

ZONING COMMITTEE STAFF REPORT

FILE # 13 214588

1. **APPLICANT:** Ryan Companies

HEARING DATE: 12/12/13

2. **TYPE OF APPLICATION:** Site Plan Review

3. **LOCATION:** The site is located at the northwest corner of Snelling and Selby. It includes most of the block bounded by Snelling, Selby, Dayton and Saratoga and includes these properties

- 1535, 1539, 1541 and 1573 Selby Avenue
- 1526, 1531, 1532, 1530, 1539, 1540, 1545 and 1551 Dayton Avenue

4. **PIN & LEGAL DESCRIPTION:** See legal description on surveys submitted with application

5. **PLANNING DISTRICT:** 13

ZONING: The property was recently rezoned to T3

6. **ZONING CODE REFERENCE:** 61.402.c

7. **STAFF REPORT DATE:** 12/5/13

BY: Tom Beach and Josh Williams

8. **DATE RECEIVED:** 9/16/13

DEADLINE FOR ACTION: 1/14/14

A. **PURPOSE:** Site plan review for a new mixed-use building.

B. **PARCEL SIZE:** 161,934 square feet (3.72 acres)

C. **EXISTING LAND USE:** Bank, office, parking lot and single family houses

D. **SURROUNDING LAND USE:**

North: Commercial and single-family residential. (These existing uses would be replaced by a new bank based on the site plan that was approved by the Planning Commission on 11/15/13.)

East: Single-family residential

South: Commercial and single-family residential

West: Commercial and apartments

E. **ZONING CODE CITATION:** 61.402.c lists 11 conditions required to approve a site plan.

F. **PROJECT DESCRIPTION:**

The Vintage on Selby (1573 Selby) would be a new, 5-story mixed use building at the corner of Snelling and Selby Avenues. The site is currently occupied by an approximately 60,000 s.f. bank branch and office building, along with eight single family homes. The bank is relocating to a new building one block to the north, at Dayton and Snelling; the site plan for the new bank building was approved by the Planning Commission on November 15th, 2013.

The project would provide:

- 39,000 square feet of commercial space on the west half of the first floor (Whole Foods Grocery)
- 208 market-rate apartments on the upper floors. (149 of the units would be efficiency and one-bedroom units and 59 units would be larger units.)

Parking would be in the basement and first floor of the building:

- 295 off-street spaces in the basement (270 spaces for the apartments and 25 for Whole Foods). Access to this parking is from Dayton Avenue.
- 150 off-street spaces on the east half of the ground floor of the building for Whole Foods. Access to this parking is from Selby and Dayton Avenues.

A delivery dock is required for Whole Foods. The dock would be located on the Dayton (north) side of the building. Whole Foods would get one large (67') semi-trailer truck every day. It would come early in the morning (before 6 AM) every day. Other deliveries would be by smaller trucks. The delivery area is designed so that trucks can get in and out without backing in the street. Large semi-trailer trucks would exit the building loading area eastbound on Dayton and use the Associated Bank parking lot north across Dayton (202 N. Snelling Avenue) to turn around and access northbound Snelling via westbound Dayton.

(See site plan and other drawings included with this staff report.)

G. **DISTRICT COUNCIL RECOMMENDATION:** Union Park Community Council asked that a public hearing be held and has recommended conditional approval of the site plan.

H. **FINDINGS:** Section 62.108(c) of the Zoning Code says that in "order to approve the site plan, the planning commission shall consider and find that the site plan is consistent with" the findings listed below.

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

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

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

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

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

The project is subject to design standards for Traditional Neighborhoods in Section 66.343. The layout of the Whole Foods has not been designed yet and so it is not clear if the current site plan meets two of these standards. One standard requires a minimum amount of windows that are "clear ... and allow views into and out of the interior". The other standard requires "a primary pedestrian building entrance ... at the corner". The applicant understands these standards and is working to ensure compliance as the layout of the Whole Foods is finalized. The building and site conform to all of the other Traditional

Neighborhood Design Standards. Therefore a condition of approval should be that the building must conform to all Traditional Neighborhood Design Standards in Section 66.343, including standards 12 and 13 related to doors and windows.

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

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

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

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

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

The site plan is consistent with this finding.

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

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

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

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

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

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

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

entrances and exits and parking areas within the site.

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

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

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

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

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

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

Neighborhood residents have stated that traffic congestion and pedestrian safety at the intersection of Snelling and Selby are major concerns, and the Union Park District Council has recommended approval of the site plan conditional on the City of Saint Paul working with the neighborhood in the first half of 2014 to further explore options for addressing these concerns. Public Works has agreed to participate in such a process. A condition of site plan approval should be addition of the dedicated right-turn lane, with the option for Public Works to modify this condition at their discretion.

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

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

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

Landscaping

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

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

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

Parking

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

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

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

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

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

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

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

J. STAFF RECOMMENDATION:

Based on the findings above, the staff recommends approval of the site plan for construction of the Vintage on Selby (1573 Selby) mixed-use project subject to the following conditions:

1. The building must conform to all Traditional Neighborhood Design Standards in Section 66.343, including standards #12 and #13 related to doors and windows.
2. Final approval of the Transportation Demand Management Plan and Traffic Impact Study must be obtained from Saint Paul Public Works.
3. A dedicated right-turn lane must be added to westbound Selby Avenue at Snelling and/or any other modifications to intersection configuration and signaling as recommended by Saint Paul Public Works.
4. In the event that the planters to separate the truck maneuvering area and parking spaces from the public sidewalk on Dayton prove to be impractical and are not implemented, Whole Foods must devise an alternative approach to be approved by the City of Saint Paul or the use of the parking spaces fronting on Dayton must be discontinued.

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

5. Written agreements must be developed as necessary to allow for truck maneuvering in the parking lot of 202 N. Snelling Avenue as proposed by the applicant or for a modified approach as approved at the discretion of the City of Saint Paul.
6. The project must obtain a permit from the Capitol Region Watershed District

ATTACHMENTS

Memo from Public Works Traffic Engineering
Letters of support and opposition
Plans and drawings



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

Traffic Engineering Division
Paul St. Martin, Manager
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6200
Fax: 651-298-4559

INTERDEPARTMENTAL MEMORANDUM

TO: Tom Beach, City of St. Paul, Department of Safety and Inspections

FROM: David Kuebler, P.E., City of St. Paul Public Works, Traffic & Lighting *DK*

DATE: December 4, 2013

SUBJECT: Vintage on Selby & Associated Bank, 1573 Selby & 202 Snelling,
SPR#'s 13-214588 & 13-234671

The City's Traffic Division has reviewed the final TIS and associated supporting documents for the Vintage and Associated Bank sites as submitted by Ryan Companies on 11/4/13. Following are our comments based on that review.

The Traffic Division still has some questions related to the details of the traffic impact study and feel there may be some inconsistency across the Syncro and SimTraffic runs for the Existing, the 2017 No Build and Full Build Outs inclusive of the added options of an exclusive WB Selby to NB Snelling right turn lane and Leading Pedestrian Interval (LPI) for the Selby/Snelling intersection, in terms of: calibration and balancing of traffic from site and volumes available for the main street, available queue length, fine tuning distribution of traffic, etc. These issues can be handled with a face-to-face meeting so that the final file copy is as complete and clear as possible.

The Traffic Division recognizes that the Selby/Snelling intersection, and the overall volumes of traffic on both Selby and Snelling, has been affected by changes in the street network related to the connection of Ayd Mill Road. That noted, we do think that the following interim mitigation measures should be included as conditions of the site plan approval for the development:

- There needs to be further discussions between the City, MnDOT, Met Transit, and the Developer to determine the best overall layout for the Snelling/Dayton intersection for both functionality and safety of pedestrian and traffic movements at the intersection, based on the upcoming plans for geometric changes by MnDOT and the Met Transit BRT project also in development.



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This may mean some reconfiguring of the median island as shown by MnDOT with either better accommodation for pedestrian crossings and/or channelizing and guidance of pedestrians toward the Selby/Snelling intersection.

Some vehicle movements at Dayton may interfere with queuing at Selby resulting in safety concerns for an extended southbound Snelling to eastbound Selby left turn bay at the Selby/Snelling intersection, as well as concerns for pedestrians trying to cross Snelling or Dayton as left turning vehicles at Dayton may tend to concentrate more on vehicle gap and therefore miss pedestrian movements.

- The proposed WB67 truck access via Snelling to Dayton, and on Dayton, needs to be further refined as the proposed removable planters may not be practical long term and does not provide as pedestrian friendly an environment for development as the amount of truck activity warrants. Additional options for truck access to the development will be explored that allow functionality while maintaining a better pedestrian environment. Options may include on-street parking restrictions to allow functionality of the truck access.
- Both vehicular and pedestrian traffic is very heavy at the Selby/Snelling intersection and various options related to improving service for each mode, while acknowledging that the traffic volumes are at or very near capacity for the intersection, have been discussed with the Developer. Based on those discussions the Traffic Division asked the Developer to model the options discussed so as to help ascertain development impacts to the intersection. The Traffic Division agrees with the installation of an exclusive right turn lane for westbound Selby to northbound Snelling. The design details for the appropriate length of the right turn bay will need to be discussed further. In addition, the Traffic Division will require removal of some on-street parking on north side of Selby to improve the function of the right turn lane and to improve the lines of sight at the nearby development driveway on Selby east of Snelling.

The City's Traffic Division has also reviewed the final TDM as submitted by Ryan Companies on 11/4/13. Following are our comments based on that review.

- In Section III of the TDM there is a discussion of ped/bike/transit issues, paying particular attention to Snelling Avenue and the Snelling Avenue Multi Modal Study. Similar to the Ayd Mill Road discussion, the analysis of which the Traffic Division agrees is beyond the scope of the proposed development, there needs to be a discussion on existing and planned bikeways in the area. Adding a discussion of existing and planned bikeways in the area would help facilitate TDM strategies.
- In Section III of the TDM information is provided relative to the pedestrian and bicycle counts at three intersections along Snelling in the study area: Selby, Dayton and Marshall. In Section IV there is a discussion on the arrival patterns for a similar facility in Minneapolis. Based on that study as well as planning analysis methods contained in

NCHRP 365 and other documents, it would seem that some estimation of pedestrian activity could be determined. It would be important to have such information given the functionality issues of the Selby/Snelling and Snelling/Dayton intersections mentioned above

If you have any questions or need additional information please contact me.

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Sunrise Banks

Warners' Stellan

Wellington
Management, Inc.

Xcel Energy

Director's Circle

American Engineering
Testing, Inc.

Anchor Bank

Colliers International

Hamline University

Grand Casino Mille
Lacs/Hinkley

Loucks Associates

McDonald's

Pioneer Press

Seven Corners Printing

Western Bank

Associate's Circle

Associated Bank

Bywater Business
Solutions

Comcast Business Class

Episcopal Homes

FastSigns- Roseville

Hubbard Broadcasting,
Inc.

Mintahoe Catering &
Events

Mortenson Construction

Prom Catering

St. Paul Port Authority

University of Minnesota
Continuing Education
and Conference Center

November 27, 2013

To Whom it May Concern:

The Midway Chamber of Commerce, representing more than 300 businesses in Saint Paul, is pleased to offer its strong support for Ryan Companies' development project at the corner of Snelling and Selby Avenues. The Midway Chamber believes this project is a positive project for our community for many reasons, including:

- The project brings multiple new private investments to our community and will create quality jobs and needed amenities.
- The project creates a higher level of residential density in a neighborhood that is in need of upgraded housing options.
- Ryan Companies has been a good development partner, engaging residents and the business community in the process. They are a good example of how community redevelopment should be done.

The Midway Chamber strongly supports this proposed development and offers its enthusiastic support.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Johnson".

