avenue facing storefronts. The parking field will also provide access to 79 below grade secure parking stalls that will serve the residential, office and employment base the project creates. The below grade parking is planned to also house several bike parking facilities. We are marketing the retail space to apparel, unique local restaurant groups and service retail to bring new retail opportunities that don't currently exist in the Highland Village trade area.

The second through the fourth floors of the project will consist of a 7,000 square foot office use on the second floor and 53 dwellings units. The proposed unit mix is 9 studios, 27 one bedrooms, 5 one bedroom plus den and 12 two bedroom units.

Building Amenities are:

1. Heated and secure auto and bicycle parking
2. Entrance lobby with gathering spaces and fireplace
3. Fitness and exercise facility
4. High quality exterior materials including stone, brick and metal panels
5. Large fiberglass operable windows to allow significant daylighting opportunities
6. Multiple transit options directly adjacent to the property
7. Expansive community and gathering room on the top floor equipped with high definition TV's, grilling stations and community kitchens, and exterior deck
8. Yoga studio

Unit Amenities are:

1. Separate heating and cooling plants for each dwelling unit
2. State of the art stainless steel appliance package
3. Granite countertops
4. Nine foot ceilings
5. Separately metered utilities
6. Wireless high speed internet
7. Walk in closets
8. Solid core doors
9. High quality sound control and insulation systems throughout floors and interior partitions
10. Class "A" quality flooring and cabinets

The dwelling units are intended to be marketed to and appeal to a wide demographic who are searching for a unique urban transit oriented life style with all the natural amenities the Highland area offers.

The project is conceived to retain the offices of Edina Realty in Highland Park. We are planning two concurrent phases of construction to allow Edina Realty to remain open for business throughout the development and construction periods. The northerly portion of the site, (the existing surface parking lot) will be constructed first while Edina Realty occupies the existing building. The phasing is depicted on the plans that have been submitted to you. When the first phase is completed Edina Realty will relocate into the new facility, (the residential component and parking area under the first phase will not be occupied until the second phase is completed) and work is planned to commence on the southerly portion of the site where the existing building is located.

Following are findings relevant to the project pursuant to the City of St Paul Legislative Code 61.402:

1. ***The project is consistent with the comprehensive plan.*** The site is located in a designated Neighborhood Center and Mixed -Use Corridor with multiple transit options. *Strategy 1 of the Plan States "Target Growth in Unique Neighborhoods". Section 1.2 "Permit high density residential development in Neighborhood Centers, Mixed-Use Corridors. For Mixed-Use Corridors the City*

should permit residential development of 30 -150 dwelling units per acre.” We are proposing 53 dwelling units on a site that is approximately 35,600 square feet, well under the suggested maximum. The floor area ratio permitted in the T-2 zoning district is 3.0, we are proposing a floor area that is less dense than the maximum in T2, approximately 2.12. *Section 1.3 “Study the RM multi-family districts and the TN districts to determine how they can accommodate more intense residential development.”, Section 1.4 “Create new zoning districts to permit higher density residential districts”.* The City of St Paul comprehensive plan was updated and adopted in 2011 with these new strategies including rezoning to T-2 of the site considered in this application. The Highland Village Zoning Study (February 2011) recommended the site for rezoning to T2, as does the Highland Park/District 15 Neighborhood Plan Summary. The full length District plan dated in 2005 mentions building heights with a maximum of three stories, but that is inconsistent with T2 zoning and the Comprehensive Plan and was not adopted by the City.

2. ***The plan is consistent with the ordinances of the city.*** The land use application is for site plan approval only. The zoning, planning and engineering staff with the City of St Paul have determined no variances, special use or conditional use permits are required. The design of the project meets or exceeds all the applicable zoning and engineering standards: for setbacks, height, density, parking, access, lot coverage and preservation of natural resources for the adjacent residences.
3. ***The proposal allows for the preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*** The site is not located on or near any unique geologic, geographic, historically significant or environmentally sensitive resources.
4. ***The project allows for protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and site buffer, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*** All surface water drainage will be collected and routed through a storm sewer filtration and treatment system and then to the city storm sewers. Green roofs are proposed for some the new roof areas to assist with natural filtration and provide an amenity for the residents. The existing conditions will be significantly improved due to fact that existing conditions shed water directly into the city system currently without rate or treatment controls that are proposed. On the southerly half the site we are setting the building façade of the first floor 40 feet from the adjacent residence to the west, approximately the same location that exists currently, to provide a transition and separation to the single family homes and it residents. The northerly half of the project is separated by an existing 30 foot wide alley. The setbacks to the west side upper stories of the proposed building increase as the building gets taller. The southerly setback of the tallest floor is approximately 65 feet, the middle portion of the building is approximately 70 feet and northerly portion is approximately 50 feet from the nearest neighbors. Shadow studies submitted with our application demonstrate shadowing will only occur on a few residences in the early morning hours for very short periods of time during the darkest seasons of the year. In addition we submitted a solar study

utilizing state of the art computer modeling systems that demonstrates and clearly articulates the minimal true impact of shadowing of the project.

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 Broad Vision in Chapter 3 of the 2005 Highland Park Neighborhood Small Area Plan states the following: "New development in commercial areas will incorporate a mixture of new uses including residential and commercial on the same block, and in many cases, in the same building. This development shall also conform to the design guidelines set out in the Traditional Neighborhood Zone in the case of Highland Village. This development will be pedestrian-oriented, with buildings fronting on the sidewalks, on-street parking and street design that increases safety for pedestrians and automobiles. These factors will create an atmosphere that encourages visitors to leave their cars and walk to their many destinations. Where appropriate, transit and bicycle improvements will also serve to increase accessibility and reduce parking demands. Highland will maintain its desirable and high-quality housing stock. Design review and a careful mixing near the edge of commercial areas will help protect single family home values. New multi-family housing mixed with commercial uses will help to meet the demand from a younger age group wishing to enter the home buying or rental market as well as retirees who need to access to transit and commercial services, but who do not wish to leave Highland." The proposed development is in keeping in every respect with the vision as stated above. Particular attention was dedicated to conservative setbacks and architectural articulation of the building mass on all facades of the project to be respectful to minimize any negative impacts to the adjacent property owners. The different uses and positioning of the uses within the development are consistent with the broad vision statements. In addition to the broad vision compliance, we have made many revisions to the redevelopment plan to address concerns that were voiced by the various stakeholders. Some of the revisions include: Additional building setbacks, screening of the parking field with masonry walls, relocating trash pick-up to the interior of the project and agreeing to have the collection times for the trash scheduled at a time that will not be detrimental to the neighborhood, pedestrian safety controls, and landscape and fencing enhancements. The response to number 4 above also applies to this finding regarding set-backs of the project.
6. ***Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*** The design and amenities for the building include the following energy conserving features: Energy conserving LED lighting, Energy Star rated appliances, LEED Certifiable mechanical systems, separately metered utilities to each dwelling unit and retail space and state of the art construction materials selections for energy conservation. The plan for the site landscaping has been reviewed and revised based on comments received from the City Forester. New landscaping and plantings are contemplated for all sides of the property consistent with the code and the new Highland Boulevard design.

