ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** LeCesse Development **FILE #** 17-015-551
2. **APPLICANT:** LeCesse Development **HEARING DATE:** April 13, 2017
3. **TYPE OF APPLICATION:** Conditional Use Permit
4. **LOCATION:** 246-286 Snelling Ave S, between St. Clair and Stanford
5. **PIN & LEGAL DESCRIPTION:** 102823220164; 102823220165; 102823220166; 102823220167; 102823220168; 102823220169 (Sylvan Park Addition to the City of Saint Paul, All of Lots 1-10 Block 4)
6. **PLANNING DISTRICT:** 14 **PRESENT ZONING:** B2
7. **ZONING CODE REFERENCE:** §66.331(g); §61.501,
8. **STAFF REPORT DATE:** March 4, 2017 **BY:** Josh Williams
9. **DATE RECEIVED:** March 1, 2017 **60-DAY DEADLINE FOR ACTION:** May 22, 2017

A. **PURPOSE:** Conditional use permit for building height over 55': proposed height of 62' 4".

B. **PARCEL SIZE:** 60,982 sq. ft. (approx. 1.4 acres)

C. **EXISTING LAND USE:** Mixed commercial

D. **SURROUNDING LAND USE:**

North: Mixed use (B2)

East: Commercial, single-family residential (B2, R4)

South: Commercial (B2)

West: Mixed use, single family residential (B2, R4)

E. **ZONING CODE CITATION:** §61.501 lists general conditions that must be met by all conditional uses.

F. **HISTORY/DISCUSSION:** The property is currently developed with 5 commercial buildings and associated surface parking, with limited landscaping. The surface parking lot at the northern end of the property also serves several nearby businesses, including the off-street parking required as a license condition for Cinema Ballroom, a dance school and hall just east of the subject property on St. Clair Avenue.

G. **DISTRICT COUNCIL RECOMMENDATION:** The District 14 Council has recommended approval of the conditional use permit.

H. **FINDINGS:**

1. LeCesse Development has a purchase agreement for all properties proposed for rezoning. They are proposing mixed use building which will cover nearly the entirety of the properties and will consist of approximately 1900 square feet of retail commercial space, 128 residential units, and associated amenity space. The building will include 204 parking spaces, 29 of which will be available for use by the new retail commercial tenant and existing businesses in the area. The owners of the property have submitted a petition to rezone the properties from B2 community business to T3 traditional neighborhood.
2. The applicant is seeking a conditional use permit to allow additional height above the 55' maximum allowed for a mixed use building under T3 zoning. The building has a proposed height of 62' 4" as measured to the roof line. Under Sec. 66.331 of the zoning code, buildings in the T3 zone may exceed the maximum height with a conditional use permit (CUP). Alternatively, buildings may exceed the maximum height provided taller

portions of the building are stepped back an additional distance from side and rear property lines, at a ratio of 1' of additional height for each 1' of additional setback. The proposed building is designed with parking and retail/amenity space covering the majority of the site to about 19' above grade, and an additional 4 stories of residential units in a linear configuration along the long axis of the site, at an average setback of approximately 52.5' from the rear property line. Due to this setback, the majority of portion the building exceeding 55' is allowed as of-right. The CUP is required to allow the portion of the building with side setbacks of less than 7' 4". This is the northernmost 5' 4" of the building where it abuts St. Clair Avenue.

3. §61.501 lists five standards that all conditional uses must satisfy:

   (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The future land use map of the Saint Paul Comprehensive Plan (2010) identifies Snelling Avenue and the portion of St Clair Avenue including the subject property and properties immediately to the east as a Mixed-Use Corridor. Mixed-Use Corridors are intended to accommodate a mix of commercial, residential, civic, and institutional uses, with residential units at densities of 30-150 units per acre. The proposed development is approximately 92 units per acre. Policy LU 1.2 of the Macalester-Groveland Community Plan (2016) expresses a strategy to "maintain and/or establish zoning that encourages higher-density (taller) development at the intersection of mixed-use corridors and lower-density (shorter) development at mid-block of mixed-use corridors."

   (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition can be met. The applicant has provided a preliminary assessment of potential traffic impacts associated with the project. A final traffic impact study (TIS) evaluating any impacts to pedestrian and bicycle safety and impacts to automobile traffic levels of service on adjacent and other impacted streets and intersections should be completed. This assessment should be certified by a registered professional engineer. The Traffic Impact Study will look at the existing conditions of the traffic volumes, and take into account the impact of the proposed land use, transit availability, etc. The parking configuration, ingress/egress and pedestrian/vehicle safety requirements will be informed by the TIS. Public Works Transportation Planning & Safety and the Minnesota Department of Transportation will sign-off on both the TIS and the Site Plan.

   (c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition can be met. The proposed building includes a podium comprised of two levels of poured concrete parking garage, loading/service space, and retail/amenity space. The podium base is 3' below grade, and the top is 19' above grade. The vast majority of the podium levels is off-street parking. The applicant has proposed a variety of treatments, including trellis plantings, seating, windows, art displays, and screening to meet requirements for percentage of openings and create a welcoming streetscape. Final approval of design details for the primary façade should be a condition of approval. The rear façade of the building faces the north-south public alley between Snelling Avenue and Brimhall Street. The façade as currently proposed would constructed with brick facing and limited openings or architectural adornments. The grade of the alley rises moving from north to south, resulting in approximately 10' of the façade being subsurface at the southern end of

the building. Final approval of architectural elements, public art and/or openings on the eastern façade, and/or plantings in between the building and alley, should be required as a condition of approval. Openings are restricted on the southern façade of the building by the building code. This elevation provides another opportunity due to provide additional visual interest to the building.