Steve Johnson
Board Chair
Midway Chamber of Commerce

A handwritten signature in black ink, appearing to read "Kari Canfield".

Kari Canfield
President/Executive Director
Midway Chamber of Commerce

THE "VINTAGE" AND WHOLE FOODS SITE PLAN COMMENTS

TO: CHAIR NELSON & ZONING COMMITTEE, CITY COUNCIL PERSONS DAI THAO & RUSS STARK, MAYOR CHRIS COLEMAN

FROM: CATHERINE ZIMMER & DEBBIE MEISTER, NEIGHBORHOODS FIRST!

SUBJECT: "THE VINTAGE" AND WHOLE FOODS SELBY/SNELLING SITE PLANS

DATE: DECEMBER 3, 2013

CC: PLANNERS TOM BEACH & JOSH WILLIAMS, TONY BARRANCO, RYAN COMPANIES

Dear Chair Nelson, members of the St. Paul Zoning Committee, Council persons Stark & Thao, Mayor Coleman,

Neighborhoods First! is a St. Paul-based, grass roots community organization supportive of quality, bikable/walkable, communities that are energy efficient with adequate green space and good water quality. NFI's vision for St. Paul aligns our City's community and comprehensive plans and with that of the American Planning Association's "Great Neighborhoods". We too, want "the most livable city in America".

One of the overarching goals of our City's comprehensive plans is the "Preservation of Existing, Stable Neighborhoods". Strategies include, enforcement of City codes, support community based organizations in community organizing and support pedestrian, bicycle and other non-automobile connections to promote active mobility and improve links between housing, jobs and amenities.

In general, NFI supports transit-oriented development (TOD) such as proposed by The Vintage/Whole Foods. However, the development must be in keeping with the flavor and scale of the community and support the goals of our Comprehensive Plans and Great Neighborhoods' characteristics. Enclosed below, please find comments coupled with application of relevant components of our City's comprehensive plan, the zoning code, other stated goals, and requests for amendments to the "Vintage" and Whole Foods Snelling/Selby development site plans.

1. Lack of green space, loss of trees.

This development proposes over 300 parking spaces. The adjacent Associated Bank development has 50 spaces. It removes 4-5 homes, over 40 mature trees and shrubs, and leaves no open space. The current Whole Foods at Fairview and Grand has a parking lot of 50 spaces; the amount proposed, 165, is a 330% increase. With the travel demand management precepts applied (which NFI applauds); e.g. unbundling parking from rent, bike storage and bus stops, it appears the parking is overdesigned at the expense of open space, trees and neighborhood aesthetics.

A. Application of St. Paul's Comprehensive Plan (SPCP) and zoning code

- SPCP T2.13:
 - b. Consolidate existing parking lots, using more efficient design and shared access to maximize usage;
 - d. As a part of redevelopment or reinvestment, discourage the demolition of housing units or historic resources for new surface parking lots.
- SPCP W 2.9 Reduce the negative impacts that parking lots in the city have on water quality and water resources.... The City should ...implement other actions to reduce the size of surface parking lots.SPSC LU3.12 "Preserve and support parks and open space as part of the natural eco-system and as critical elements in the public realm".

- SPSC LU 3.13 “Integrate City plans and developments with the Metro Greenways program...”
 - SPSC LU 3.17 “Preserve significant public views through standards that regulate such impacts as height, bulk, scale, and view corridor.”
 - In the Parks section of the SPCP the major strategies include: promote active lifestyles, create vibrant places, promote a vital environment, and respond creatively to change.
 - SPSC P2.10. Require that location and design of parks, open space, and trails be an integral part of large-scale redevelopment projects. Green space and trail links should be extended into redevelopment areas. Redevelopment projects should be compatible with and complementary to existing parks; consider relationships and connections to existing parks during the design phase of redevelopment projects.
 - SPCP P3.8. Increase tree reforestation.
- B. **Whole Foods motto**, “*Whole Foods, Whole People, Whole Planet* — emphasizes that our vision reaches beyond food retailing. In fact, our deepest purpose as an organization is helping support the health, well-being, and healing of both people — customers, Team Members, and business organizations in general — and the planet”.

C. Discussion

Parking lots are vast, empty asphalt covered surfaces that trap heat and allow for toxic run off to our surface waters, e.g. the Mississippi. They are dangerous and uncomfortable for pedestrians and bicycles. They detract from neighborhood aesthetics and in this case a number of both trees and housing will be demolished.

The construction and maintenance of parking is expensive, estimates range from \$8000-12,000 per space. Maintenance of parking spaces not only requires cleaning, but ice is treated with salt, adding another contaminant to the Mississippi, a MPCA-recognized impaired water and a drinking water source for millions of people.

- D. **NFI proposes** the elimination of the last 2 rows of parking on both levels and the use of semi-permeable pavement to minimize run-off and improve stormwater quality. This would provide 98 spaces for Whole Foods and 224 spaces for The Vintage. Costs avoided are estimated at \$1.43M. Because Whole Foods anticipates this store to be a neighborhood grocery with many customers biking/busing or walking, a smaller parking lot is viable. The Vintage with its use of TDM will also reduce parking demand.

We also suggest Whole Foods offer bus/bike/walk incentives to their employees, such as bus passes, discounts and parking cash outs. As with Mississippi Market, Whole Foods could also offer discounts to shoppers who bus/bike or walk. With increased activity and reduced hard space, Whole Foods employees, customers and community are better in line with their motto.

Trees and native plantings are important for aesthetics and public health. They provide attractive views, help clean the air/reduce greenhouse gases and minimize the urban heat island with shade. Native trees and plants provide the best results for both minimizing maintenance in the form chemical applications and native plants are best for carbon uptake and providing food/habitat for pollinators such as bees and butterflies. The site plans landscaping does not indicate an equal or better amount of replacement. Rather than asphalt, a small park with rain garden utilizing native plants and trees behind the townhomes should be constructed and this open space could ultimately act as a connection to what NFI envisions as the Ayd Mill Road greenway.

2. Stormwater quality and water conservation

The development as proposed is large and includes considerable impermeable surface. The Associated Bank staff report (file # 13-234671) states "the stormwater system has been oversized and designed to accommodate drainage from the development plus additional drainage from an adjacent parking lot that would be built as part of the Vintage project". The stormwater system is of catch basin design.

A. Application of St. Paul's Comprehensive Plan (SPCP) and zoning code

The goals of our City's Water Plan are to ensure the protection and improvement of water resources. It also acknowledges, the Mississippi River, the source of drinking water for millions, including citizens of St. Paul and habitat for hundreds of aquatic species is "impaired".

Water Conservation

1.7 Enact green development guidelines such as Leadership in Energy and Environmental Design (LEED).

1.9 Advocate for reduced lawn watering needs through the use of native plants, rain barrels, gray water for irrigation, drip irrigation systems etc. Use native landscaping, which saves water, reduces use of fertilizers and herbicides, reduces mowing (which results in less air pollution), provides habitat, and restores the soil's fertility and permeability.

Reduce Pollutant Loads to Water Bodies

2.7 Reduce erosion throughout Saint Paul. Improve Saint Paul's regulatory enforcement and management of erosion control in construction zones.

2.8 Reduce the negative impacts that roadways in the city have on water quality and water resources. Impervious cover associated with transportation infrastructure has the highest pollutant load of any land use.

2.13 Continue to use site plan review as an opportunity to improve surface water management of proposed developments:

- a. Encourage designs and landscaping that clean and minimize runoff (i.e., above-ground BMPs);
- b. Encourage above-ground BMPs, which may or may not use runoff, as a place making amenity and for public art.
- c. Encourage maximization of pervious areas; and
- d. Encourage preservation of natural areas and mature trees.

2.18 Encourage the use of native vegetation for appropriate land uses.

2.19 Promote tree planting and improved tree planting strategies to reduce runoff by increasing the survival rates and lifespans of trees. Evaluate proposed landscaping requirements for parking lots in the Mississippi River Corridor and possibly apply them citywide.

- a. Draft regulations for parking lots in the Mississippi River Critical Area, which are under review by the City Council in 2009, would require two square feet of landscaped area for every ten square feet of paving (double the current level); one canopy tree per six parking spaces in lots with less than 100 spaces and one canopy tree per eight parking spaces in lots with greater than 100 spaces;

- b. Promote better designs, planting, and management techniques such as increasing soil volumes, reducing soil compaction before planting, using pervious pavement and ensuring adequate amounts of topsoil are used;
- c. Promote design standards for trees that incorporate stormwater collection and infiltration that improve tree survival rates and reduce stormwater volumes;

B. *Saint Paul Local Surface Water Management Plan*

C. Discussion

It is obvious from our City's water plans that water conservation and improving and preservation of water quality are important. While The Vintage/Whole Foods site plan has provisions for stormwater catch basins, stormwater catch basins only capture 60-70% of coarse sediment, don't capture smaller particles or dissolved compounds, including aquatic toxicants such as PAH (poly aromatic hydrocarbons). Disposal of captured sediment requires special handling, e.g. use as landfill cover. If not emptied, flushing events with large pollutant loads will occur¹.

The Vintage/Whole Foods site plans do not appear to call for water conservation measures, use of native landscaping, 2 feet of landscaping per 10 feet of paved area, 1 canopy tree per 8 parking spaces or use of permeable surfaces.

D. NF! comments

We believe, particularly as this a very large development, the site plan and subsequent construction must be in compliance with the above aspects of the SPCP including the City's enforcement of erosion in construction zones.

We encourage Ryan Companies to use native plants for landscaping as suggested by the MPCA guide. (Plants for Stormwater Design: <http://www.pca.state.mn.us/index.php/water/water-types-and-programs/stormwater/stormwater-management/plants-for-stormwater-design.html>).

3. Energy conservation and sustainability

The site plan has some energy conserving and sustainability elements such as large windows to utilize passive solar, and a green roof. It does not appear to incorporate other energy efficiency measures such as energy efficient HVAC systems, energy efficient pumps, LED lighting, solar panels, use of recycled and local materials, or water conservation. The proposed structure does not appear to strive to achieve LEED status or use other sustainability criteria.

A. Application of St. Paul's Comprehensive Plan (SPCP) and zoning code

SPCP H1.4. Implement citywide policies for new housing developments to promote sustainability.... Consider fast-track approval processes for projects that meet best practices in "green" design

SPCP W1.7 Enact green development guidelines such as Leadership in Energy and Environmental Design (LEED).

Staff report review criteria: Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.

¹ MPCA Manual for Protecting Water Quality in Urban Areas, Chapter 7.

B. Discussion

Most citizens are concerned about climate change. The weather related catastrophes around the world are very much a cause for concern. The tornadoes in North Minneapolis brought this reality to light for city dwellers and the changes in weather patterns that look more like rainy and dry seasons are impacting our agricultural and economic systems.

The City, in its Comprehensive Plan acknowledges these concerns and encourages the use of sustainable and energy efficient practices in new building construction. Failing to support and increase energy efficiency and alternative forms of energy also does not meet the City's tagline: The Most Livable City in America. If it's too hot people are not going to walk or bike.

C. NFI comments

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

4. Pedestrian friendly design

The site plan as proposed includes bump outs to minimize traffic flow onto northbound Snelling from westbound Selby. These strategies help protect pedestrians and are part of pedestrian friendly development.

A. Application of St. Paul's Comprehensive Plan (SPCP) and zoning code

"Design to achieve a pedestrian-scaled urban environment has long been a foundation of Saint Paul planning and development".

B. Discussion

The intersection of Selby and Snelling is one of the busiest in the City. Crossing Snelling as a pedestrian is a dangerous venture and discourages many people from walking. Pedestrians at that intersection have been hit by right turning cars and there have been many near misses. The bump out must be maintained to encourage walking and achieve a pedestrian scaled environment.

C. NFI comments

NFI supports the use of bump outs to slow traffic and protect pedestrians.