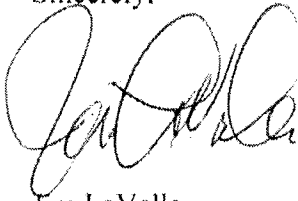
7. ***Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*** A Traffic Impact Study and Traffic Demand Management Plan was completed by SRF Consulting Group and submitted to the City of St Paul. The findings of the report conclude that the development will not have a detrimental impact to the road capacity, pedestrian realm and neighborhood burden. The development group is committed to adopting the recommendations of the report in cooperation with the City of St Paul's engineering department.
8. ***The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.*** The development will enhance the existing conditions of storm water runoff by collecting *all* the storm water and providing rate control and filtration through a storm water chamber filtration system. Engineering studies conclude the existing sanitary sewer systems can easily accommodate the anticipated demand of the project.
9. ***Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*** The proposed parking is well in excess of the code required stalls, 120 stalls proposed, 93 stalls are required. A decorative fence is suggested to be installed along the south westerly portion of the site adjacent to the property on Pinehurst Avenue. The development plans suggest we select the materials and design of the fence with consultation of the adjacent property owner. The parking portion of the project is primarily screened with masonry walls that allow for vision corridors to ensure pedestrian safety. The city forester has commented on the landscape plans which have been updated to reflect his departments' requirements.
10. ***Site accessibility in accordance with the provisions of the American with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*** The code required handicap parking spaces are designated in the parking areas of the project. Accessible entrances are planned for all the entrances into the facility. The project is also planning the code required accessible dwelling units.
11. ***Provision for erosion and sediment control as specified in the "Ramsey Erosion Sediment and Control Handbook."*** The civil engineering plans specifically address and meet the standards for Best Management Practices and the Ramsey Erosion and Sediment Control Handbook for development projects.

I am excited to be a part of the development team with the goal to redevelop the site into a mixed use facility that will keep an employer in the neighborhood, add additional retail choices to the community and provide a fresh new housing alternative. We have designed this first class project so it is consistent with the vision and goals set forth in the City of St. Paul Comprehensive Plan and to meet all the requirements of the zoning ordinance and building codes. Although site plan review has been scheduled for a public hearing due solely to concerns that have been voiced by some neighboring residents, this project not only meets the spirit and intent in every aspect of the applicable standards, but exceeds them. A significant effort has been made to present the project to the community

and make design changes based on their comments and also comments of various City of St Paul staff members. I also plan to continue to work with the Highland District Council to address the issues and concerns they voiced in its' resolution that was send to the city regarding this project. I look forward to approval of the site plan for a project that City staff has determined complies with all the applicable codes.

If you need additional information or have any questions regarding our application please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim LaValle', written in a cursive style.

Jim LaValle

Cc: Donna Drummond, Michelle Beaulieu, Brian Alton

ZF# 15-011-695
Highland

Wednesday, April 15, 2015

TO: Saint Paul Planning Commission Zoning Committee

RE: Site Plan File #15-011695, 735 S. Cleveland Ave

FROM: Mathews Hollinshead, 2114 Pinehurst Ave., St. Paul MN 55116 651-492-0645



I write as a frequent transit user and homeowner within one block of 735 S. Cleveland, immediately contiguous to Highland Village, who is in favor of the essential urban, environmental, social, economic concept and characteristic of density. I do not oppose the size, massing or aesthetics of the 735 S. Cleveland proposal, although I favor fair monetary compensation for the loss of light and privacy of those next door. All cities need such a cost recognition to compensate adjacent neighbors, or the result will continue to be endless opposition to and prevention of otherwise healthy urban evolution and growth, evolution and growth that is absolutely necessary if St. Paul is to cover current and future legacy costs of being a historic core city its taxpayers can continue to afford to live in.

I do specifically oppose the 735 S. Cleveland proposal on the basis of unaddressed traffic and transportation impacts.

Notwithstanding City Public Works opinion, I know that increased use of Pinehurst as a bypass for Ford Parkway traffic lights and feeder to the Ford Bridge and I94 will directly and adversely affect my property and quality of life as a result of the 735 S. Cleveland proposal. I urge the Zoning Committee to incorporate making Pinehurst one-way eastbound between Finn and Cleveland, or that Pinehurst be cul-de-sacked at the 735 S. Cleveland property boundary. I understand that in the case of the U.S. Bank site/Johnson Brothers proposal at Shepard Road, various traffic and design conditions were imposed by the City. Traffic conditions do have precedent.

At age 66, I use transit almost every day even though I own a very good motor vehicle. Although Highland Village has Traditional Neighborhood Zoning to which this proposal may at first glance appear to conform, it will result in more, not less motor vehicle trips than under past zoning. Many new motor vehicle trips will use Pinehurst if changes are not made, on a street with many seniors and children.

If we are to walk the talk about diversity, opportunity, climate change, affordable housing and a host of other environmental, urban, political, rhetorical tropes, we must look in the mirror and acknowledge that St. Paul is a city, not a suburb. Moreover, St. Paul is a core city. Its business nodes and transit lines should have much more housing adjacent, but that housing should have severely limited parking combined with meaningful cost discounts in return for achievable, documented transit use, biking and walking as transportation for residents. If motor vehicles are allowed to the numbers in current, still overly generous code, then current homeowners should be physically protected from that traffic, as they are in almost every suburb around St. Paul.

I live across the alley from the north side of Ford Parkway at Finn Street, within sight of Lunds Supermarket. Some years ago, Highland homeowners mounted a multi-year campaign to make Finn a cul-de-sac between Pinehurst and the Ford Parkway alley. Subsequently, we and our neighbors secured the official vacation of that portion of Finn. That seemingly small victory for pedestrians has made all the difference for dozens of homes on several streets northward between Cretin and Cleveland, homes that pay generous property taxes and have high per-square-foot valuations.

If we are to be a green city, density and shift to transit, biking and walking are not just elitist fantasies, but essential to survival. That's particularly obvious in light of the threat of mile-long oil bomb trains traversing downtown Minneapolis, whose cargo only exists to feed motor vehicle gas tanks.

735 S. Cleveland is a prime opportunity to invoke the full intent and realize the true potential of Traditional Neighborhood Zoning. Please do so.

Mathews Hollinshead

2114 Pinehurst Ave.

St. Paul MN 55116

651-492-0645

15-011-695
Highland

April 15, 2015

Donna Drummond
Director of Planning
c/o Zoning Committee
City of Saint Paul

re 15-011-695 Highland Village mixed use development

Dear Zoning Committee Members:

We residents of Highland Park would be the immediate neighbors of the mixed use development planned in Highland Village at 735 South Cleveland Avenue between Pinehurst Avenue and Highland Parkway (the "Development"). Over the last several months, we've learned about the proposed development, followed it through one architectural revision, and expressed our significant concerns on numerous issues to the developer, members of City of Saint Paul staff, our representatives at the Highland District Council, Saint Paul City Councilmember Chris Tolbert, and others. We understand that these concerns led you to conduct the site plan review process, as opposed to delegating the process to City staff. Your review is absolutely warranted, we appreciate your time, and we believe that, after review of the Development in accordance with the City of Saint Paul Zoning Code, you, too, will conclude that it is not the right project for this very important and visible neighborhood location.