(d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition can be met. The mass of the building is set away from the adjacent single family residential properties across the alley in order to provide for a transition in mass between the Established Neighborhood and the Mixed Use Corridor. Both the use and the building form are consistent with the planned character of the Mixed Use Corridor and will not impede its continued, orderly development, provided that the design of the building allows for the creation of a vibrant, pedestrian-friendly public realm along Snelling and St. Clair Avenues. Final approval of the building design by the Planning Administrator should be a condition of approval.

(e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition can be met. The proposed use shall be in conformance with all applicable regulations, provided that the lots for which the property is proposed are rezoned to T3 traditional neighborhood, all T3 design standards are met, and a site plan for the project is approved. Site plan approval, rezoning of the lots for which the project is approved, and conformance with all T3 design standards as stated in Sec. 66.343 should be required conditions of approval.

I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit for building height over 55' (proposed height of 62' 4"), subject to the following additional conditions:

1. The lots for which the properties are proposed are rezoned to T3 traditional neighborhood.
2. The proposed project receives site plan approval for a plan substantially in conformance with the plan submitted with this application.
3. The project meets all T3 traditional neighborhood design standards, as stated in Sec. 66.343 of the Saint Paul Zoning Code, as determined by the Planning Administrator.
4. The building design promotes a vibrant and pedestrian-friendly public realm on Snelling and St. Clair Avenues, as determined by the Planning Administrator.
5. Addition of architectural elements, public art, plantings, and or other design elements to enhance visual interest of the eastern façade of the building, as determined to be sufficient by the Planning Administrator.
6. Approval by Public Works Transportation Planning and Safety and MnDOT of the design for vehicle ingress and egress, and pedestrian access. The design shall be informed by an updated Traffic Impact Study, Travel Demand Management Study, and vehicle turning movement templates.

$300

PD14

CONDITIONAL USE PERMIT APPLICATION

Department of Planning and Economic Development
Zoning Section
1400 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1634
(651) 266-6589

Zoning office use only
File # 17-015351
Fee:
Tentative Hearing Date:
3-16-17

102823220164 - 169

APPLICANT

Name LeCesse Development Corporation
Address 650 S. Northlake Blvd Suite 450
City Altamonte Springs St. FL Zip 32701 Daytime Phone 407-645-5575
Name of Owner (if different) c/o Mr Thomas Hayes
Contact Person (if different) _____ Phone _____

PROPERTY LOCATION

Address / Location 246-286 Snelling Avenue St. Paul MN
Legal Description See attached
Current Zoning B2
(attach additional sheet if necessary)

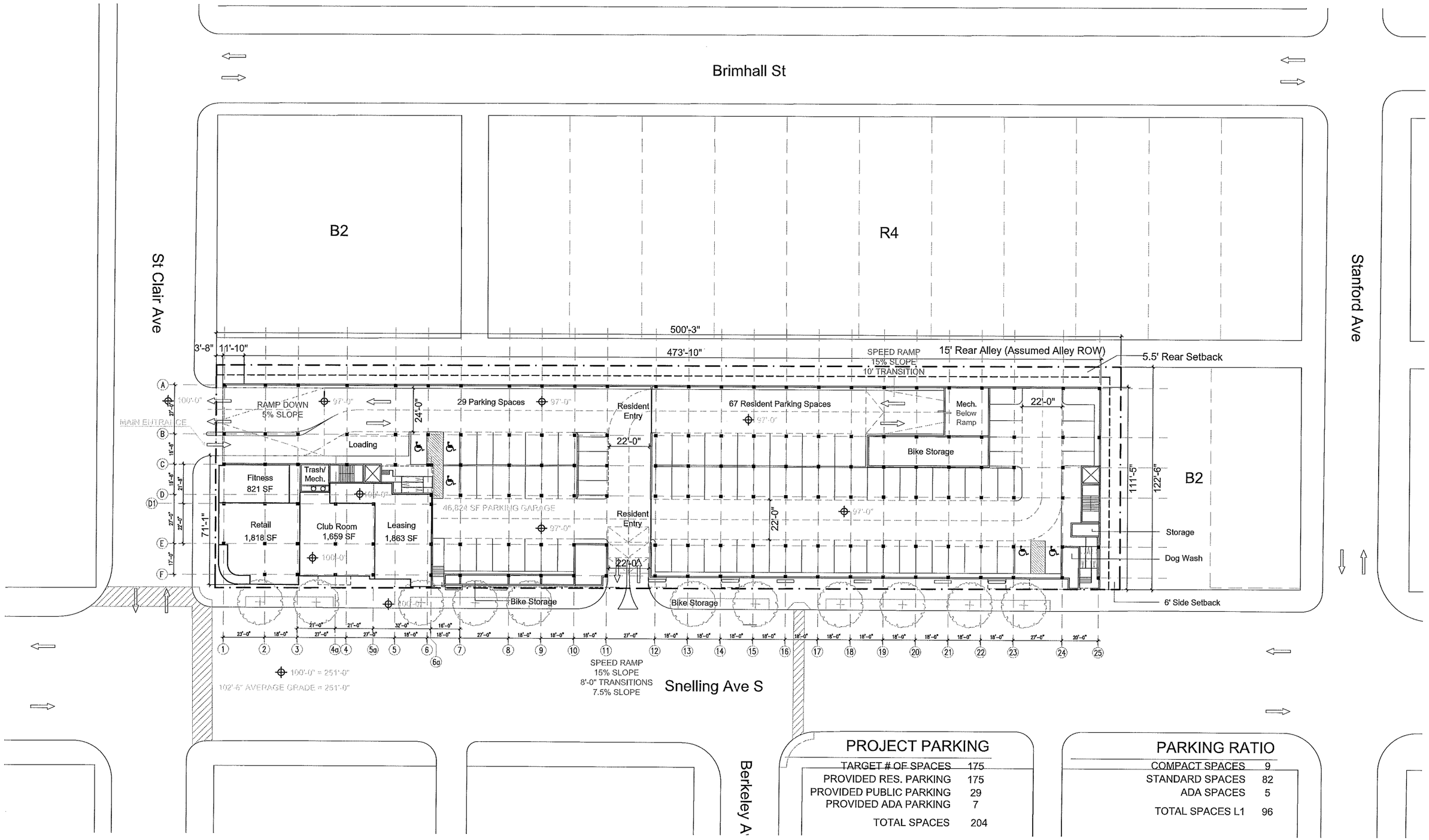
TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of Chapter 66, Section 521, Paragraph Table of the Zoning Code.