5. Affordable housing

Units in The Vintage will be priced at "fair market value" with studio apartments starting at approximately \$1000/month.

A. Application of St. Paul's Comprehensive Plan (SPCP) and zoning code

SPCP Housing strategy: "Ensure the Availability of Affordable Housing Across the City".

B. Discussion

As suggested, rental and purchase costs for units in the Vintage will be high and out of the reach of many residents, including those that currently live in Union Park.

C. NFI comments

NFI suggests Ryan Companies and Associated Bank include more affordable units to help ensure the complex is fully rented and housing units are sold. This will also support the City's goals of vital and diverse communities.

SUMMARY

Citing the zoning code:

Sec. 60.103. Intent and purpose.

This code is adopted by the City of Saint Paul for the following purposes:

- (a) To promote and to protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community;
- (b) **To implement the policies of the comprehensive plan;**
- (c) To classify all property in such manner as to encourage the most appropriate use of land throughout the city;
- (d) To regulate the location, construction, reconstruction, alteration and use of buildings, structures and land;
- (k) **To promote the conservation of energy and the utilization of renewable energy resources;**
- (o) To fix reasonable standards to which buildings, structures and uses shall conform;
- (p) **To protect water resources, improve water quality, and promote water conservation;**

Sec. 60.108. Requirements declared minimum.

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

NFI acknowledges to achieve density and reduce reliance on the single occupancy vehicle, some change must occur. This development as proposes, removes 5 homes and 2 small businesses markedly affecting the aesthetics of the neighborhood. An overbuilt parking ramp in addition to the removal of housing, adds considerable hard surface, removes trees and doesn't provide green space. A development of this size should strive for maximum stormwater treatment and water quality. The impact of this development must be offset by sustainability standards such as energy efficiency, alternative energy such as solar panels, water conservation and pedestrian safety. We believe NFI's changes to the site plan and eventual construction assist with community acceptance of the change in our neighborhood.

NFI requests the Zoning Committee support the City's comprehensive plan and comply with the Zoning Code with recommendations of the above suggested changes to the site plan.

Williams, Josh (CI-StPaul)

From: Elliott Erickson <elliottaerickson@gmail.com>
Sent: Tuesday, December 03, 2013 7:49 PM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com
Subject: Whole Foods Development Project

Josh,

Thank you for taking the time to read my email. I am sending this on behalf of my support of the Snelling/Selby Whole Foods development project. As a resident of St Paul, I have been fortunate to benefit from having a nearby food co-op. It has boosted the area by bringing in good, local food and business. The Whole Foods development project would bring similar benefits to the Snelling community. I feel like this would be a good addition to the neighborhood.

Sincerely,

Elliott Erickson
elliottaerickson@gmail.com

Williams, Josh (CI-StPaul)

From: Joey Vossen <joey.vossen@gmail.com>
Sent: Tuesday, December 03, 2013 3:46 PM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com
Subject: Support for Vintage Project at Snelling and Selby

I am writing in support of the Vintage Project at Snelling and Selby.

I have been living in St. Paul for the last 13 years (previously at Selby and Western area) and in the Lex Ham neighborhood for the last 5 years. I am excited about the proposed development and the opportunities it brings to the Selby/Snelling area.

Development that incorporates both housing and the expanded Whole Foods will be welcomed to the neighborhood and build on the existing positive development trend we are seeing. I understand that the apartment height will be set back from the street to give the project more of a pedestrian friendly approach as well.

Thank you for your time,

Joey Vossen
1185 Laurel Avenue

Williams, Josh (CI-StPaul)

From: Anna Hagstrom <annamhagstrom@gmail.com>
Sent: Tuesday, December 03, 2013 11:52 AM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com
Subject: Support for Snelling/Selby Apartments and Whole Foods Project

Dear Mr. Williams,

I am writing in support of the Whole Foods and Apartment building development at Snelling and Selby. I grew up in the Merriam Park neighborhood in St. Paul, and I have lived in Desnoyer Park for the last 8 years. I have seen the Snelling/Selby neighborhood improve over the years, and I frequent the businesses there. I see this as another improvement to the area.

Feel free to contact me if you have any questions.

Sincerely,

Anna Hagstrom
581 Pelham Blvd.
St. Paul, MN 55104

Williams, Josh (CI-StPaul)

From: Eric Morin <eric.s.morin@gmail.com>
Sent: Tuesday, December 03, 2013 10:19 AM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com
Subject: Development on Snelling and Selby

Dear Josh,

Thank you for all the work you are doing to promote good development in Saint Paul. I live at 1376 Portland Avenue with my wife Krissy. We are very excited about the new development at Snelling and Selby; not only for the Whole Foods, but also for upgrading what was a dead block on Snelling. We love Saint Paul for all of the walkable amenities and feel that this will certainly be a strong addition.

Sincerely,

Eric S Morin

AIA

c: 612.968.6386

eric.s.morin@gmail.com

Williams, Josh (CI-StPaul)

From: Mike Madden <mike@mudpuppies.net>
Sent: Friday, November 29, 2013 2:00 PM
To: Williams, Josh (CI-StPaul)
Subject: Selby/Snelling redevelopment

Dear Josh Williams,

Thank you for attending the Neighborhoods First! meeting on November 18th. I'm writing to followup on comments I offered there.

I am generally supportive of Transit Oriented Development and increased density in appropriate areas. Being the intersection of the 21 and 84 bus routes, the northeast quadrant of Selby/Snelling is such an area. However, I cannot support the proposed development because the transportation infrastructure contemplated is almost entirely automobile oriented.

It was a mistake to allow additional drive-thru lanes for Associated Bank and both the bank and Whole Foods are building an over-supply of parking that is free to its users (therefore subsidized by other customers). I do however, commend the decision to "bundle" the parking for the Vintage residential units.

I also commend Craig Blakely for his staff report on parking. In particular, the addition of on-street meters would be very beneficial. It would encourage more frequent turnover in parking and discourage automobile trips that could otherwise be accomplished by alternative modes. Assurance of the implementation Mr. Blakely's plan would bring me a step closer to supporting the development.

While Mr. Blakely's plan appears to be in some jeopardy, I am hearing that area businesses are exploring the possibility of razing houses on the west side of Snelling to build additional surface parking. I stand firmly opposed to that and I hope the City will make it very clear that any variances that might be needed for expanded surface parking would be denied. The goal of TOD is after all, more efficient and productive land use by reducing dependency on automobiles in favor of increased reliance on the sustainable modes.

I understand that MNDoT is considering removal of the sidewalk bump-out on the northeast corner to create a right turn lane to improve traffic flow. TOD anticipates a vibrant pedestrian realm including sidewalk cafes. To be successful it must prioritize pedestrian safety and comfort, not automobile throughput. This should not be a hard call for the City. Please say no to this idea.

It is long past time to address the elephant in the neighborhood; Ayd Mill Road. The existing Snell/Ham community plan calls for decommissioning the road in favor of a Linear Park. The Merriam Park plan endorses the No-Build Alternative which has no connection to I-35E and no extension to I-94. The Metropolitan Council's guide to TOD, *Planning More Livable Communities with Transit Oriented Development*, states on page 27: "Restored stream channels and other natural drainageways often provide safe and uninterrupted pedestrian /bicycle paths to TODs from the surrounding area and make excellent linear urban parks. Automobile access to the TOD should also be provided, while not overpowering the TOD."

The Linear Park Alternative would greatly reduce traffic volumes on Selby and the No-Build would bring it back to the tolerable levels seen prior to the unethical and illegal "test" connection of 2002. My first preference is for the Linear Park but I also find the No-Build to be an acceptable compromise.

In its Comprehensive Plan, the City identifies Ayd Mill Road as a recommended project subject to the completion of a Supplemental EIS. All options should be returned to the table for the conduct of that study and there should be meaningful citizen participation in the form of a city-sponsored task force. The Ayd Mill Road Task Force that the City convened for the early phases of the EIS was praised for its work and its continuation was assured in the Draft EIS for the duration of the process. Former Mayor Randy C. Kelly declined to reconvene the Task Force for the final phase of the EIS with predictable results; the study and its conclusions were rejected by the City Council, his successor, and citizens alike. The Ayd Mill problem, along with the transportation questions posed above, must be resolved before an informed decision can be made on the Selby/Snelling redevelopment project.

I would also like to comment on the lone transit improvement being discussed in conjunction with the project; Snelling Avenue BRT. My primary mode of travel is bicycle so when I ride the bus, I find the travel times to be quite competitive. I also enjoy trips on the bus because I like people-watching. In short, I'm not one to demand ever-faster travel. That said, I understand I am something of an outlier. If BRT gives a boost to ridership, I'm all for it. If it brings an increase in the frequency of service on Route 84, even more so. That would allow for convenient transfer from the Route 21 to the Midway and thus the straightening of the bus route I most often use. The mature and well-functioning transit system that I envision has parallel routes at 1/2 mile intervals rather than meandering routes that attempt to serve off-line destinations of high demand.

I believe coverage is a more pressing need in St. Paul than travel time. The proposed bus network in the Central Corridor EIS showed new north/south routes on Fairview, Hamline, Lexington, and Victoria Avenues. The Fairview and Hamline routes would benefit this project, especially with a straightened Route 21.

The transit improvement that would most benefit this project is the CP Merriam Park Alignment of commuter rail which is a part of the 2020 Regional Transitway Plan. This segment would run between the Union Depot and Target Field connecting Red Rock and North Star Commuter Rail. Travel time between the downtowns is estimated at 30 minutes with ridership estimates between 3,000 and 3,800 passengers/day. One of the six proposed stations is at Snelling/Marshall which would greatly compliment this development.

The City of St. Paul cannot implement any of these transit improvements by itself, but neither am I seeing the concerted effort from city officials necessary to turn the tide of automobile dependency. The Vintage is an important development but it will not work without improvements to transit, biking, and walking infrastructure while simultaneously placing constraints on the growth of automobile traffic.

Land use and transportation are environmental issues. From urban sprawl to climate change, the projected consequences of our oil addiction are well known and need no elaboration here. I'd like to see St. Paul be a leader in reducing fossil fuel consumption and will close with words uttered by Mayor Christopher B. Coleman upon signing the U.S. Mayor's Climate Protection Agreement:

"In the absence of federal leadership, we will take action where we can, on the local level. Gone are the days of pushing climate change aside as a federal issue, hoping for action. In the absence of meaningful policy changes in Washington, the time has come for Mayors across the country to come together and provide what we hope is a catalyst for change. Global climate change is a serious threat to the future of our country, and the City of St. Paul will continue to work toward doing our part to combat it."

Sincerely,
Mike Madden
1768 Iglehart Avenue
St. Paul, MN 55104

Williams, Josh (CI-StPaul)

From: Jenny Radack <jradack@periscope.com>
Sent: Monday, November 25, 2013 1:17 PM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com; tony.barranco@ryancompanies.com
Subject: Snelling/Fry

Hi Josh,

I am writing to tell you how excited I am about the plans for a new Whole Foods at the intersection of Snelling and Selby.

As a neighborhood resident and homeowner, I look forward to the convenience as well as the continued revitalization of this energetic, exciting and evolving urban corner.

I am lucky enough to work close to the new downtown Minneapolis Whole Foods location on Hennepin Avenue. I zip over for lunch and find the underground parking to be an amazing convenience. I've never had trouble finding a parking spot and love the quick in-and-out ease it provides.

I'm also convinced that this new St. Paul location will draw a lot of neighborhood walkers who will then also be drawn to the unique small businesses this corner offers.

All good stuff for promoting this special slice of the city we call home.

Thank you!