Standards for Site Plan Review

The process of site plan review, as it is codified in the Zoning portion of the City of Saint Paul Code of Ordinances (the "Code"), mandates consideration of the following 11 criteria when evaluating an application for review and approval. Section 61.402(c) of the Code requires consistency with *all* of these standards. *If you conclude that the Development is inconsistent with even one part of one of these criteria, you must deny approval of the site plan.*

"Site plan review and approval. In order to approve the site plan, the planning commission shall consider and find that the site plan is consistent with:

- (1) The city's adopted comprehensive plan and development or project plans for sub-areas of the city.
- (2) Applicable ordinances of the city.
- (3) Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.
- (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.

- (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.
- (6) Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.
- (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.
- (8) The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.
- (9) Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.
- (10) Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.
- (11) Provision for erosion and sediment control as specified in the Minnesota Pollution Control Agency's "Manual for Protecting Water Quality in Urban Areas."

The criteria range from specific – consistency with the applicable ordinances of the City – to more broad – consideration of the implications of a proposed development on the surrounding neighborhood and requiring consistency with the City's Comprehensive Plan.

Summary

Within the framework provided above, we, first, urge you to examine whether the Development actually meets the T-2 Code requirements, especially with regard to setback and height.

The Development must also meet the T-2 design applicability standards for managing transitions in density or intensity to lower density neighborhoods through careful attention to building height, scale, massing and solar exposure.

We also urge you to resist the idea that consistency with the T-2 dimensional standards of the Code, alone, should result in your approval of the Development. To the contrary, the criteria above recognize that meeting massing and sizing requirements is just a portion of what is necessary for an approved site plan. You must consider all 11 criteria – which themselves are found in the Code itself – for an approval.

Second, we urge you to examine whether the Development objectively meets other portions of the Code, including its purpose and intent to promote and to protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community; ensure adequate light, air, privacy and convenience of access to property; lessen congestion in public streets by providing for off-street parking of motor vehicles and for off-street loading and unloading of commercial vehicles; provide for safe and efficient circulation of all modes of transportation, including transit, pedestrian and bicycle traffic; encourage of a compatible mix of land uses, at densities that support

transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods; and conservation and improvement of property values.

Importantly, all of these intentions and purposes are objective and can be quantified.

Third, we urge you to examine the remainder of the above 11 criteria, paying specific attention to whether the Development is consistent with the City's adopted comprehensive plan. The standard for your consideration should not be simply whether the Development meets the comprehensive plan's long-term guidance for the property as part of a mixed-use corridor, but whether the Development demonstrates compliance with the specific components of the comprehensive plan set forth to guide development over the next fifteen years, including protection and promotion of solar energy and zone transition, density and development standards that are so important in neighborhoods where residential and commercial uses are located together.

(1) Setback and Height

Returning to the building height – mixed-use properties in T-2 zoning districts are not permitted to be greater than 35 feet in height unless they are stepped back from side and rear property lines by a distance equal to the additional height.

Notwithstanding that this exception allows monolithic tower structures so long as the building height to setback ratio is met, the setback must be measured from *all* of the above-ground building faces and not just the top story. As a result, the Development cannot be approved because its height is higher than the side and rear setback distances permitted in the Code.

Section 60.220 of the Code defines *setback* as the distance required to obtain front, side or rear yard *open space* provisions of the Code is measured from the lot line to the above-grade *faces* of the building. Importantly in this Code definition, setback relates contextually to "open spaces," and the word "faces" is plural. This means that *all* of the above-ground faces must be setback, not just the face of the upper story.

Further, Section 2.02 of the Code is in agreement, indicating that words and phrases shall be construed so far as possible in their plain, ordinary and usual sense except that technical words and phrases having a peculiar and recognized meaning in law shall be understood according to their technical import. It is the Planning Commission's duty to apply the Code in this instance according to its plain and unambiguous meaning – regardless of whether it has done so consistently in the past. The risk that adverse impacts will result from this Development is significant, and the Commission should therefore strictly apply the actual language of the Code, not rely on unwritten rules or subjective comparison to so-called past practices.

Finally, we ask whether the City interprets the definition of setback differently between residential and commercial properties. It is difficult to imagine a residential homeowner in a comparable scenario getting a building permit by setting only an upper story back from a property line.

(2) Compliance with Code Provisions

(a) The Development *neither promotes nor protects the public health, safety, morals, aesthetics, economic viability and general welfare of the community*. Neighbors have objectively and

voluminously voiced concerns about increased traffic and alley circulation dangers, the safety of pedestrians at the southwest corner of Highland Parkway and Cleveland Avenue, the health and safety impact of garbage and recycling collection, the loss of privacy and sunlight, the aesthetics of the west-facing façade, an increase in noise and disturbances from apartments, motorcycle parking location, and from an audible traffic signal, and we have shared concerns about storm water collection given the area's high water table. In total, these numerous, serious concerns add up to an overall concern about general welfare in our community caused by the Development.

(b) The Development objectively *does not ensure adequate light*, because adjacent residential homes will be blocked from sunlight. It does not require complex science to factually state that a long, "L" shaped, four-story building will not ensure the same amount of sunlight to adjacent two-story homes. Solar access will be discussed in more detail later in this document.

(c) The Development *does not ensure privacy*, because it has 27 apartments, including 16 decks and balconies that face two-story residential properties. Given that people living in small, traditional R-4 homes spend the majority of their waking time on the first floor and in their yards, these homeowners will factually lose their privacy to approximately 40 apartment dwellers on the second, third and fourth floors of this building.

(d) The Development *has not ensured convenience of access to adjacent properties*. Even without complex calculations, it is logical that a large, intense building in an area with complex alley flow will diminish convenience of access to our homes. We neighbors have no assurance that access to our property will continue to be convenient.

(e) The Development *does not lessen congestion in public streets*, even though it provides off-street parking for motor vehicles. It does not *lessen* congestion because factually there will be *more* cars and delivery trucks accessing this property and using public streets. Highland Village is known by the City to have significant parking constraints, and for many years homeowners on Pinehurst Avenue and Highland Parkway have voiced concerns to the Highland District Council and Ward 3 Councilmembers about our inability to park our cars on our street. The City has not quantified the neighborhood's current parking needs, nor provided an estimate of how parking will be impacted by the Development.

(f) The Development *will not have off-street loading and unloading for all commercial vehicles* and this too will not lessen congestion.

(g) The Development *has not quantified provisions for safe and efficient circulation of all modes of transportation, including transit, pedestrian and bicycle traffic*. Streets in Highland Village have complex traffic patterns and underperforming intersections. Dynamic modeling shows what happens to congestion and circulation under a wide range of traffic scenarios. Even without these quantifications, it is logical that a large, intense building in an area with poor traffic flow is unlikely to improve the safe and efficient circulation of transportation. Emblematic of this concern is the strong objection by neighbors to an audible signal at the north end of the Development which, by virtue of its existence, exemplifies how poorly traffic is likely to circulate in this area.

(h) The Development *does not reflect the scale of Saint Paul's existing traditional neighborhoods*. Our traditional Highland Park neighborhood has both residential and commercial buildings, inclusively, whose scale is both objective and quantifiable. At four stories, the Development is two to four times taller than every one of our homes. With a Floor-Area-Ratio ("FAR") of approximately 2.1 times, the Development is 3 to 5 times denser than our homes. That the Development is in a T-2 zone and our homes are in an R-4 zone is irrelevant to the reading of this section of the Code, which simply states the intent of the Code to reflect the scale of the *neighborhood* and not just the scale of a *zone*.

(i) The Development *has not shown to neighbors that it will conserve and improve our property values*. We residential property owners bear a significant risk with the Development near our homes. Our diminution of value is quantifiable and objective but we have not seen this analysis.