SUPPORTING INFORMATION: Explain how the use will meet all of the applicable standards and conditions. If you are requesting modification of any special conditions or standards for a conditional use, explain why the modification is needed and how it meets the requirements for modification of special conditions in Section 61.502 of the Zoning Code. Attach additional sheets if necessary.

See attached narrative.

☑ Required site plan is attached

Applicant's Signature _____ Date 2/20/17 City Agent _____ Date 2/23/17



PROJECT PARKING

TARGET # OF SPACES	175
PROVIDED RES. PARKING	175
PROVIDED PUBLIC PARKING	29
PROVIDED ADA PARKING	7
TOTAL SPACES	204

PARKING RATIO

COMPACT SPACES	9
STANDARD SPACES	82
ADA SPACES	5
TOTAL SPACES L1	96

Level 01

Brimhall St

St Clair Ave

Stanford Ave

B2

R4

500'-3"

485'-8"

5.5' Rear Setback

Open to Garage Below

23'-0"

23'-0"

117 RESIDENT PARKING SPACES

42,597 SF

Trash/ Mech.

Open to Garage Below

22'-0"

RAMP UP 6.67% SLOPE

Open to Below (Interior)

Open to Below

111'-5"

122'-6"

B2

Resident Storage

6' Side Setback

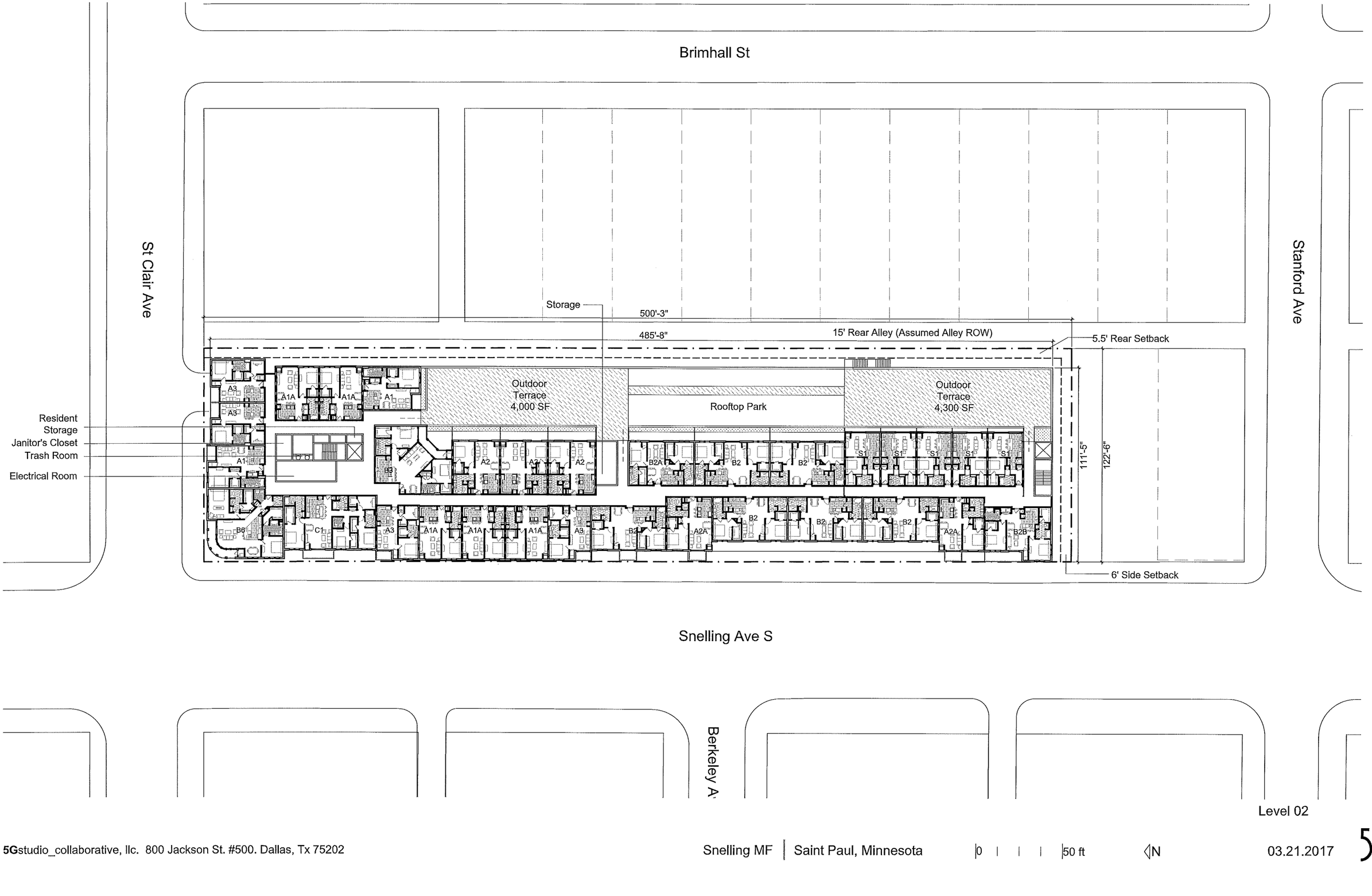
Snelling Ave S

Berkeley A

PARKING RATIO

COMPACT SPACES	13
STANDARD SPACES	102
ADA SPACES	2
TOTAL SPACES L1.5	117

Level 01.5



Brimhall St

St Clair Ave

Stanford Ave

Storage

500'-3"

485'-8"

15' Rear Alley (Assumed Alley ROW)

5.5' Rear Setback

Outdoor Terrace Below

Resident Storage

Janitor's Closet

Trash Room

Electrical Room

111'-5"

122'-6"

6' Side Setback

Snelling Ave S

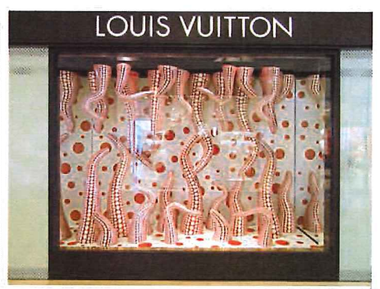
Berkeley A

Levels 03-05

mural

PARAPET
69'-4"
ROOF
62'-4"
LEVEL 5 RESIDENTIAL
51'-6"
LEVEL 4 RESIDENTIAL
40'-8"
LEVEL 3 RESIDENTIAL
29'-10"
LEVEL 2 RESIDENTIAL
19'-0"
LEVEL 1 GARAGE
8'-6"
LEVEL 1 LEASING/COMMERCIAL
0'-0"
SEMI-BASEMENT
-3'-0"


SIGNAGE
SIGNAGE
ENTRANCE
SIGNAGE
PARAPET
69'-4"
ROOF
62'-4"
LEVEL 5 RESIDENTIAL
51'-6"
LEVEL 4 RESIDENTIAL
40'-8"
LEVEL 3 RESIDENTIAL
29'-10"
LEVEL 2 RESIDENTIAL
19'-0"
LEVEL 1.5 GARAGE
8'-6"