Sincerely,
Jenny Radack
1609 Laurel



Find us on: [The Web](#) | [Twitter](#) | [Facebook](#)

From: Rebecca Alper [<mailto:beckyalper@gmail.com>]

Sent: Monday, November 18, 2013 9:43 PM

To: ward3@ci.stpaul.mn.us

Subject: I support the Vintage on Selby development

Dear Chris Tolbert,

I live at 1835 Fairmount Ave in the Mac Groveland neighborhood. I just attended the Neighborhoods First! meeting regarding the new development planned for Selby and Snelling.

As a young person, married, with my first baby on the way, I'm excited about this development and what it means for St. Paul. Not only does the design really make pedestrians and bicyclists a first priority (covered bike parking, an entrance at the corner of Selby and Snelling into Whole Foods) but unbundling parking from the rental units above in addition to bringing in a car-sharing site (my vote is for HOURCAR, a St. Paul-based non-profit) means that this mixed-use building will be an awesome addition to St. Paul. I hope that the city's process for getting this project approved and built can be as smooth as possible.

The Vintage on Selby development is a step in the right direction towards making St. Paul a great livable community.

Thank you for your support for this project.

Sincerely,

Becky Alper

1835 Fairmount Ave

St. Paul, MN 55105

Williams, Josh (CI-StPaul)

From: Tony Barranco <Tony.Barranco@RyanCompanies.com>
Sent: Monday, November 25, 2013 10:56 AM
To: Williams, Josh (CI-StPaul)
Cc: Anne White (awhitepho@gmail.com)
Subject: FW: The Vintage Project Presentation

Josh and Anne,

I wanted to forward over the letter of support for the Vintage from Paul Rogne (1306 Portland). Please find his additional notes as well.

I did not see that he copied either of you on the message, so I wanted to forward it along.

Thanks. And have a good week.

Tony Barranco | Vice President of Development Ryan Companies US, Inc. | 50 South Tenth Street, Suite 300,
Minneapolis, MN 55403-2012
612-492-4339 tel | 612-702-7340 cell | 612-492-3339 fax

Find us on: [The Web](#) | [Twitter](#) | [Facebook](#)

-----Original Message-----

From: Paul Rogne [<mailto:parogs@gmail.com>]
Sent: Tuesday, November 19, 2013 4:20 PM
To: Tony Barranco
Subject: The Vintage Project Presentation

Tony,

I attended last night's information session at Bethel Christian Fellowship. I was impressed with the information you and Josh Williams provided. More than that, I was impressed with the calm and respectful demeanor of the two of you. That is difficult when some people become somewhat combative and confrontational. It was disappointing to me that some in the audience were impolite and interrupting. Thankfully, most were not and the meeting proceeded well - as scheduled.

As far as the merits of the Bank relocation and the Vintage projects, I think they deserve support. All development projects of this size will have some negative effects along with the positives. On balance, I see both of these as generally positive projects. The current uses of those blocks of land are not great economically, aesthetically nor socially. The improved and relocated bank, the vastly expanded and improved Whole Foods, and the addition of dense residential space are good things. The design of the structures appears to be a nice match to the architecture of the intersection. The attention to transit options is positive, though more might be done by providing incentives to residents to use mass transit.

The traffic impact of the project seems to me to be minimal even though any impact on the heavy traffic at that intersection is worth considering and minimizing. However, it seems that the real solution to the traffic problems there is not to prevent this or any other development. It is to deal directly with the source of the overwhelming traffic volume - that being the Ayd Mill Road access to and from HWY 94. That is not the problem for Ryan Companies, Whole Foods,

Williams, Josh (CI-StPaul)

From: Shari Albrecht <shari.albrecht@gmail.com>
Sent: Monday, November 25, 2013 10:37 AM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com
Subject: Snelling/Selby development

Josh,

I am writing to express my support for the Whole Foods/residential development at Snelling & Selby. I live nearby at 1610 Laurel and am happy to have this addition to the neighborhood. (The only caveat to my support is that I don't believe there should be permit parking on Laurel west of Snelling - I don't know if that is currently part of the proposal but I had heard that it was at some point.)

Thanks.

- Shari Albrecht

Williams, Josh (CI-StPaul)

From: Brad Ingles <bradley.ingles@gmail.com>
Sent: Friday, November 22, 2013 6:37 PM
To: Williams, Josh (CI-StPaul)
Cc: awhitepho@gmail.com
Subject: Selby/Snelling development

Hi Josh,

Just wanted to let you know that our family is really excited about the proposed development on Snelling and Selby. This will be a great addition to our neighborhood. We look forward to the positive changes your are bringing to our neighborhood.

Brad and Andrea Ingles
(snelling-hamline)

Site Plan / Landscape Plan



RYAN A-E, INC.
 18 South Tenth Street, Suite 300
 Minneapolis, MN 55402
 612-339-3000 fax

PROJECT NAME
**VINTAGE ON
 SELBY**

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

ISSUE #	DATE	DESCRIPTION
1	08/11/10	ISSUE FOR PERMITS
2	08/11/10	ISSUE FOR PERMITS
3	08/11/10	ISSUE FOR PERMITS
4	08/11/10	ISSUE FOR PERMITS
5	08/11/10	ISSUE FOR PERMITS
6	08/11/10	ISSUE FOR PERMITS
7	08/11/10	ISSUE FOR PERMITS
8	08/11/10	ISSUE FOR PERMITS
9	08/11/10	ISSUE FOR PERMITS
10	08/11/10	ISSUE FOR PERMITS

DESIGNER
 RYAN A-E, INC.
 18 SOUTH TENTH STREET, SUITE 300
 MINNEAPOLIS, MN 55402
 612-339-3000 FAX

DATE
 08/11/10
 DRAWN BY
 RYP

PROJECT
 VINTAGE ON SELBY

SCALE
 1" = 10'-0"

DATE
 08/11/10

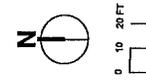
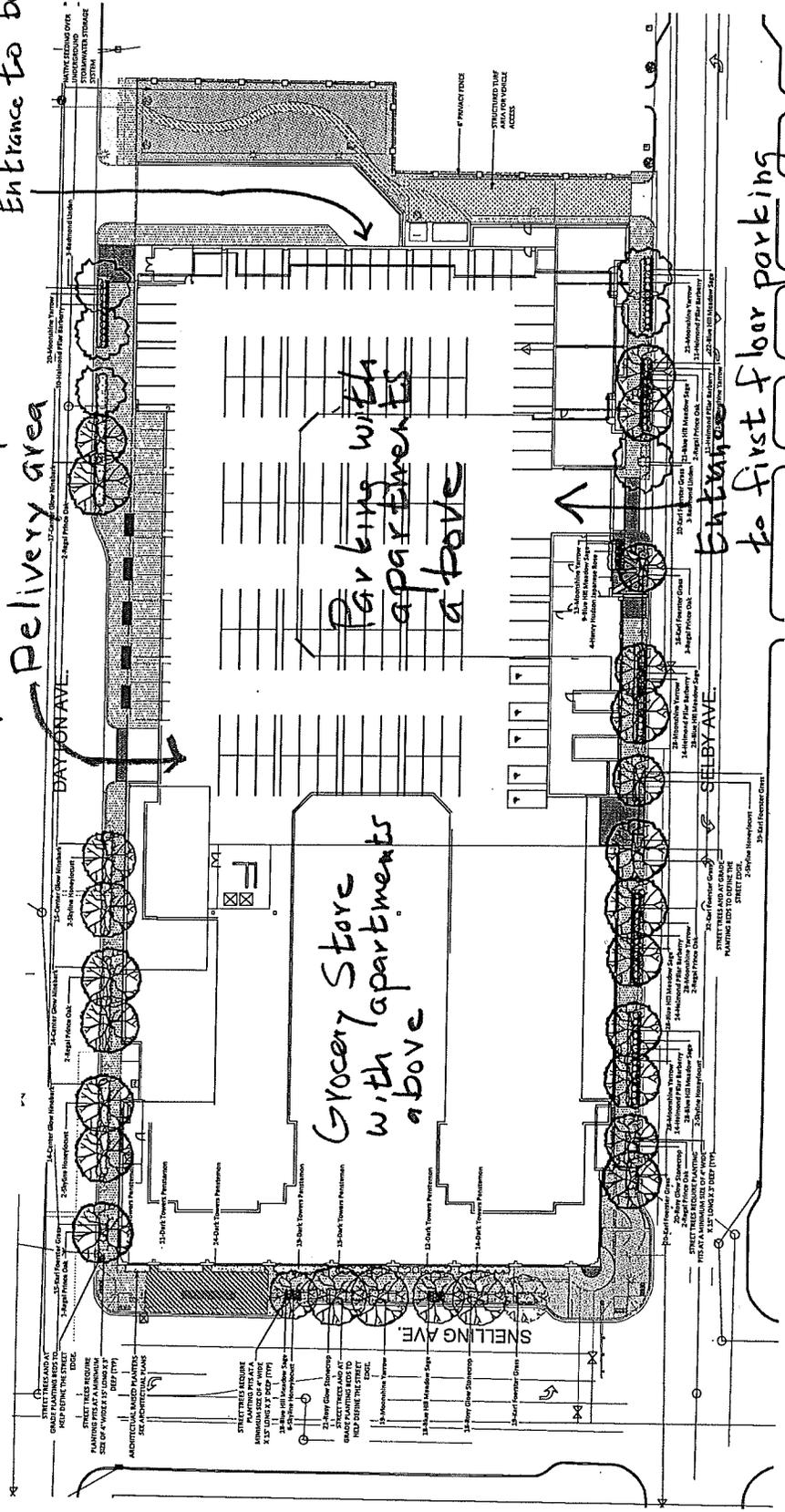
Entrance to basement parking

Delivery area

Grocery Store with apartments above

Parking with apartments above

Entrance to first floor parking



PLANT LIST - SOUTH LOT		QUANTITY	SCALE
Tree	Redwood	6	3" BAR
Tree	Redwood	12	3" BAR
Shrub	Syria Hollyhock	14	3" BAR
Shrub	Henry's Judas Tree	4	5 GAL
Shrub	Carroll's Hollyhock	2	5 GAL
Perennial	Dark Towhee Fern	30	1 GAL
Perennial	Dark Towhee Fern	15	1 GAL
Perennial	Monarda Yellow	170	1 GAL
Perennial	Dark Towhee Fern	2	3" BAR
Perennial	Dark Towhee Fern	2	1 GAL
TOTAL		274	

LANDSCAPE REQUIREMENTS

New shade trees must be a minimum of 2.5" in diameter at the time of planting. Evergreen trees must be at least 6" high. Shrubs must be at least 12" tall when planted.

All areas of the site that are not otherwise landscaped or do not have existing vegetation must be covered with grass (seeded or sodded) or other groundcover.

Buildings and paved areas should be located to avoid affecting existing trees whenever possible. Trees must be protected with snow fences at the drip line (where grading or construction activities will be occurring near a significant existing tree).

Screening: bold lines must be visually screened from adjacent property.

Off-street parking adjacent to residential areas

Landscaping areas

Trash dumpsters

Visual screens may consist of a wall or fence, earth berm, plant materials or combination of these. The screen must be at least 65% opaque.

At least one shade tree must be planted every 20' in the primary landscaped area. Replacement trees must be planted at the time of construction.

Street trees in the street right-of-way and other landscape trees must be provided along all streets at regular intervals to help define the street edge, buffer pedestrians from vehicles, and provide shade. Trees shall be located in a planting strip at least five (5) feet wide between the curb and sidewalk, or in a planter or planting recessed to a depth acceptable to the city.

Streets shall be equipped with sidewalks on both sides except where they abut a park or other open space. Sidewalk width shall be at least five (5) feet, and six (6) feet or more in areas of high pedestrian activity.