(j) The Development *does not meet the design applicability standards for transitions to lower density neighborhoods*, because careful attention has not been made to density or intensity (including building height, scale, massing and solar exposure) as shown in the analysis above. There is an abrupt, binary change of height, scale, massing and solar exposure when the Development is adjacent to our homes, and the intensity of its land use is exponentially greater than the intensity of land use by our homes.

(3) Compliance with Other Parts of the Site Plan Review Criteria in the Code

(a) The *Development is not consistent with the City's Comprehensive Plan*. The Code clearly states that the Development must be consistent with *all* of the applicable portions of the Saint Paul Comprehensive Plan (the "Plan"), not just generally consistent with its guidelines for overall land use. The Development is not consistent with a number of provisions of the Plan including, but not limited to, solar energy and zone transition issues such as density and development standards in residential and commercial areas, how alleys can serve small commercial buildings when they abut residential neighborhoods, and design standards to provide a transition between single-family houses and nearby taller buildings.

The Plan, passed by the City Council in early 2010, is the main (but not exclusive) land use control document describing these solar energy and transition issues. It has been four years and, to the best of our knowledge, these planning and zoning studies have neither been conducted nor implemented and codified.

Solar Energy. The Development unequivocally obstructs access to solar energy. This loss of sunlight conflicts not only with the Code to ensure and preserve access to light, but also the Metropolitan Land Planning Act (Minnesota 473.859 Subd 2b) as administered by the Met Council, and Minnesota statutes 394.25 Subd 2 and 394.27 Subd 7. That the City, as members of ICLEI for 20 years, would knowingly conflict with state law relating to solar energy is difficult to understand.

Our contention is that shadows on adjacent property lines should be "integrated" over each/every day of the year and measured as an average "percentage reduction of daylight" and as a "maximum percentage reduction of daylight." In this way the impact to adjacent

homeowners can be quantified. By our own measurements, the home at 2074 Highland Parkway will get an average of 34% less sunlight throughout the year, and nearly 50% less sunlight during the winter. Many other adjacent properties will get significantly less sun.

Solar energy experts say that any loss of solar access reduces the efficiency of solar panels. Regardless of whether these properties have installed solar arrays already, solar access laws are meant to provide access to any homeowner who is or may someday wish to install a solar array. On November 17th, 2014, the owners of 2078 Highland Parkway began the process of installing an array on their property through a company called Geostellar, Inc. of Martinsburg, West Virginia.

The Plan promotes access to sunlight for solar energy systems in new or rehabilitated residential, commercial, and industrial developments to the extent possible. The Plan states that the City will prepare a study on tools, techniques, and regulations to facilitate increased usage of solar energy systems, either as standalone systems or as supplements to conventional energy sources, including, but not limited to: orientation of buildings, lots, and streets to capture the maximum amount of sunlight; building and site design, and the permissible levels of shading by structures and vegetation; and determination of minimum degree of solar access protection needed to produce maximum amount of solar energy. To the best of our knowledge in the past four years these studies and their implementation and codification have not been completed by the City.

Transition Issues. The Plan calls for studies to evaluate potential problems when large commercial areas abut residential homes, and for standards to be developed in these transition areas. The Development is in the second-most liberal traditional neighborhood zone (T-2) and it abuts the densest residential zone (R-4), and yet there appear to be no additional studies or standards published by the City for such a transitional combination. See specifically the language in the following sections of the Plan:

Density and development standards (LU-1.3). “The study will focus on density and other development standards, including, but not limited to, height, setbacks, lot coverage, scale, and massing.”

How alleys can serve small commercial buildings when they abut residential neighborhoods (LU-2.6). “Prepare a zoning study to determine how alleys can be used to serve small-scale industrial firms and commercial office buildings when they abut residential neighborhoods; issues will include, but not be limited to access, curb cuts on adjacent streets, loading areas, and buffers for residential uses.”

Design standards to provide a transition between single-family houses and nearby taller buildings (LU-3.2). “Prepare design standards that provide a transition between single family houses and nearby taller buildings. Issues that the design standards should address include, but are not limited to, height, mass, scale, and architectural context. Taller buildings might be located in Neighborhood Centers or Mixed-Use Corridors, at the edges where they abut single-family neighborhoods.”

(b) The Development *does not protect 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.* Much in this document voices concerns over surface water, sound, sight, light, views and land uses. Here however we would like to address another issue related to the cumulative effect of these concerns. We believe it is not reasonable for us neighbors to bear the burden of the impact of the Development on our community. In other cases it may be reasonable for us to bear some burden for one or two minor inconveniences. In this case there are numerous significant diminutions to our land use and value, and the aggregated effect is substantial and unreasonable.

(c) The Development *does not arrange buildings, uses and facilities to assure abutting property and/or its occupants will not be unreasonably affected.* In this document we have written about the size and intensity of this building, but here we would like to address the issue of assurances. Our concern here is that we have been given no assurances of any kind that the building uses will not unreasonable affect abutting property owners.

Privacy. We have written and spoken to the City about privacy issues, given that a four story building with many west-facing balconies and large windows will overlook homes and yards with no more than two stories. We have not been given assurance that our privacy will be protected.

Garbage and Recycling Removal. Garbage collection in the alley rather than on the back (west) portion of the property is unreasonable. Three large dumpsters will be located less than 15 feet of the side of the home at 2074 Highland Parkway. In addition, the collection of rubbish and recyclables means more trips of garbage and recycling trucks in the alley, and the noise of these trucks will ripple down the alley. More people will be living in the apartments than live in homes in the alley, and four first-floor commercial properties, including restaurants, and a second floor office (Edina Realty) will generate significant waste. We have not been given assurance that we will be not be unreasonably affected by the garbage and recycling collection practices of the Development.

Ingress and Egress. The egress/ingress on the north side of this property and alley is treacherous today, and will not become less so with significantly more traffic entering and leaving the Development. The City proposes adding an audible traffic signal to minimize the dangers of collisions and pedestrian safety in this area. We strongly oppose this measure as unreasonable because it will create more noise and because better, more passive traffic management tools exist to improve public safety. The City, to the best of our knowledge, has not suggested eliminating parking spaces on Highland Parkway, which, in our opinion, is a better solution to improve sight lines and safety in this area.

Noise. The Development puts motorcycle parking on the west surface lot and we think this is unreasonable. These motorcycles would start up and discharge their exhaust pipes toward a four story building and create an "echo chamber" down the alley. Further, we have been given no assurances that noise and disturbances from apartments in the Development will not be unreasonable.

Alley Setback. We interpret a part of Section 66.331(k) of the Code to say that the setback for interior lot lines shall be a minimum of thirteen (13) feet from the centerline of an adjoining alley. The 20 foot wide alley shared by residents of Highland Parkway and Pinehurst Avenue makes a 90 degree turn northward at the northwestern most part of the Development. We believe that the northwest portion of the Development must be setback from the alley an additional three feet to comply with this ordinance.

(d) The Development *does not create energy-conserving design through landscaping and location, orientation and elevation of structures.* The tall height, the higher elevation compared to homes west of the Development, the orientation east of homes that blocks morning light, as well as the "L" shape on the south side that blocks midmorning light, reduces the ability for adjacent homes to conserve energy because we will get less sunlight and, as a result, will have higher energy costs.