LEVEL 1 LEASING/COMMERCIAL
0'-0"
SEMI-BASEMENT
-3'-0"



display windows

PARAPET 69'-4"
ROOF 62'-4"
LEVEL 5 RESIDENTIAL 51'-6"
LEVEL 4 RESIDENTIAL 40'-8"
LEVEL 3 RESIDENTIAL 29'-10"
LEVEL 2 RESIDENTIAL 19'-0"
LEVEL 1.5 GARAGE 8'-6"
LEVEL 1 LEASING/COMMERCIAL 0'-0"
SEMI-BASEMENT -3'-0"

SIGNAGE
SIGNAGE
SIGNAGE
ENTRANCE
SIGNAGE

vision glass at leasing/commercial
pedestrian garage entrance
display windows at garage
pedestrian garage entrance


PARAPET
69'-4"
ROOF
62'-4"
LEVEL 5 RESIDENTIAL
51'-6"
LEVEL 4 RESIDENTIAL
40'-8"
LEVEL 3 RESIDENTIAL
29'-10"
LEVEL 2 RESIDENTIAL
19'-0"
LEVEL 1.5 GARAGE
8'-6"
LEVEL 1 LEASING/COMMERCIAL
0'-0"
SEMI-BASEMENT
-3'-0"

From: Michael Noble <nobleshouse@gmail.com>
Sent: Thursday, March 30, 2017 8:37:14 PM
To: Williams, Josh (CI-StPaul)
Subject: building at Snelling and Saint Clair

Dear Josh,

I see on the neighborhood discussion boards that questions are being raised about the proposed development at this location. I dont really understand why people lobby to have lower building heights and less density--it just makes it harder to pencil out the kind of investment that the corner desperately needs. I hope you can develop the whole Snelling frontage there for the whole block and perhaps the next, and 60 feet or six stories would be awesome.

Cities need investment; climate and transit need density; that block is sad and dated and needs to be scraped to the ground and redone. Put me in the column of a pro-development, pro-investment environmental activist and 30+ year neighbor. The more people who live in our neighborhood, the better. The more people who live here, the better the transit, the more tax base and the less property tax pressure on my neighbors.

Let Mayor Coleman know that his passion for investment and development is one of the things that has made him a great mayor and let my city council member know that he should stand tall when "neighborhood activists" say less development or lower building heights are better.