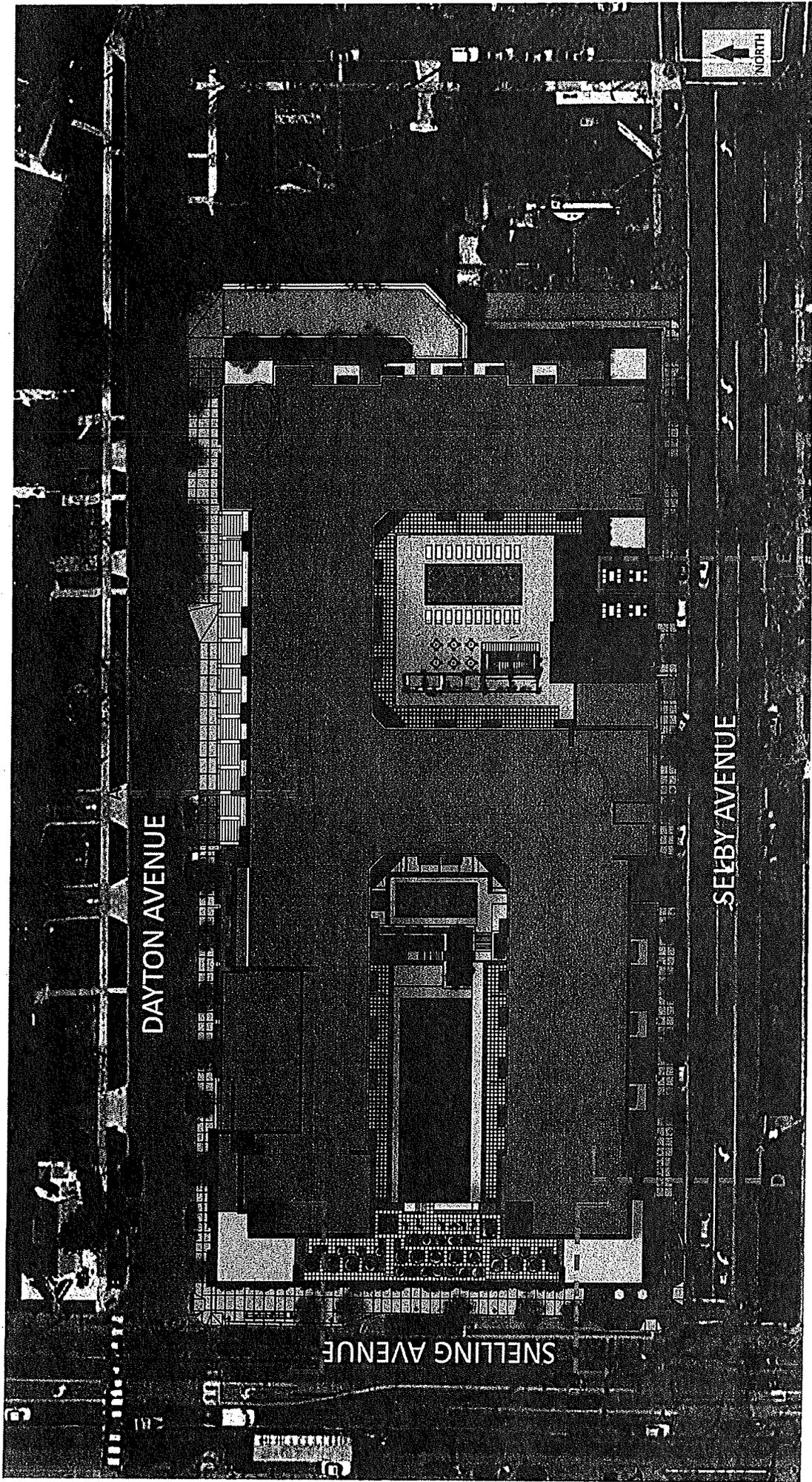
Sidewalk Curb: Sidewalk curbs must be in an area that is visually screened.

No curbs shall be permitted in any portion of the sidewalk where normal pedestrian flow is obstructed.

The location of the curb shall be selected to minimize interference with pedestrian traffic.

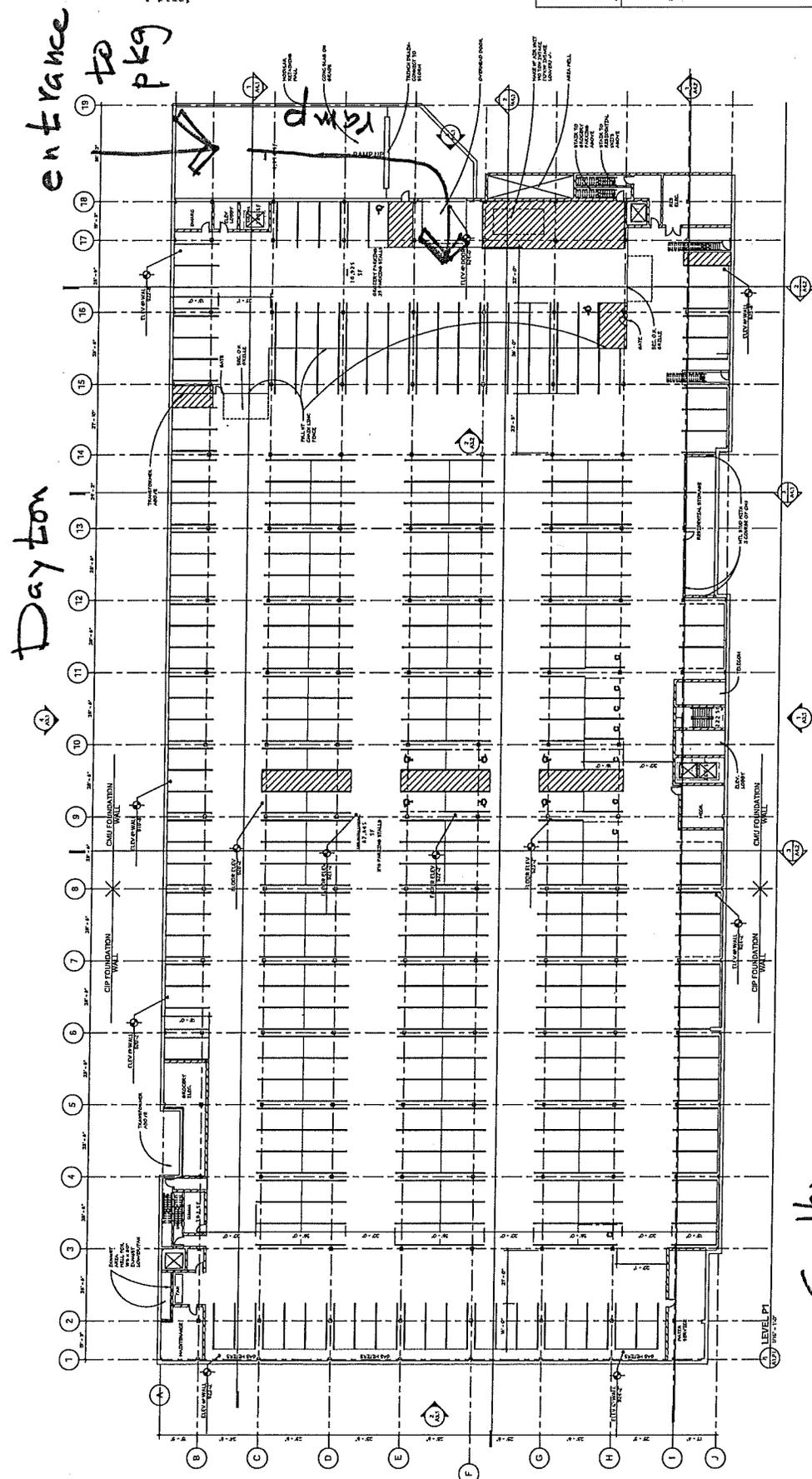
No curbs shall be permitted in any portion of the sidewalk where normal pedestrian flow is obstructed.

No furnishings shall be a permanent fixture. They shall be removed during non-peak hours.



Aerial view

SCHEMATIC-LITE PRICING PACKAGE AUGUST 23, 2013	
ORIGINAL TITLE:	Date:
REVISIONS:	Description:
No.:	Date:
211522 PROJECT NUMBER	
The Village on Selby	
P1 PARKING LEVEL A1.P1	



Basement parking
295 spaces

Selby

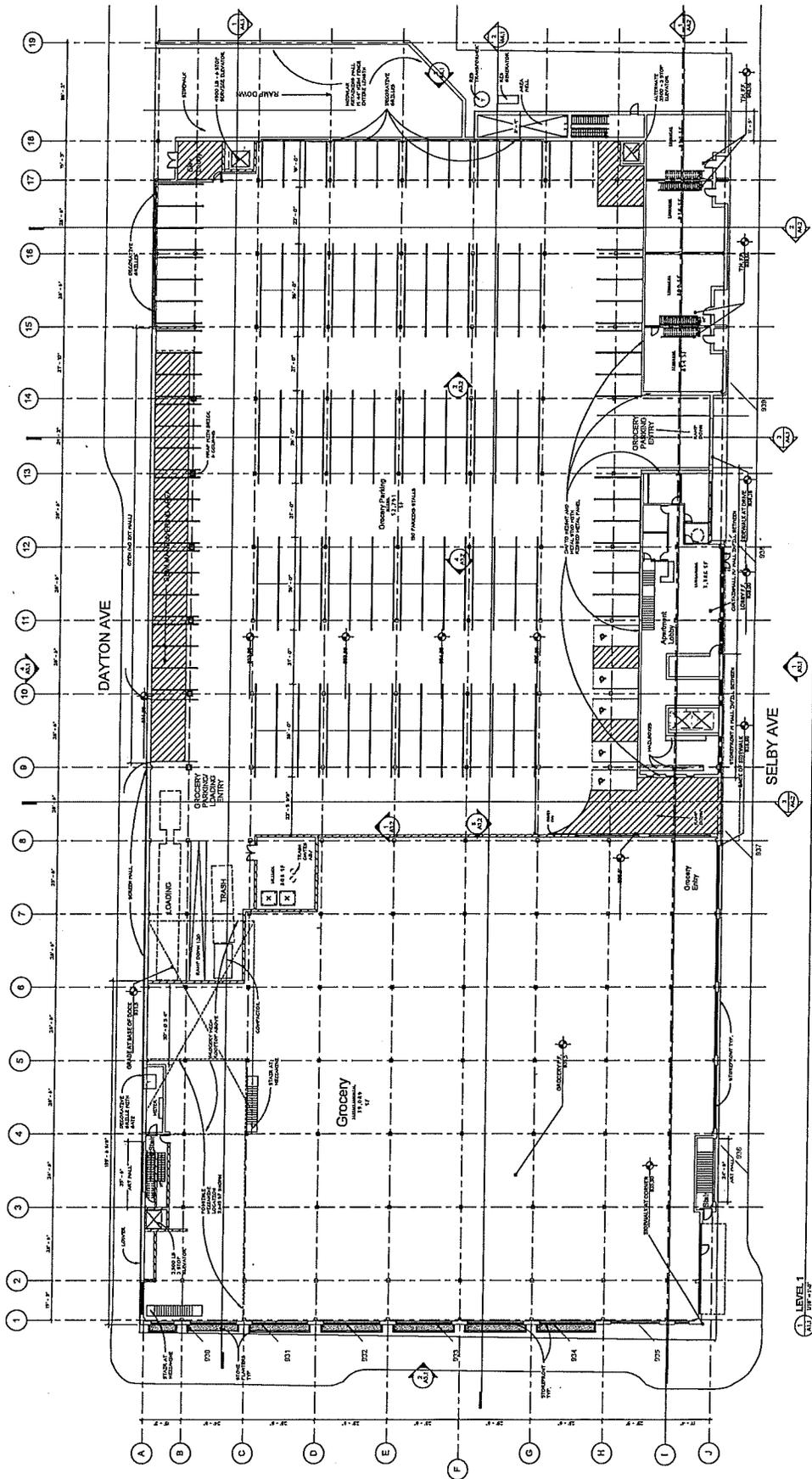


wherever you see the logo
100 Washington Avenue, Suite
1000, New York, NY 10038
Tel: 212.693.1000
Fax: 212.693.1001
www.esg.com



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SCHEMATIC-LITE PRICING PACKAGE AUGUST 23, 2013		ORIGINAL ISSUE
EXTENSION	DESCRIPTION	DATE
No.		