(e) The Development is *not consistent with 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.* We have identified several issues relating to this element of the site plan review criteria.

Parking. The City has given no assurances that parking problems in Highland Village will be no worse as a result of the Development. Because the proposed underground parking is shared by both the building residents and the commercial tenants, the City must examine exactly how the proposed parking will work. We cannot reasonably conclude that parking is sufficiently addressed without knowing what kinds of businesses will occupy the proposed commercial spaces in the Development.

Traffic Circulation. There are many concerns related to traffic circulation. The City has not given assurances that pre-existing traffic circulation issues will improve.

An alley going south to Highland Parkway/Pinehurst Avenue is very close to the egress/ingress of the Development, and another alley going north onto Highland/Eleanor is close to the ingress of US Bank. All seven of these entrances and exits are within 100 feet of the sub-performing traffic light at the Highland Parkway and Cleveland Avenue intersection. Today, cars traveling eastbound on Highland Parkway frequently back up to the ingress/egress and to the alley making it even more difficult to make a right hand turn from the alley or the property onto Highland Parkway. It is also difficult for Edina Realty employees and clients to make left hand turns to go west on Highland Parkway.

Edina Realty currently has an ingress and egress on the south side of its land on Pinehurst Avenue. These are used very infrequently, mostly during holidays when Edina Realty gives away Christmas trees. The Development proposes ingress and egress that would be used *very frequently*, with cars and delivery vehicles entering and leaving a highly trafficked collector street with an already poor right-of-way.

Homeowners on Highland Parkway, Pinehurst and Eleanor Avenues frequently observe vehicles habitually averting congestion in our area by using local alleys and private property for general traffic circulation.

Southwest Corner of Highland Parkway and Cleveland Avenue. The sidewalk on the southwest corner of Highland and Cleveland is narrow, graded to the street and has two traffic signal poles located very close to the curb. It is a narrow, dangerous spot already, and will become more dangerous if the Development "holds the corner" there. Eastbound Highland Parkway drivers will have a hard time seeing around the corner and residents fear being run over. The City has not provided assurances that this corner will be safe.

Pedestrian Safety Due to Increased Shadows. The Development casts long shadows on Highland Parkway and Cleveland Avenue. These shadows reduce temperatures on sidewalks and streets and make it more difficult for snow and ice to melt in the winter sun. The City has not given assurances that pedestrian safety will improve at this intersection. This is important for residents with children who use the intersection to walk to and from local elementary schools.

Conclusion and Recommendations for Denial

The proposed Development is inconsistent with the majority of the required criteria for site plan approval. Considering the totality of the implications of the proposed Development on the surrounding neighbors and neighborhood, we strongly urge you to deny approval of the proposed site plan. Your findings for denial should include that the proposed site plan does not meet the criteria listed in Section 61.402(c) of the Code including:

- (1) The city's adopted comprehensive plan and development or project plans for sub-areas of the city.
- (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.
- (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.
- (6) Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.
- (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.

In addition, the proposed site plan does not meet the plainest reading of the setback standards for T-2 zoning, and it is inconsistent with many applicable zoning and other City ordinances.

cc Chris Tolbert, Michelle Beaulieu, Kathy Carruth, Tia Anderson, Amy Salmela

Tom Ordahl 2092 Eleanor Ave	Ray Getsug 2090 Highland Pkwy	Leisa Knych 2110 Pinehurst Ave	Jim DuCharme 2114 Highland Pkwy
Tom Kramer 2103 Highland Pkwy	Paula Farell 2118 Eleanor Ave	Laura Fries 2096 Eleanor Ave	Jim Cech 2115 Highland Pkwy
Tim Gross 2107 Pinehurst Ave	Pam Zagaria 2118 Highland Pkwy	Kris Young 2095 Highland Pkwy	Jeffrey Compton 2079 Pinehurst Ave
Tim Giuliani 2087 Pinehurst Ave	Pam Smyth 2077 Highland Pkwy	Kevin Smyth 2077 Highland Pkwy	Janet Dickelman 2086 Highland Pkwy
Terry Dickelman 2086 Highland Pkwy	Nancy Shaffer 2100 Eleanor Ave	Katie Holtz 2083 Pinehurst Ave	James Little 2076 Eleanor Ave
Teri Youngdahl 2086 Eleanor Ave	Mike Youngdahl 2086 Eleanor Ave	Kathy Ordahl 2092 Eleanor Ave	Jack Mueller 2111 Pinehurst Ave
Susan O'Connor Von 2094 Pinehurst Ave	Mike Holtz 2083 Pinehurst Ave	Kathie Cech 2115 Highland Pkwy	Jack Kirr 2078 Highland Pkwy
Stephanie Thigpen 2099 Pinehurst Ave	Matt Mead 2075 Highland Pkwy	Kate Hunt 2081 Highland Pkwy	Howard Miller 2081 Highland Pkwy
Shawn Mullarky 2085 Highland Pkwy	Marty Fudenberg 2107 Highland Pkwy	Karla Hollinshead 2114 Pinehurst Ave	Howard Kelly 2096 Highland Pkwy
Ron Von 2094 Pinehurst Ave	Margaret Galvin 2103 Pinehurst Ave	Judy Giuliani 2087 Pinehurst Ave	HJ Schmidt 2074 Highland Pkwy
Rick Dagenais 2111 Highland Pkwy	Lydia Schwartz 2082 Highland Pkwy	John Cox 2096 Eleanor Ave	Henry Waldenberger 2115 Pinehurst Ave

Elissa Getsug
2090 Highland Pkwy

Beverly Kelly
2096 Highland Pkwy

Deb Slee
2074 Highland Pkwy

Berit Peterson
2111 Highland Pkwy

Colleen Zuro-White
2095 Pinehurst Ave

Ashley Kirr
2078 Highland Pkwy

Chris Knopff
2078 Eleanor Ave

Andrew Thigpen
2099 Pinehurst Ave

Charlie Broadnax
2102 Highland Pkwy

Cerise Blanchard
2114 Highland Pkwy

Cathy Kramer
2103 Highland Pkwy

Caroline Little
2076 Eleanor Ave

Carol Broadnax
2102 Highland Pkwy

Birdie Mullarky
2085 Highland Pkwy

Bill Shaffer
2100 Eleanor Ave

ZF# 15-011-695
Highland

From: Michael Sonn [<mailto:sonn.michael@gmail.com>]
Sent: Wednesday, April 15, 2015 3:52 PM
To: Beaulieu, Michelle (CI-StPaul); Drummond, Donna (CI-StPaul)
Cc: HDC@visi.com; #CI-StPaul_Ward3
Subject: 735 South Cleveland

City of Saint Paul Planning Staff,

I'd like to extend my support for the project at 735 Cleveland Ave S. While I don't live in Highland Park, I do live in Macalester-Groveland and regularly visit and pass through Highland Village. On the surface, the complaints levied against the project sadden me. New neighbors should be welcomed with open arms, not cast in disapproving and demeaning stereotypes. And they certainly shouldn't be seen as only (and falsely) adding to parking issues, traffic congestion, or crime.

The developer has been more than responsive to community concerns. As stated in the staff report, the site plan meets applicable ordinances and standards in the T2 district for height, setbacks, density, parking, and design. The developer has proposed a step-back design to maintain a reasonable distance from neighboring homes and reduce shadow impacts.