--
Michael Noble
1841 Goodrich
612 963-1268
--
Michael Noble
651.698.0033

From: Roger Wilsey [mailto:RWilsey@lme4me.com]
Sent: Friday, March 24, 2017 12:07 PM
To: Williams, Josh (CI-StPaul)
Subject: Apartment Building at Snelling and St. Clair Redevelopment Project

Mr. Williams,

I am a citizen of St. Paul and wanted to email my support for this redevelopment project. That block is an eyesore and blight upon the neighborhood. This project would definitely upgrade the entire area and be another fine piece in the redevelopment going on along Snelling avenue. It certainly will have a positive impact on public health and welfare and the surrounding business community.
Thank you.

Roger Wilsey
955 Summit Ave.
ST. Paul MN 55105

From: Jessica B. [mailto:jessica.burke216@gmail.com]
Sent: Wednesday, March 22, 2017 11:51 AM
To: Williams, Josh (CI-StPaul)
Cc: Clayton Burke
Subject: LeCesse Development Feedback

Mr. Williams-

Please see attached is a letter and supporting documentation for the thoughts and concerns my husband I share regarding the proposed development site at St. Clair and Snelling with LeCesse Development Corp. As we understand, the conditional use permit and rezoning application has been submitted to the City and we hope that our comments will be given consideration as a part of the larger approvals process.

Please feel free to reach out to us for any additional clarity or commentary.

Thank you,

Jessica and Clayton Burke

Clayton and I live at 289 Brimhall Street.

To: John Williams, City Planner with the Dept of Planning and Economic Development

Mr. Williams,

My husband and I are writing to express our concerns with regards to the currently proposed development at the corner of Snelling Ave S and St Clair Ave by LeCesse Development Corp. We have lived on Brimhall Street directly abutting the proposed site for almost two years now and welcome redevelopment of the site as it has become quite blighted. However, we don't believe that the currently proposed plans address the needs of the neighborhood and do represent an unprecedented invasion of private property by any development of this scale in Mac-Groveland and Highland.

The following pages include several screengrabs, the first of which is a building height comparison the developer has offered to substantiate that the building is within a reasonable scale to other neighborhood multi-family developments. I have included a Google map screenshot of the currently proposed site as well as all the comparative sites the developer presented in an effort to exemplify not only the unprecedented adjacency to residential this proposal reflects, but also the fact that these sites are in much more predominantly commercial corridors. The most comparable project location is likely the Finn project currently under construction in Highland which is nearly 20 feet lower in height than the proposed development from LeCesse. Currently, the proposed development will overshadow the back yards of 9 single family homes and presents no step backs on the Snelling Ave side or ground level aesthetics to offer itself up as more than just a nearly block-long brick wall.

Our concern with this development is not the effort to find a higher use for this space but the immense scale and a lack of retail space that would actually drive a real benefit for the members of our community. Moreover, we struggle to reconcile how luxury apartments with rents starting at $1,800 up to $3,300 will attract residents who prefer to use the A-line bus service over personal vehicles and, without the retail, will drive non-residents to leverage the A-line to visit the site.

We moved to the Mac-Groveland neighborhood because we appreciated the small town feel with historic charm and accessibility to locally owned small businesses. To us, that's what neighborhood character means, and that's what drove us to invest a significant amount of our financial net worth to live here. We understand full well the benefit of redevelopment, density and the goals of the City of Saint Paul; however, this development is an affront to those of us who have already committed to making Mac-Groveland our home for the reasons indicated above.

We hope that you take these concerns seriously, and thank you for your consideration. Should you have any questions, please don't hesitate to contact me at the information below.

From: Nathaniel M Hood [mailto:nmhood@gmail.com]
Sent: Friday, March 17, 2017 8:21 AM
To: Williams, Josh (CI-StPaul); #CI-StPaul_Ward3
Subject: Support for the Lecesse Development in MacGrove

Attn: Josh Williams, City of St. Paul & Ward 3 Council Office
Subject: Support for the Lecesse Development in MacGrove
Friday, March 17, 2017

The Lecesse Development is not perfect, but one I ultimately encourage you to support.

The mixed-use development is a step in the right direction for accomplishing the city's long terms goals of sustainability. There are few things more important to the social, economic, and environmental health of a city than creating more housing options in existing walkable neighborhoods.

I wish the building frontage facing Snelling Avenue included more retail space, as opposed to a blank wall with windows to the parking garage on the southern most segment. The building could also do a better job scaling back in the rear to allow more afternoon light to access the backyards of Brimhall Street residents.

Despite its flaws, I believe it is essential that we support mixed-use development that adds housing and shops within walking distances to our neighborhood centers and along transit lines. It will also help add to the city's tax base. There are few places in the neighborhood better suited for such a development than on this particular corner which resides on the A-Line and adjacent Macalester College. This development will add housing options for downsizing Baby Boomers and young professionals who want to live in the neighborhood, but who cannot afford to purchase a home.

Kind regards -Nathaniel Hood

Nathaniel Hood
1879 Montreal Ave,
St. Paul, MN 55116
nmhood@gmail.com
(612) 237 - 7614

From: Robert Wales [mailto:rawales@gmail.com]
Sent: Friday, March 17, 2017 11:43 AM
To: Williams, Josh (CI-StPaul)
Subject: St Clair development

Mr Williams-
It was suggested that I send you the comments that I had relayed to the MGCC.

The following is from the email I sent to the MGCC:

Just wanted to make sure that before next week I dropped you an email to voice my support for responsible development in Saint Paul and specifically the plans for the St Clair high density development.