First Floor
39,000 sf Commercial space
150 parking spaces



ESG
1500 Washington Avenue, Suite 1000
Philadelphia, Pennsylvania 19102
P: 215.575.1111
F: 215.575.1112
WWW.ESGPHILADELPHIA.COM



EXCELSIOR
A The Zimbar Group

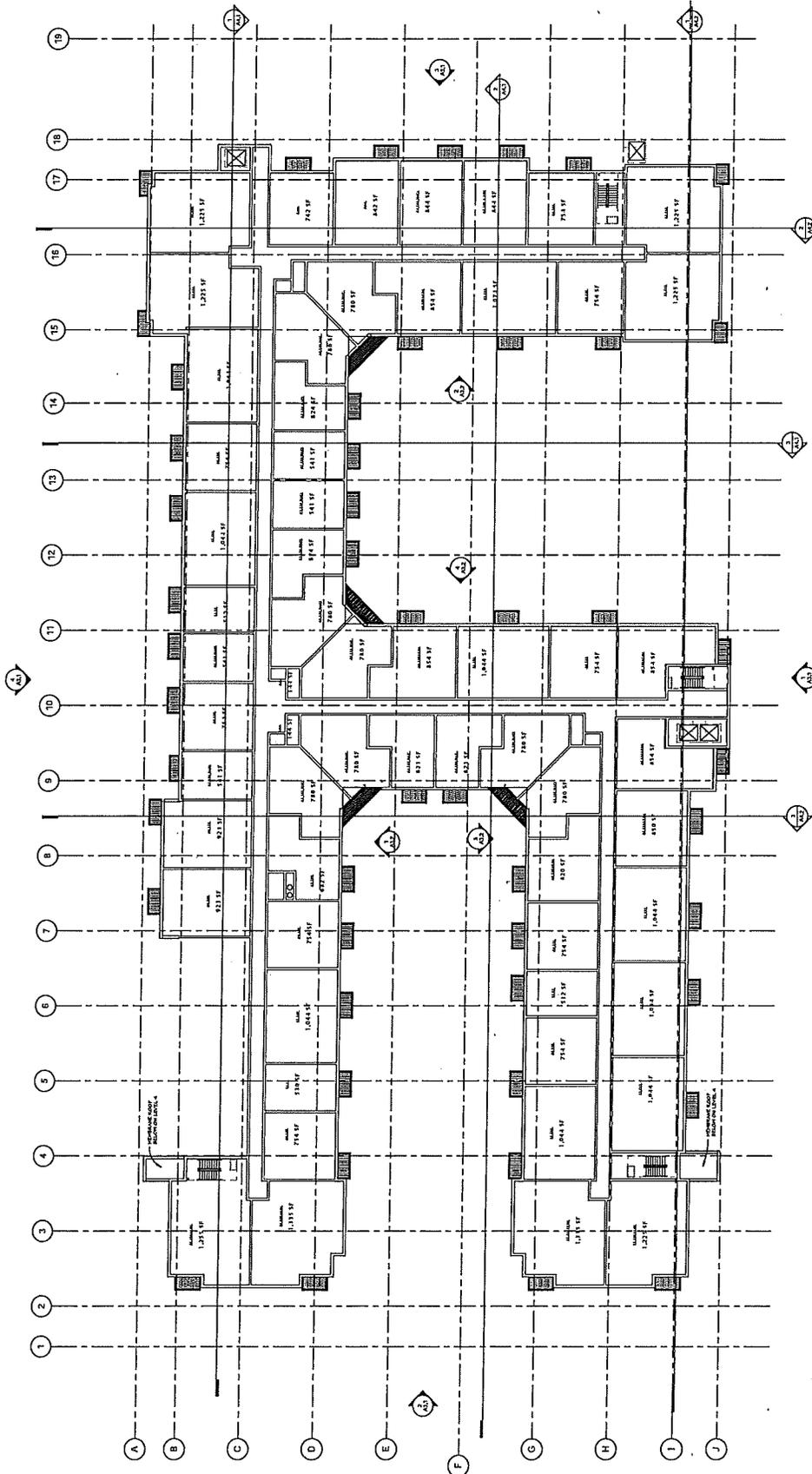
SCHEMATIC-LITE
PRICING PACKAGE
AUGUST 23, 2013

ORIGINAL TITLE
REVISION
No. Description Date

213.1372
PROJECT NUMBER

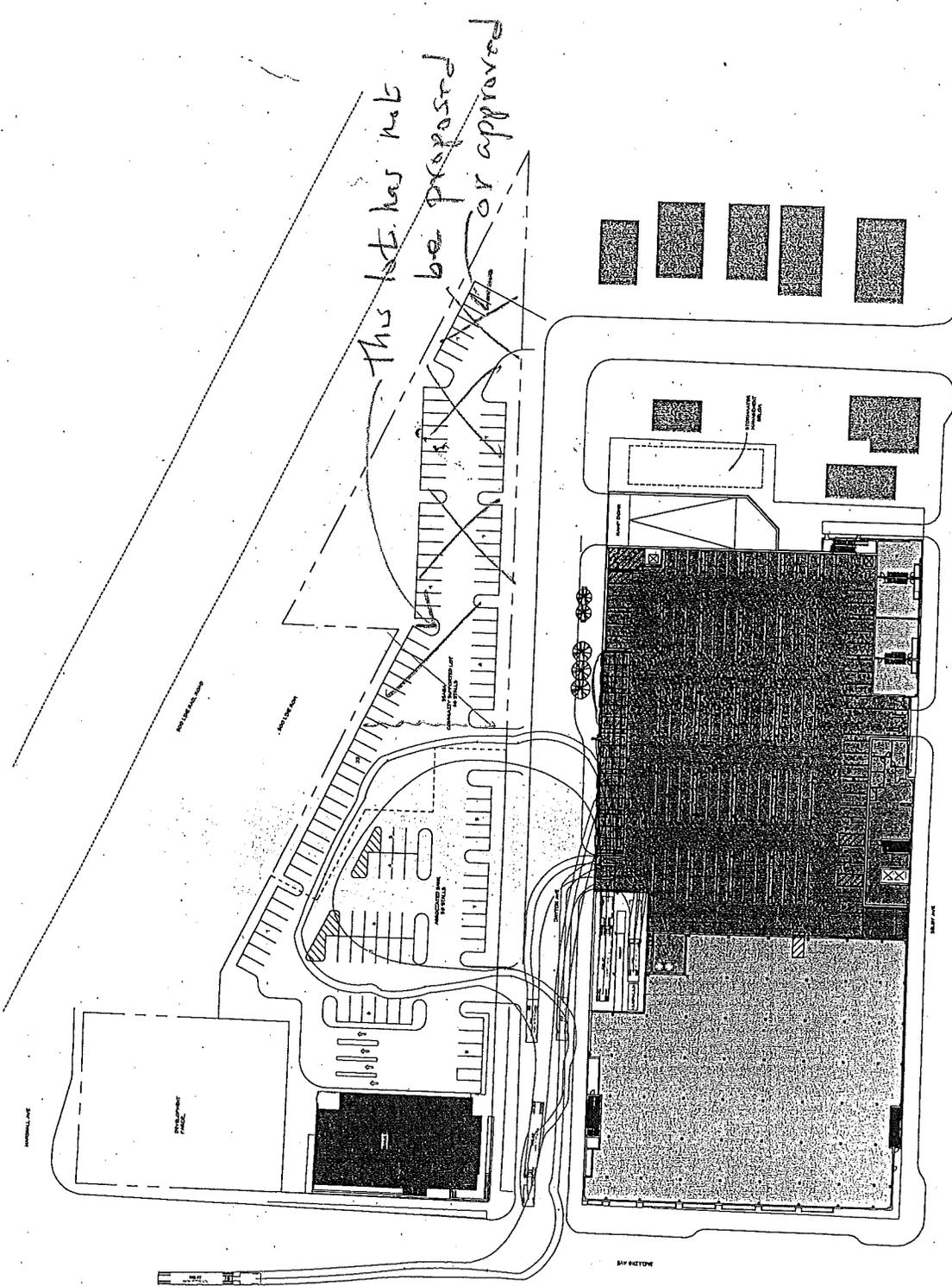
The Vintage on Seby

FOURTH AND FIFTH LEVEL
PLAN
A1.4



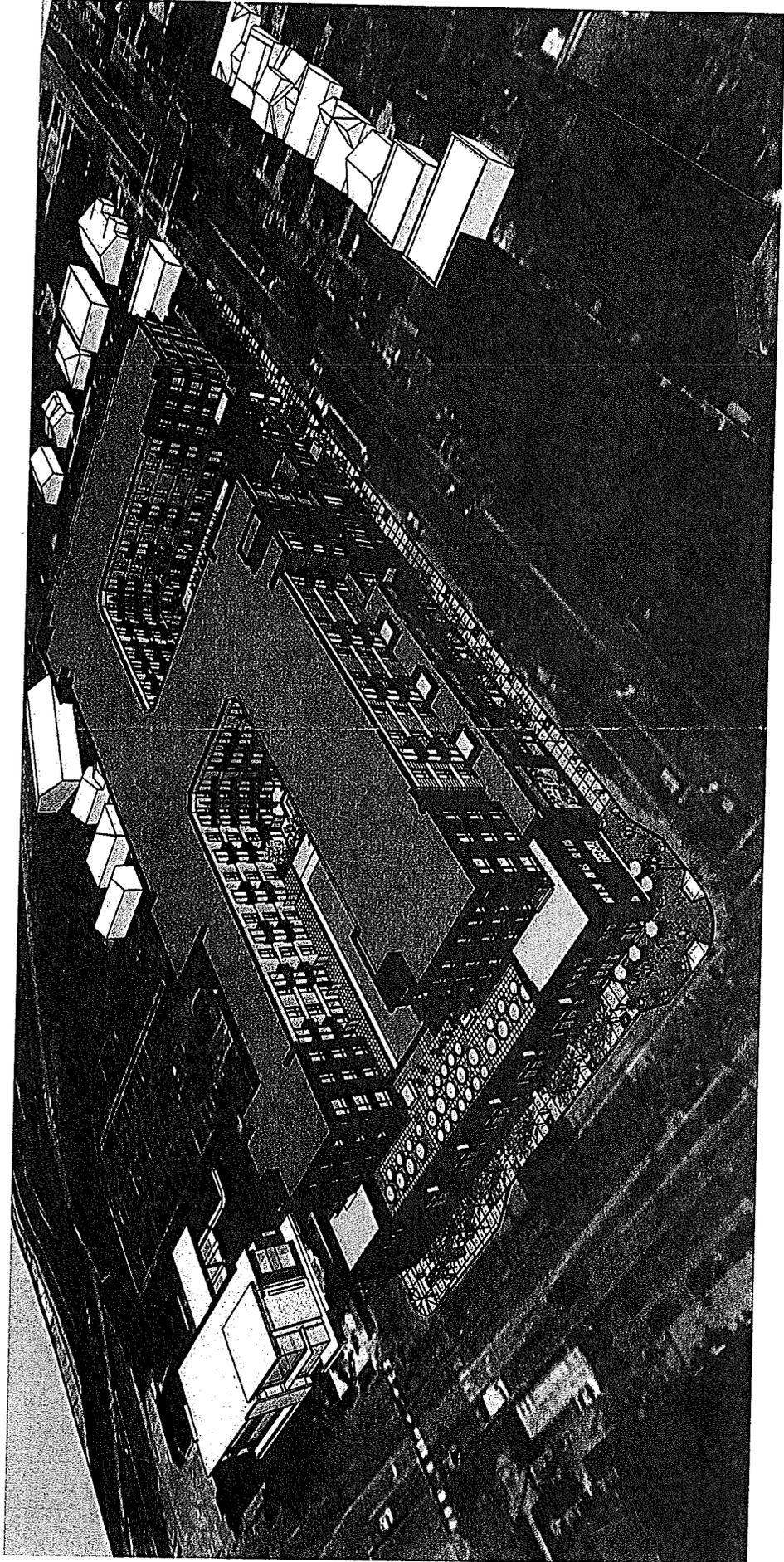
Layout of apartments
on Upper Floors

SITE PLAN REVIEW SET	
SEPTEMBER 17, 2013	
ORIGINAL USER:	DATE:
REVISION:	DESCRIPTION:
No.	Date
211322 PROJECT NAME	
The Vintage on Subby	
ARCHITECTURAL SITE PLAN A0.2	