Traffic and parking impacts have been more than mitigated for these. A traffic study is being conducted and there will be 111 car parking spaces provided even though only 93 spaces are required. If neighbors are concerned about traffic, providing more parking will induce more car trips which will in-turn create more car congestion. Neighbors can not have both more parking *and* less traffic. This building is situated in a perfect location to access shopping, entertainment, and employment without needing a car. Furthermore, these units will provide a place for our aging population to downsize and still remain a part of the community.

Overall, reviewing the zoning committee staff report, there is no reason not to approve this project.

Thank you,
Mike Sonn
1458 Wellesley Ave
415-606-9721

2F# 15-011-695
Highland

From: Howard Paster [<mailto:HP@pasterprop.com>]

Sent: Thursday, April 16, 2015 8:30 AM

To: Beach, Tom (CI-StPaul); Drummond, Donna (CI-StPaul); Beaulieu, Michelle (CI-StPaul)

Subject: Proposed Mixed Use Development - 735 Cleveland Ave., St. Paul

Dear Tom, Donna, & Michelle,

We have been following the proposed re-development of the existing Edina Realty building at Cleveland & Highland Parkway in St. Paul. We are writing in support of the proposed development. We believe that the proposed project is appropriate for the site given the T2 zoning designation, and we believe this development will help continue the commercial re-gentrification of Highland Park and the surrounding community.

Thank you.

Sincerely,

Howard Paster
President

Direct: 651-265-7865

HP@PasterProp.com



paster
PROPERTIES

2227 University Ave. W, St. Paul, MN 55114

www.PasterProp.com

15-011-695
Highland

From: K.L. McDonnell [mailto:klgustafson@yahoo.com]

Sent: Wednesday, April 15, 2015 8:22 AM

To: Beaulieu, Michelle (CI-StPaul); Drummond, Donna (CI-StPaul)

Subject: 735 South Cleveland

I understand the proposed building at 735 S. Cleveland is legally able to build 4 stories high with the proper setbacks. Although this may be legal, it does not seem ethical. Not only will this building completely dwarf neighboring homes but it is grossly out of scale and character with any commercial building in the Highland area.

IF this is allowed these are my top concerns.

TRAFFIC

Not only will this put a strain on the light at Highland & Cleveland that I understand is already rated a "D" at times. But I am concerned about the amount of traffic that will go down Highland or Pinehurst to hit Cretin. School children wait for a bus on Highland and Pinehurst around 7:00 AM; it is still dark a good part of the school year while they wait there. Also with the proposed development at the old Ford site Cretin will become a lot busier as well so how will this traffic now coming from Highland and Pinehurst merge safely with just a stop sign?

PARKING

I am concerned about the parking not being sufficient, there is already overflow of commercial customers into neighborhood parking. The vast majority of the parking is proposed as secured underground parking. That works for residents and office staff (Edina Realty) but what about the office customers? How will they **easily** access this parking? Also, the office parking demand on weekends and in the evenings is minimal so they could be reserved during the week business hours only. Which in turn could allow these spots for others and reduce the overflow on to already crowded residential streets? The builder was opposed to this for security reasons, but why not at least allow these spots for residents and their guests during the off hours? I ask that you make sure the required parking is not only provided but easily accessible for use and that some consideration be made to allowing parking to turn over as suggested above.

NOISE

I am concerned about the amount of noise the generous balconies will generate. Especially on the west side of the building.

SAFETY

This is a busy area with lots of foot traffic and children walking past this area to and from school. I am concerned about forcing all traffic in and out on the residential streets of Highland and Pinehurst.

Thank you for your time,
Kaleigh McDonnell

Sup

ZF# 15-011-695
Highland

From: Heidi Schallberg [<mailto:heidils@gmail.com>]
Sent: Thursday, April 16, 2015 7:21 AM
To: Drummond, Donna (CI-StPaul); Beaulieu, Michelle (CI-StPaul)
Subject: 735 S Cleveland project

To Zoning Committee and Planning Commission members:

As a resident of Highland, I write to you to support the proposed mixed-use development at 735 S Cleveland. I was excited when I first heard about the project because it will provide additional attractive and modern housing options for the neighborhood, where the apartments most convenient to the businesses around Ford and Cleveland are considerably older. I moved to Highland from Lowertown because I wanted a neighborhood where it was convenient to walk to what I wanted and needed in my daily life and where I had good transit to get me beyond the neighborhood for other needs. This development will support residents who want lifestyles that emphasize riding transit, walking, and biking, and it is an encouraging step in the implementation of the district's neighborhood plan.

Within the district, 45% of households rent, according to the neighborhood profile on Minnesota Compass using American Community Survey data from the Census Bureau. As one of these many renters in the neighborhood, I urge you to allow this development to proceed promptly to expand attractive options in Highland.

Thank you.

Heidi Schallberg
706 Mississippi River Blvd S, Apt 204
heidils@gmail.com

2F#15-011-695
Highland

From: Matt%20Anfang [mailto:mrانfang@comcast.net]

Sent: Thursday, April 16, 2015 10:52 AM

To: Beach, Tom (CI-StPaul); Drummond, Donna (CI-StPaul); Beaulieu, Michelle (CI-StPaul)

Subject: TJL Development File 15-011695

Chair Nelson and members of the Zoning Committee,

I am hoping to be able to attend the Zoning Committee meeting this afternoon. If I am not able, please consider this email when reviewing this case.

I have followed the proposed development at 735 Cleveland I have reviewed the Staff Report for the proposed development and read the comments submitted through various times during the project's proposal.

Near my home, where I've lived since 1997 there have been several projects that have replaced less intensive uses with higher density, multi-family, 3-4 story developments. These projects were approved despite neighborhood opposition not unlike the debate occurring with this proposal. Years have gone by and I say with confidence that fears about loss of privacy, increased congestion, increase in crime, decrease in property value, etc have never come to fruition. I would argue that increased investment, evolution of property usage, modification of zoning are all needed to keep a neighborhood thriving and keeping pace with the ever changing societal needs.

I was a member of the St. Paul Planning Commission and Zoning Committee when the TN zoning code was being developed. What TJL Development has proposed is precisely what many stakeholders envisioned would be the result of the enhanced code.

Specifically addressing proposal, the use of "stepping" building heights is an architectural feature that provides for a more aesthetically pleasing visual. What the developer has proposed in this project is arguably better than the *advisory* Highland District Council Comprehensive Plan of 2007.

In my opinion, supported by the facts of the staff report, this proposal meets every finding necessary to approve this project. TJL is no longer seeking Conditional Use Permits as originally proposed, TJL meets every component requirement of the Zoning Code / Site Plan Review and the developer has demonstrated their commitment to minimize (perceived) impacts on adjacent neighbors.

I respect the concerns of those who live closer to this project than I. However, as a resident that has been impacted by nearby development similar to this I believe that this type of development should be welcomed if not encouraged throughout the Highland Area.

I support every facet of this project and welcome the investment that will keep Highland and the Village area evolving and enhancing the vibrancy of the surrounding community.