A lot of folks seem to be concerned about high and medium density development in Our neighborhoods. I - for one - welcome it.

Whether renters or owners - more people means broadening a city's talent pool and more people spending money in the city. Single family only goes so far. High and medium density makes the most sense for land use- the most bang for the buck, if you will.

The inevitable trickle down benefits are numerous:

Younger and older high density dwellers typically use public transportation or alternative transportation which typically means that they will spend money closer to home and keep driving small and medium size businesses instead of going outside the city to big box in the suburbs.

Affordable higher density means younger people will be able live and work inside the city. Again- this draws talent and much needed youth into the city.

Anyway- you know all this surely so I won't bore you.

Thanks for your time. I know that the MGCC wants to do what's best for the neighborhood and Saint Paul.

Yours truly,

Rob Wales
55116
Sent from my iPhone
1963 Sheridan Ave W
Saint Paul, MN 55116

Good afternoon, Mr. Williams,

I wanted to write to express my support for the planned development at Snelling and St. Clair. While I am sensitive to resident concerns over parking, traffic congestion, and other issues that come with new development, I think this is a well-designed development and is consistent with the City's plan to add more housing. I recently saw that there are people in our neighborhood having trouble finding rental housing, and know that there continues to be a market for apartments and condos that are built along high-frequency transit lines (Vintage on Selby, for example, is at 96% of capacity).

This development will be a good thing for our neighborhood!

Jeff Christenson
1482 Lincoln Ave.
St. Paul, MN 55105

Josh,
All in favor of this development at Snelling and St. Clair. Jeff Janisch. 1804 Laurel.

Jeff

Sent from my iPhone

Dear Mr. Williams,

I am a Highland Park resident (1835 Pinehurst Ave) and am downright giddy that this absolute eyesore of a corner is being developed. THANK YOU!!

I am confident you will hear a lot of grumbling from people who are inclined to speak against just about any development at all (can you imagine the torch parades if these people lived in the area when the Ford plant was first proposed?). Any way, as far as I'm concerned, progress waits for no man. And THIS IS PROGRESS!

Our area NEEDS more multi-unit housing options for the future and for the graying of the current residents. This will be a DRAMATIC improvement for the neighborhood and the proposed height is perfectly appropriate for the Snelling corridor.

Thank you for your consideration.

Best regards,

Joe

Joseph F. Henderson
www.jfhendersonlaw.com
301 4th Avenue South, Suite 272
Minneapolis, MN 55415
Schedule time with me: https://jfhendersonlaw.youcanbook.me/
http://www.avvo.com/attorneys/55417-mn-joseph-henderson-1653192.html
www.linkedin.com/in/josephfhenderson/
@estatemanjoe
651-699-2600

I am wondering if you can (at some point) inform the neighborhood councils about the **potential property taxes** that would be levied on this project. I'm concerned about the property tax base in St. Paul and the extensive use of tax increment districts to enable large-scale project developers to avoid paying property taxes. I'm a senior and have been watching my property taxes climb... You might see less opposition to developments if/when there is an obvious, stated benefit to the property tax base. Perhaps that should be part of your online descriptions of projects?

Second, is there an overall plan for **significant development along commercial streets** such as Snelling and University Avenues? Do those plans include waiving (or approving conditional use permits) for taller buildings on those streets? Perhaps we should know about such plans, but I don't--and I think my neighbors are also clueless!

Personally, **I am in favor of development along major public transportation corridors. I am also in favor of developments that will result in a net increase in property taxes.** But I am also in favor of limiting construction/rehab in the residential neighborhoods if/when it would change the character of the neighborhoods.

Marjorie Wherley
1677 Lincoln Avenue
St. Paul, MN 55105

Dear Josh -

I am writing regarding the LeCesse Development proposal for the corner of Snelling and St. Clair Avenues.

Please do what you can to send this proposal back to the drawing board.

Certainly the city can achieve its goal of higher density along Snelling Ave. without the creation of such an extreme, imposing and monolithic structure. This is obviously a cookie-cutter design that was developed with no regard to the character of the neighborhood or the scale of surrounding buildings.

I have lived in the Snelling/St. Clair neighborhood for 30 years. I recognize that change is necessary to maintain a vibrant community and, clearly, the site including Rosemark Bakery is long overdue for redevelopment. But can't we be more thoughtful and deliberate with the changes we make? The LeCesse proposal is grotesquely out of place. There are numerous examples along South Snelling Avenue of new, higher density housing that include setbacks, terraces and, in general, have considered the scale and aesthetics of the neighborhood. We should be able to do better for Snelling and St. Clair.

Regards,

Tim Heath
1535 Osceola Ave

Hello Mr. Williams,

To this email, I've attached my letter of support for the LDC development plan on Snelling and St. Clair Avenues. I am hoping this letter will be added as a public comment to the official record for this development.

If you have any questions, please feel free to contact me.

Thank you,

Jessica Hauser
1312 Sargent Avenue
Saint Paul, MN 55105
651-644-5479

I am writing to express my support for the LDC development project being planning at Snelling and St. Clair Avenues. It is my hope new investment on that corner will revitalize a long neglected portion of our neighborhood and infuse the area with a newer younger population. My support is not without concern however. Several aspects of the plan give me pause and prevent me from fully supporting the current development project.