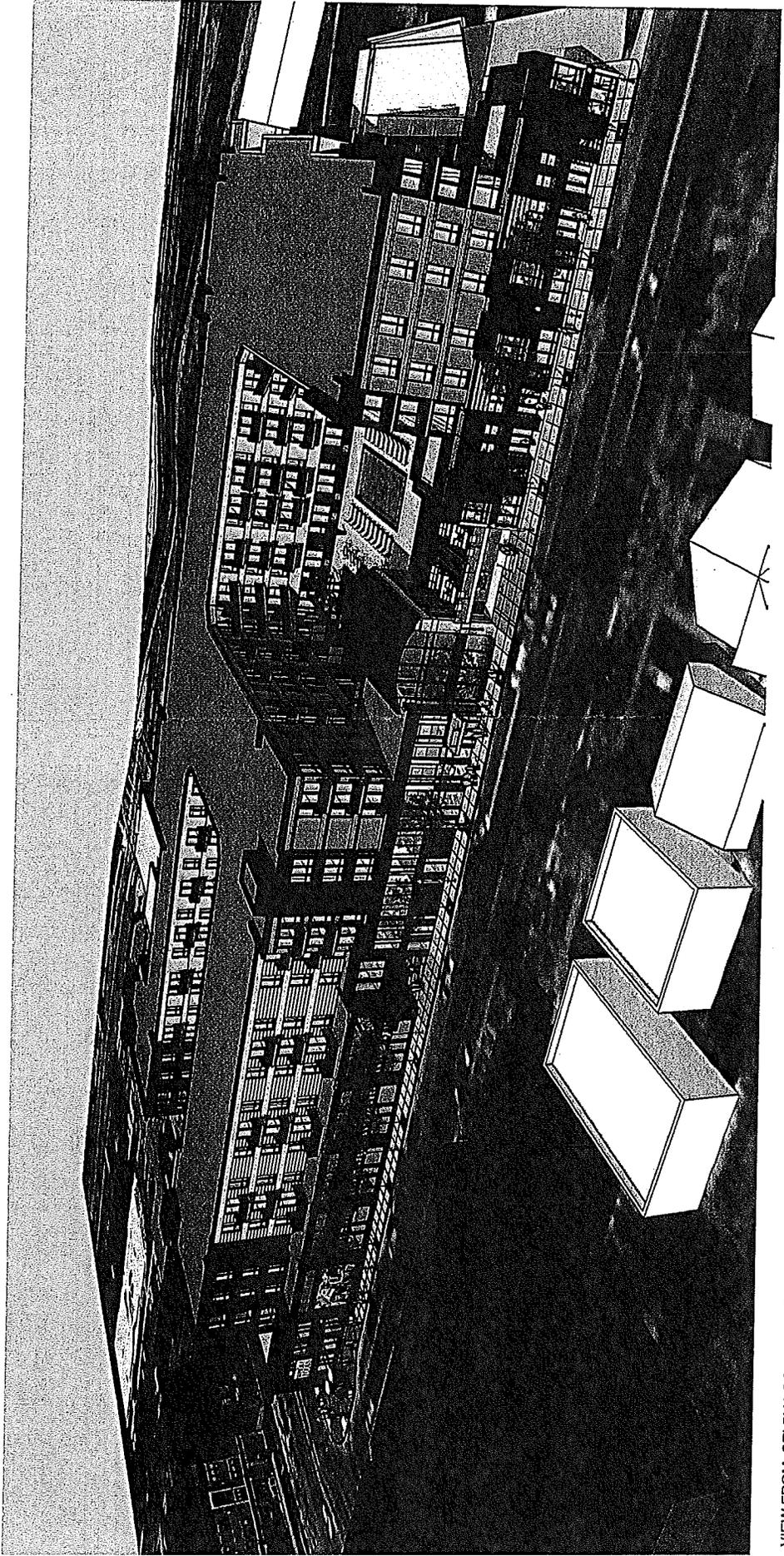


Whole Foods gets one large (67' semi) truck a day. The maneuver to get to and leave the docks are shown. The truck must use the bank parking lot to leave. Small delivery trucks do not need to use the bank lot.

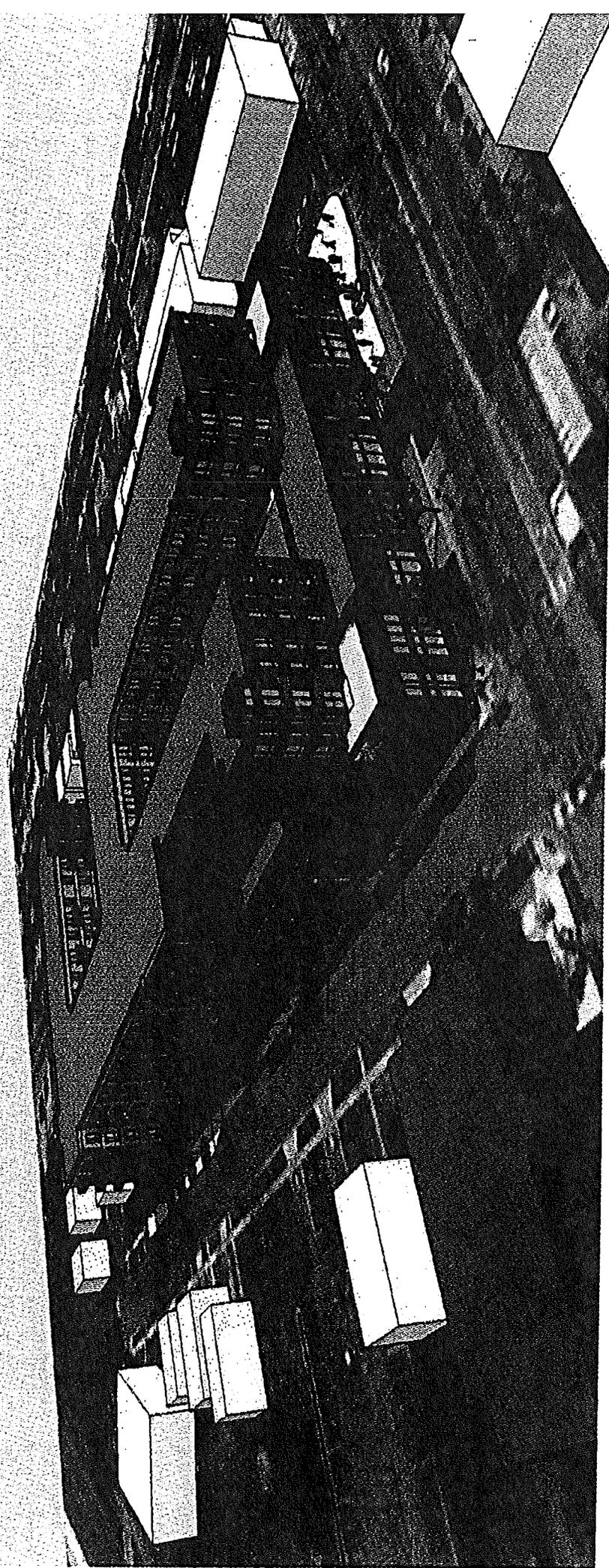
TB
12/5/13



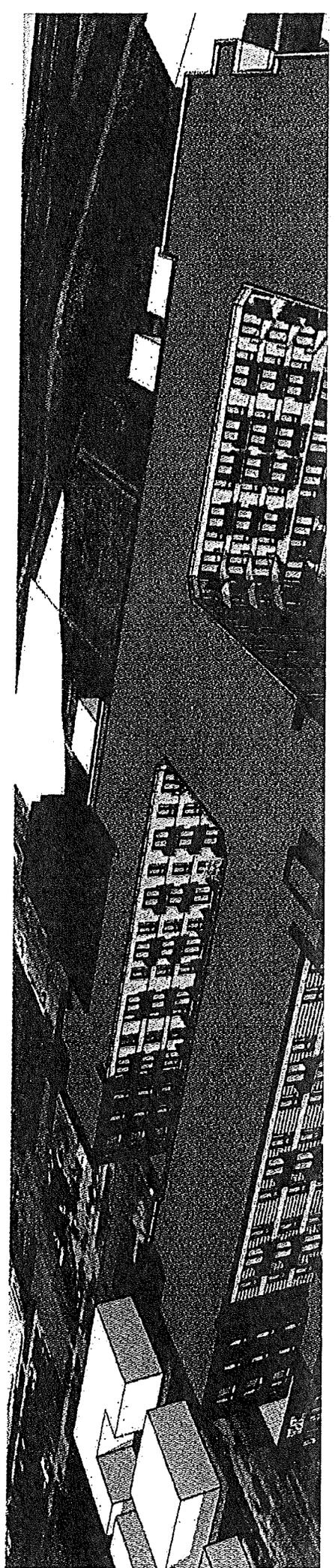
VIEW FROM SNELLING AND SELBY LOOKING NORTHEAST