Sincerely,

Matt Anfang
1635 Bayard Avenue

MOWRY
P.O. BOX 6513
ST. PAUL, MN 55106

April 12, 2015

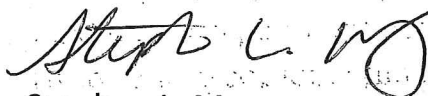
City Of St. Paul
Planning & Economic Devt.
1400 City Hall Annex
25 West Fourth Street
St. PAul, MN 55102-1634

File #15-021-950
RE: 869 5th Street East

We are opposed to the conditional use permit for this property. I own a 6 unit apartment building and two houses kiddie corner from this property. One reason is the increase in parking and traffic of staff, visitors and residents. Another is the unknown interaction of these residents and the neighborhood population. Many of us have spent a lot of money upgrading the housing in the Dayton Bluff neighborhood, and do not want to see it negatively affected.

Another reason is that I have seen one form of conditional use changed to a much more undesirable form after the passage of a few years. For example, no sex offenders or violent offenders this year and then a year later there are half a dozen, and a year latter 24. It could be a pandora's box of problems for our neighborhood.

Thank You,



Stephen L. Mowry
651-771-0241

Langer, Samantha (CI-StPaul)

From: Prodigy Research <ben@prodigyresearch.com>
Sent: Sunday, April 12, 2015 1:37 PM
To: rep.sheldon.johnson@house.mn; Dermody, Bill (CI-StPaul)
Subject: Concerns about Freedom Works proposal in Dayton's Bluff

Good Morning - I am writing as a concerned resident of the 800 block of 5th Street in Dayton's Bluff. I and numerous other community members just learned of a proposal to move the Freedom Works program to the old conservatory building right next to the Twin Cities Academy school. I (and many others) have significant concerns about this effort.

First, this small pocket of Dayton's Bluff has numerous children playing on the very block where the proposal is taking place. I also have a neighbor that takes in foster kids. Our neighborhood (myself included) pays extra attention to ensure that they remain safe as they play. I think placing a program that works with recently released prisoners on this very block should raise some major flags.

Second, the proposed site is right next to a middle and high school. Not to mention one of the best schools in the country. Again, I don't think I need to bring up the risks. I know advocates for the program with bring up glowing comments and data from other projects. I work in the research field and organizations have a tendency to cut up their numbers in a way to make it look better. For instance, I'm guessing the "only 4 percent" who went back to prison were people who made it all the way through the program. (I'm not downplaying that success at all, by the way). However, I want to know how many people walking through the door (any enrollees) end up back in prison, because anybody walking through that door could impact the safety of our kids and adults in the community.

Third, Dayton's Bluff has went above and beyond when it comes to working these programs in the community. It's time for other communities to step up as well. I'm tired of seeing this community being the first (and sometimes, only) stop. Other communities need to invest in re-integration.

I also have a question. If one of the participants commits a felony, won't it automatically double their sentence because it's in the school zone? This seems like a risk for the program participants as well.

Finally, I value programs that help people coming out of prisons. I actually volunteered at a similar program that took place on a farm. However, my higher priority is the safety of children. I believe this proposal is a potential disaster, both for anyone affected if the risks become reality, and also, politically.

Thank you for taking my comments into consideration. Have a great day.

Ben V.

Sent from my iPad

Langer, Samantha (CI-StPaul)

From: lee moua <hmongmoua2000@yahoo.com>
Sent: Wednesday, April 15, 2015 11:58 AM
To: Dermody, Bill (CI-StPaul)
Subject: File#15-021-950

To whom it may concern:

I am writing because I live in the community. I have concerns for the safety of my children, the children of the community, the children that attends, Twin Cities Academy and the value of our properties. I applaud what Freedom Works, Inc. is doing...giving ex-prisoners second chances to better themselves. Prior to coming to our community did they consider the impact it would have? First, I do daycare in my home therefore I just don't know how the parents will feel once Freedom Works, Inc. know about it or move in...for sure my business will decline. Secondly, how do we know that these ex-prisoner will not commit crime again?. Thirdly, the value of the properties will be greatly impacted because as is we already have enough crimes and by bring in Freedom Works, Inc. it will drastically decrease the value. I urge the City of St. Paul to decline due to many unknown possibilities.

Lee

2F# 15-021-950
Freedom Works

From: Amy Parker Shanafelt [<mailto:daisy1017@gmail.com>]

Sent: Thursday, April 16, 2015 10:24 AM

To: Dermody, Bill (CI-StPaul); Drummond, Donna (CI-StPaul)

Subject: Freedom Works CUP - Neighborhood Weigh In

Hello,

I live at 952 4th Street East, about 2.5 blocks away from the proposed site for the Freedom Works transitional housing project. I may not be able to make it to the meeting this afternoon to provide my input, so I am sending this email in advance hoping it reaches you and can be discussed at the meeting.

While I support this type of program, and I do believe Freedom Works is a reputable organization and will do very good work and be a responsible neighbor, I am troubled by the concentration of programs like this, including halfway houses and level 3 sex offender placements in my neighborhood. The regulations state that the unit cannot be within 300 feet of another unit serving 4 or more individuals, but this does not account for the halfway houses serving less than 4 individuals and the placements of level 3 sex offenders, many of which I know are in close proximity to the proposed site.

I don't ask that the permit be denied outright, but I ask that the community have more time to weigh in. As a neighbor very close in proximity to the proposed project, I do not feel I had adequate notice or opportunity to provide my input or learn about the project. I did not receive a mailing or flyer on my door, and if I had I would have spent more time trying to meet with the folks from Freedom Works, possibly making me more comfortable with the proposed program.

Thank you for your consideration of my input and request.

Amy Shanafelt, MA

Project Manager

Project BreakFAST

University of Minnesota

Department of Family Medicine and Community Health

Program in Health Disparities Research

Office: 612-626-4273

File: #15-021-950

Purpose: Conditional use permit for a transitional housing facility for up to 24 residents with modification required lot area

Property Address: 869 5th St E, NW Corner at Mendota

File Name: Freedom Works, Inc.

Hearing Date: Thursday, April 16, 2015 at 3:30 p.m.