With attacks to environmental funding, climate science and green transportation under continuous attack, not to mention a rapidly warming planet, it is more important than ever to fight for an infrastructure that lessens our dependence on cars. Increasingly this fight must be undertaken at a local level to enact change. This development is massively over designed for parking. In our highly dense neighborhood, ensuring a parking spot for every patron or citizen is a dying premise as more citizens move out of their cars and toward biking, walking, and public transportation options. I would like to see the parking areas scaled back to make room for more retail space.

The lack of bike parking is a great concern. Many younger urban professionals, who will buy at this development, rely on cycling as their main mode of transportation. Without proper bike storage, it will make the space less livable for them as well as for the neighborhood patrons who hope to visit the retail spaces via bike.

Hand in hand with my biking concerns, I would like to encourage a pedestrian safety plan be implemented at the time of construction on this development. Saint Paul is an urban environment and we must support and ensure the safety of our citizens as they walk to their neighbors, schools, local businesses, and parks. The livability of Saint Paul is its main perk; however it is becoming increasingly more dangerous to walk down the street with your family. An increasing number of our citizens are being injured and killed doing what every urban dweller does – walking. In Saint Paul, we can do better. Whenever we add more development to our city, we must see it as an opportunity to convert our streets for mixed use and away from the one focused solely on automobiles. I would like to see a median placed from St. Clair to Randolph Avenues with flashing crossing aides similar to what is already in place from Grand to St. Clair Avenues. This will ensure a visual continuity with the rest of Snelling Avenue since there is a median being built past Randolph on Snelling and help to create a safer environment for pedestrians, cyclists, and car traffic.

Finally a greener, more welcoming streetscape would have an additional benefit of helping to reduce our carbon footprint as well as making the corner more aesthetically pleasing.

With these simple fixes, I believe, the LDC development will be better suited for Saint Paul both from an environmental perspective as well as from a longevity perspective. We have one opportunity to get these developments right before they become a part of our city. I hope you will take my concerns as a long time Macalester Groveland citizen into account as you move forward with the planning.

Thank you,
Jessica Hauser
1312 Sargent Avenue

On Fri, Mar 17, 2017 at 10:02 AM, Jeff Zaayer <jeffzaayer@yahoo.com> wrote:

Dear Mr. Williams,

I'm writing to express my support for the development proposal at St. Clair and Snelling. This site is arguably the ugliest on Snelling and is also the least oriented to the A line especially given it's proximity to the stops on the north side of the intersection. While I am disappointed in the proposals current parking ratios which result in the building being over parked compared to the vintage project at Snelby, I am pleased that the developer expressed a willingness to re-purpose any excess parking to retail in the future. In addition to the excess in parking I am concerned that current plans do not show bicycle parking, also there is a 3 car width curb cut on snelling to provide access and egress for cars, this creates an extended exposure to threats for pedestrians in a corridor that is already one of the most dangerous in the city for people on foot.

Despite these concerns,this project is what is needed a location that the city should be supporting to provide housing and transportation choice for people in a desirable area with good transit access. As someone who rented in highland before purchasing a home in the neighborhood and who additionally has several friends who have rented in highland and mac grove prior to purchasing. I am confident that this project will help be a stepping stone for homeowners on both ends of being homeowner.

I look forward to your support of this project.

Sincerely,

Jeff Zaayer

1750 Saunders Ave

St. Paul, MN

Hello,

When I first heard about the possible development on the SE corner of St. Claire and Snelling I was very excited. I lived in Mac Groveland in an apartment off of Snelling and Ashland for 8 years, and the idea that I could stay in the neighborhood more permanently was very intriguing. We recently moved to Highland Park into a rental house, but are looking to buy in the next few years. I love the new A line and it would be so easy for people who live there to get to either downtown. We've wanted to go down to a 1 car family for a while now and this would be possible if we lived in that area. I hope that the progress made forward for a more sustainable community will continue.

-Amanda Willis

1963 Sheridan Ave, formally 1540 Ashland Ave.

March 22, 2017

Councilmember Chris Tolbert
310-C City Hall
15 Kellogg Blvd. West
Saint Paul, MN 55102

Dear Councilmember Tolbert -

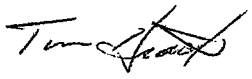
I am writing regarding the LeCesse Development proposal for the corner of Snelling and St. Clair Avenues.

Please do what you can to send this proposal back to the drawing board.

Certainly the city can achieve its goal of higher density along Snelling Ave. without the creation of such an extreme, imposing and monolithic structure. This is obviously a cookie-cutter design that was developed with no regard to the character of the neighborhood or the scale of surrounding buildings.

I have lived in the Snelling/St. Clair neighborhood for 30 years. I recognize that change is necessary to maintain a vibrant community and, clearly, the site including Rosemark Bakery is long overdue for redevelopment. But can't we be more thoughtful and deliberate with the changes we make? The LeCesse proposal is grotesquely out of place. There are numerous examples along South Snelling Avenue of new, higher density housing that include setbacks, terraces and, in general, have considered the scale and aesthetics of the neighborhood. We should be able to do better for Snelling and St. Clair.