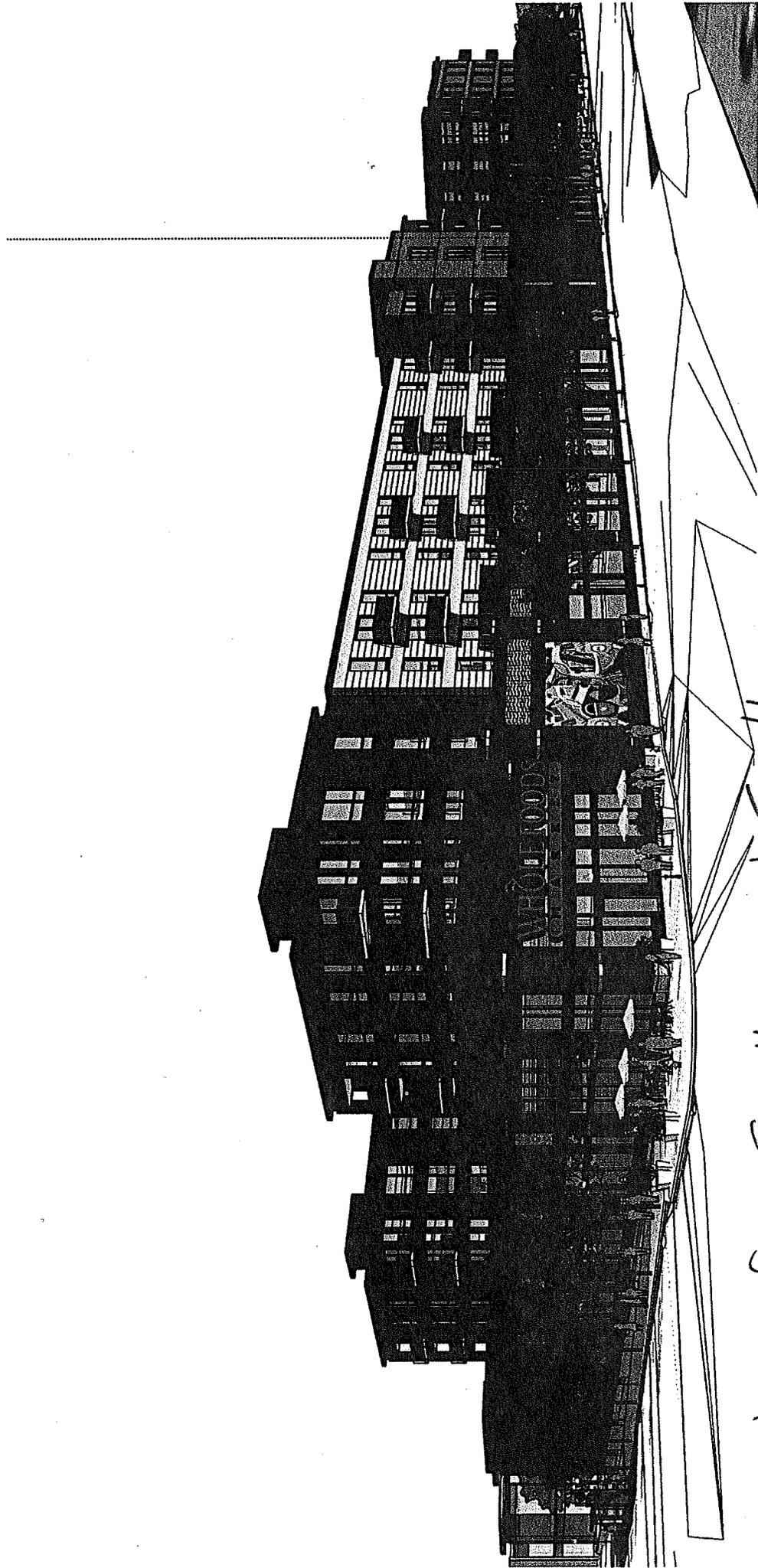


VIEW FROM SELBY LOOKING NORTHWEST

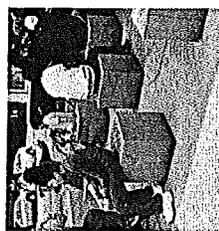
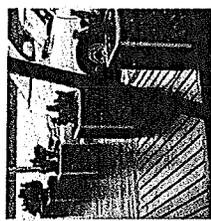
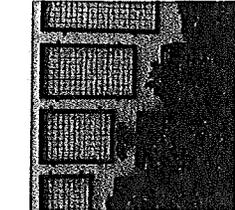


VIEW FROM DAYTON AND SNELLING

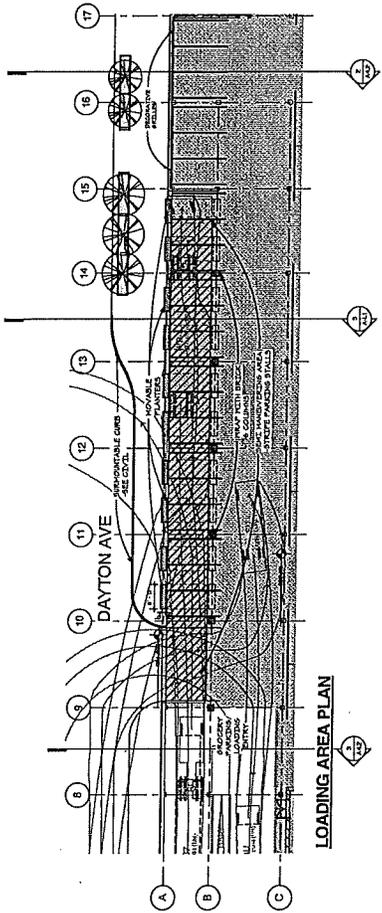




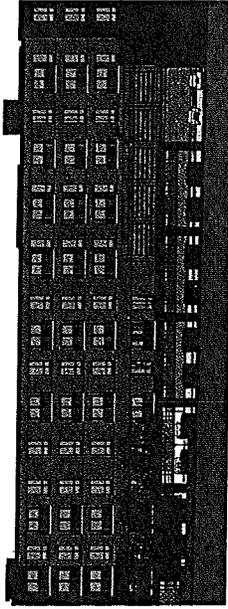
View from Snelling and Selby



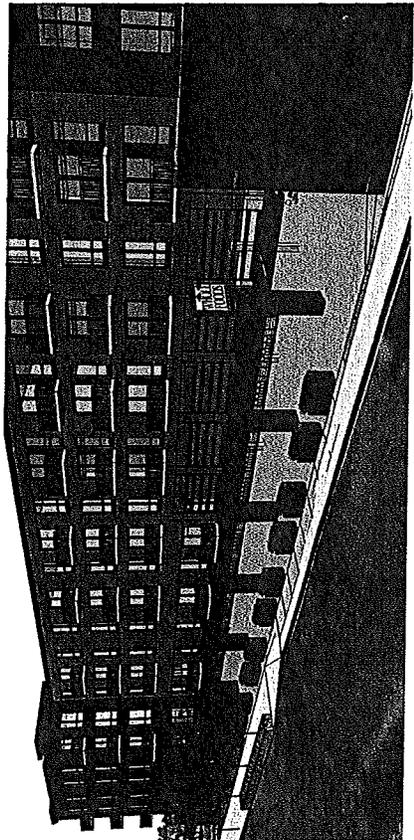
PRECEDENT IMAGES



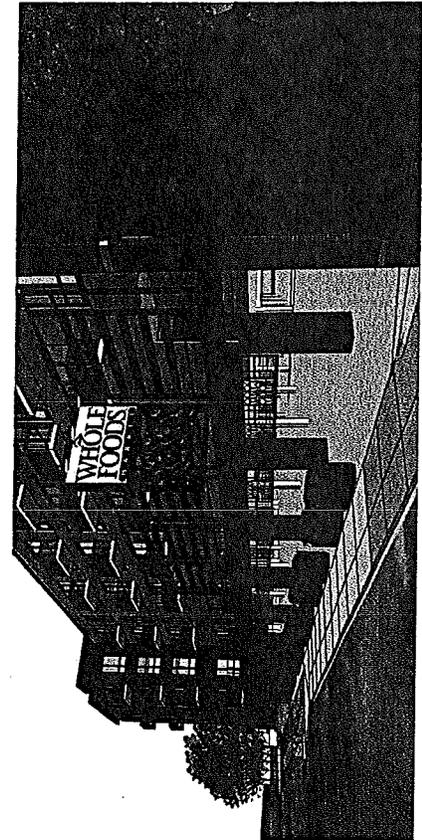
LOADING AREA PLAN



LOADING AREA ELEVATION



LOADING AREA PERSPECTIVE



LOADING AREA PERSPECTIVE

Dayton side w/ Delivery Area



ASEURY ST

MARSHALL AVE

DAYTON AVE

W. MILLER RD

HAGUE AVE

LAUREL CITY MOOSE POWERED

SARATOGA ST N

SELBY AVE

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51

51

MARSHALL AVE

FRY ST

DAYTON AVE

SELBY AVE

HAGUE AVE

LAUREL AVE

City of Saint Paul, Public Works, Technical Services

35

FRY ST

GISmo Oblique Photography

Images courtesy of: Microsoft® Virtual Earth™ 2006

Show Dashboard Show Reference Map



View of the Site
Looking North

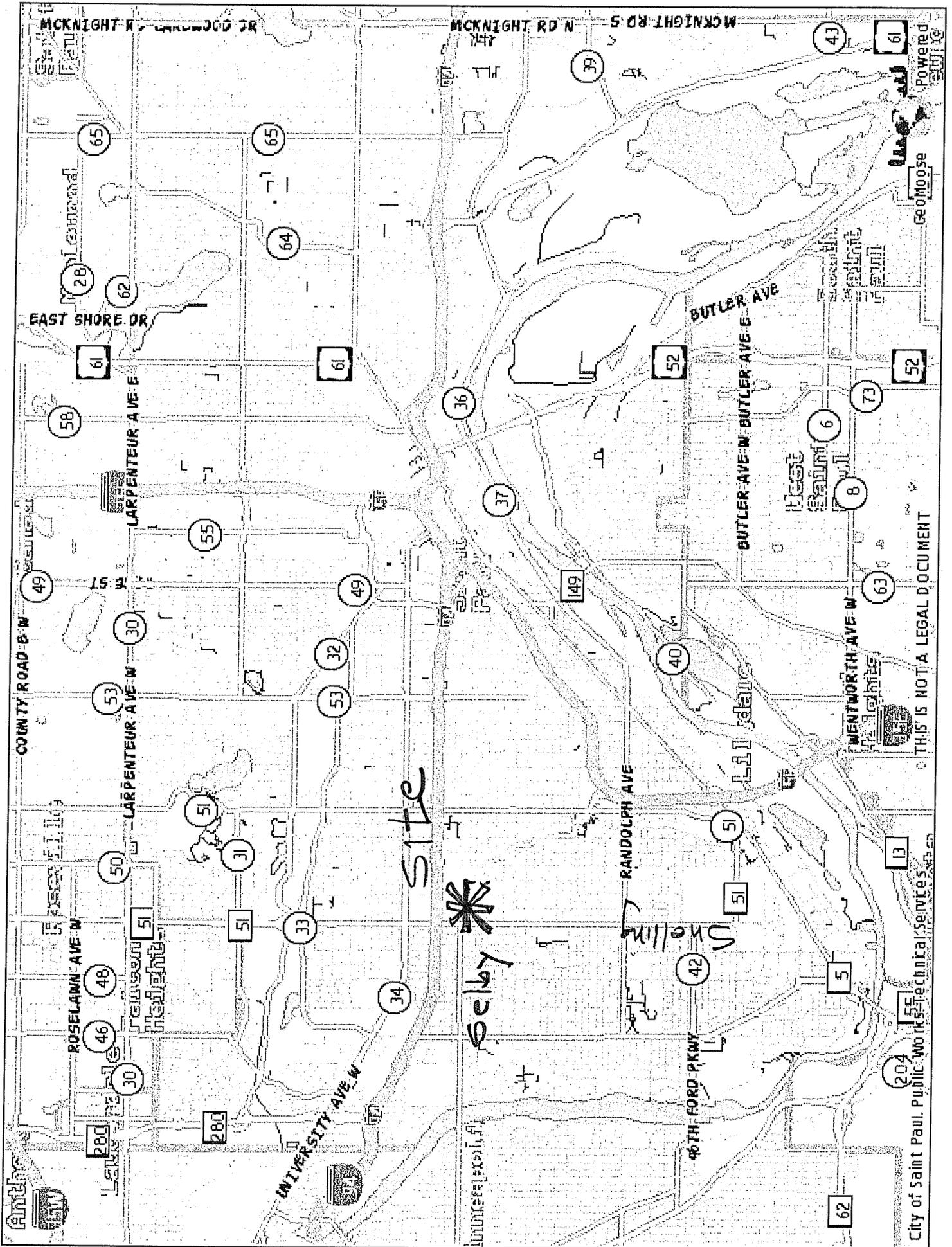
GISmo Oblique Photography

Images courtesy of: Microsoft® Virtual Earth™ 2006

Show Dashboard Show Reference Map



View of the Site
Looking East



MCKNIGHT RD N

MCKNIGHT RD N

EAST SHORE DR

BUTLER AVE

BUTLER AVE W BUTLER AVE E

RANDOLPH AVE

UNIVERSITY AVE W

site

selby

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City of Saint Paul, Public Works Technical Services

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GeoMoose

204

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63

63

63

West

East

North

South

West

East