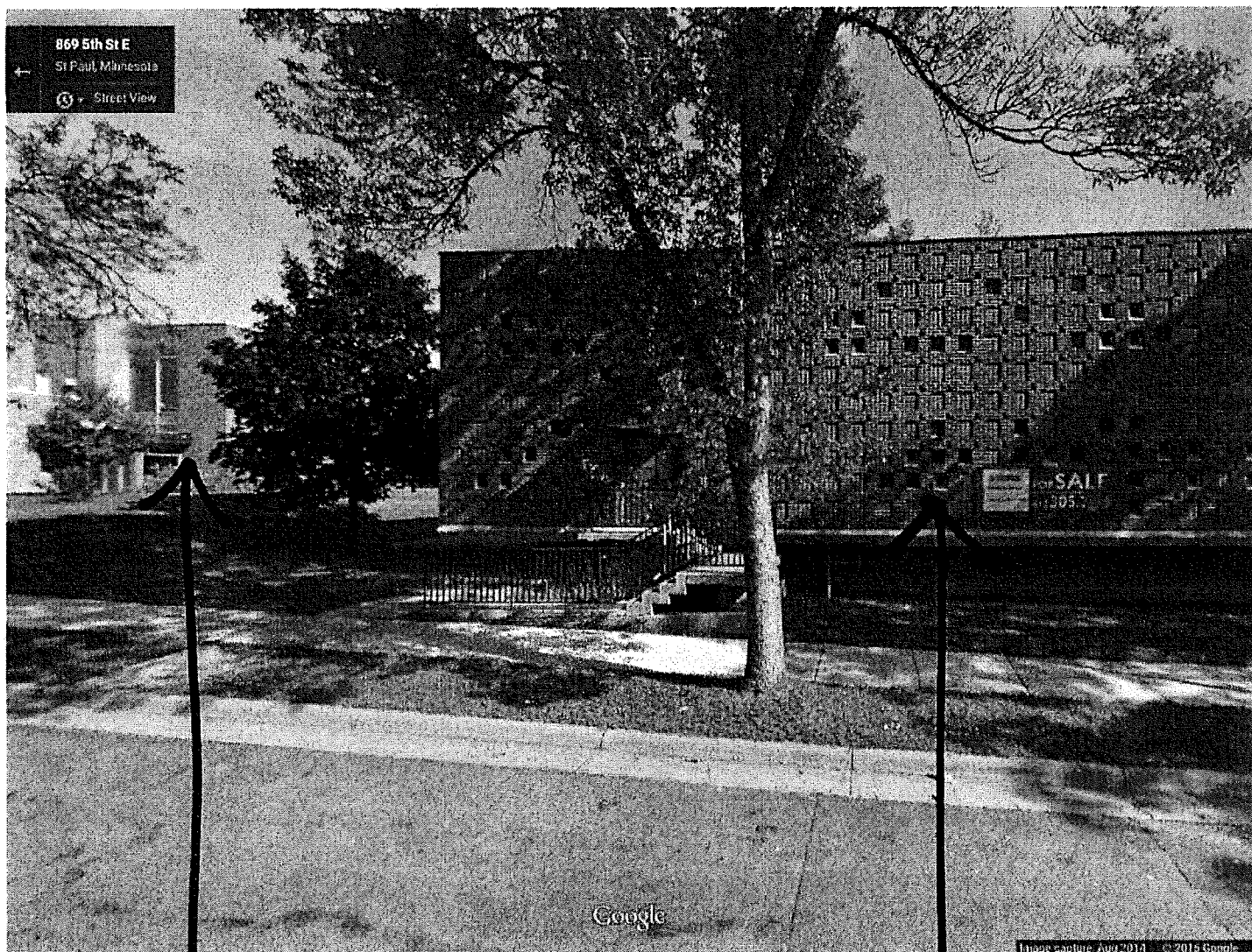
I am interested in knowing what the modification of the required lot area consist of? Is it for more parking? Is it for construction to the building or to increase the number of occupants allowed in the building? The building is now vacant. Freedom Works, Inc. wants to purchase the building with the intent to house 24 residents , released from a correctional facility, to transition them to living outside of the walls of a MN-Correctional facility.

This building is located next to Twin Cities Academy, a St. Paul Charter School, which rents property from Sacred Heart Catholic Church. From the attached map you can see just how close the school and the property are located to one another. There is another school and a Mosque just one block to the East. The School zone parking, the multiply duplexes in the area, and people visiting the church and the Mosque at various times, means parking is at a premium in this area.

I also have concerns with the number of occupants allowed to live, or transition, from this property. I am interested in the type of modifications that will take place to the property to sustain healthy living conditions for 24 residents, plus their staff.

Finally, I am concerned with the level of crimes committee by the individuals who will be transitioning from MN-Correctional Facility to this neighborhood, so close to schools.

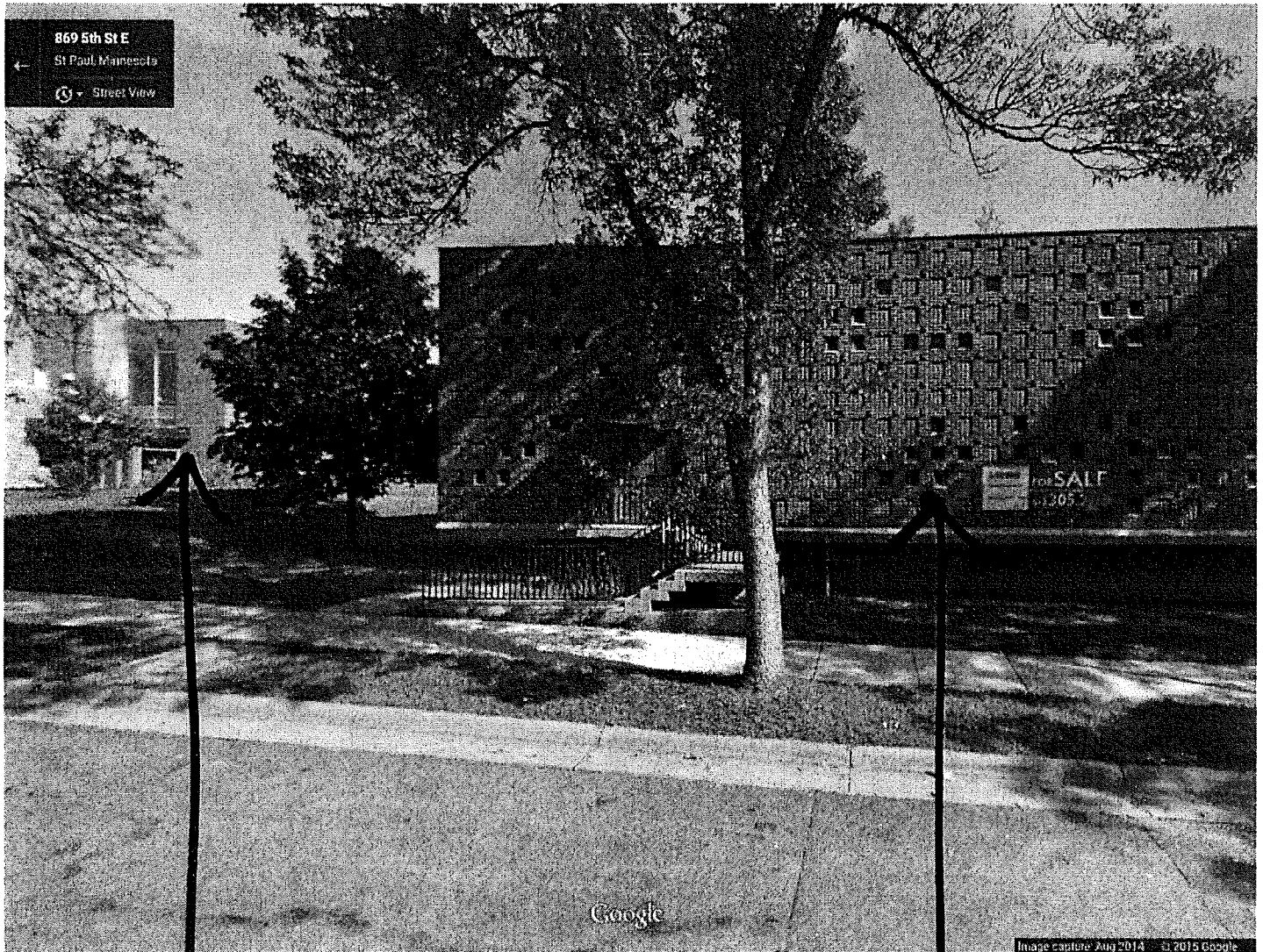
Gail A Schiff
1421 Payne Ave
St. Paul, MN 55130



Twin Cities Academy
835 E. 5th Street

869 5th Street

Street View



869 5th Street

Twin Cities Academy
835 E. 5th Street

Street View

4/16/2015

869 5th St E - Google Maps