Sincerely,



Tim Heath
1535 Osceola Ave
Saint Paul, MN 55105

theath_2000@yahoo.com

From: Char Mason [mailto:char@colemanmasonevents.com]
Sent: Sunday, April 02, 2017 4:53 PM
To: Williams, Josh (CI-StPaul)
Subject: Snelling St Clair Development

I am a resident of the Highland are of St. Paul and use St. Clair and Snelling often. I do not believe the complex should exceed current height limits of 55'. Put a complex there that is that much higher than the surrounding properties would be out of character with the neighborhood, could diminish values of nearby properties and overwhelm the views. Please keep the development as low as possible.
Thanks,
Char Mason

Char Mason
Coleman Mason Events
651.698.2678 O – 612.716.9827 M
char@colemanmasonevents.com
www.ColemanMasonEvents.com - www.facebook.com/ColemanMasonEvents -
www.linkedin.com/in/charmason - www.linkedin.com/company/coleman-mason-events

| 2017 |
STAR AWARD
winner
INTERNATIONAL
LIVE EVENTS ASSOCIATION
MINNEAPOLIS-ST. PAUL CHAPTER

695 Mount Curve Blvd. Saint Paul MN 55116

Thanks!

Char Mason
Coleman Mason Events
651.698.2678 O – 612.716.9827 M
char@colemanmasonevents.com
www.ColemanMasonEvents.com - www.facebook.com/ColemanMasonEvents -
www.linkedin.com/in/charmason - www.linkedin.com/company/coleman-mason-events

| 2017 |
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winner
INTERNATIONAL
LIVE EVENTS ASSOCIATION
MINNEAPOLIS-ST. PAUL CHAPTER

> From: Amy Shirilla [mailto:ashirilla@gmail.com]
> Sent: Sunday, April 02, 2017 8:21 PM
> To: Williams, Josh (CI-StPaul)
> Subject: St. Clair development
>
> Dear Mr. Williams,
>
> I am writing to express my concerns with the proposed building at Snelling and St Clair. I first would like to be clear that I do support higher density growth on Snelling, but not at the expense of the neighborhood, the charm, and current families who live and pay (very high) taxes here. With that being said let me address why I am not excited about this particular proposal.
>
> 1. The height of the building is much too tall for the space. A good number of the families who have resided in the Mac-Groveland for a long time, and those who chose to move here do so because of the feel of the neighborhood. We are fortunate to have many amenities within walking/biking distance while still keeping a small neighborhood feel. A six story building will tower over the neighborhood blocking light from current homes, and destroying the neighborhood feel we all love.
>
> Please consider a three story building that will not dwarf the structures, businesses and homes, in the surrounding area.
>
> 2. The exterior/facade of the proposed building. The design I saw does not fit in with the neighborhood or the nearby buildings. If I wanted to live amongst buildings devoid of the character that drew me to Mac-Groveland I would live elsewhere.
>
> Please consider a redesign of the building.
>
> 3. Traffic and parking. These are major concerns no matter what the building. I am fortunate to have a garage and have ample parking on my street. However this is not the case for many in the area. I am sure the hope for this building is that the tenets will use public transportation, but that cannot be counted on. Traffic on Snelling is already heavy making it difficult to cross the street. The number of pedestrain/bike accidents and fatalities has unfortunately brought heightened attention to this problem.
>
> Please consider how to manage parking and the increase in traffic so that it does not burden the families in the neighborhood, and is mindful of safety for those on the sidewalks and streets.
>
>
> Thank you for taking the time to read my letter. I will reiterate that I do support growth in the area. The current structures on Snelling south of St. Clair need rehabilitation. My hope is that what does eventually replace those will please the majority with it's size, and design.
>
> Respectfully,
>
> Amy Shirilla

Amy Shirilla
1544 Goodrich Ave

From: carol.zoff@comcast.net [mailto:carol.zoff@comcast.net]
Sent: Monday, March 27, 2017 7:34 AM
To: Williams, Josh (CI-StPaul)
Cc: #CI-StPaul_Ward3
Subject: Apartment building at St. Clair and Snelling

Dear Mr. Williams,

I am a resident in the neighborhood the proposed apartment/mixed use development is being proposed in. I am writing to strongly express my opposition to the proposed changes to the zoning to T3 that would allow the 55' height of any new building there. That is too high and does not fit with the character of the MacGroveland area. It instead casts great shadows on the one and two story homes and other businesses in the area. Further it would cause parking problems and congestion. This area does not need this density. Save 55' heights for nearby Highland's multi-acre redevelopment at the old Ford plant so folks moving there know what they are getting into as far as density, blocked sun, views, congestion and parking, but without the negative impacts to existing project-adjacent homes. Mac Groveland doesn't need this building height/density as it is way out of character for miles.

I am also writing to strongly express my oposition to the proposed building. At 61.5 feet tall plus two towers, that would be taller than Whole Foods building at Selby and Snelling. This specific proposal way, way out of character for MacGroveland due to height. The proposed T3 zoning is too tall at 55' and this building far in excess of T3. In no way what so ever is this proposed building a benefit to the rest of the community.

The third reason I am writing is to strongly oppose the Conditional Use Permit to the developer because it is detrimental to the existing character of the development in the immediate neighborhood, and it will endanger public health and welfare due to shadows, congestion, excessive need for parking, increased air and noise pollution as a result of the congestion, as well as an loss of privacy for those who live in proximity as people can peer down from five stories into local yards and windows of one and two story single family homes for blocks around.

These is no reason the current zoning needs to change and no reason the over-sized building needs to be imposed on Mac Groveland. New development is occuring In this area and thus is economically feasible. This proposal is not in the best interest of our residents or businesses and will acuse harm.

Thank you for presenting this email into the written record and for presenting my concerns during the meetings related to the proposal. a proposal that should be rejected.

Sincerely yours,

Carol Zoff

446 Saratoga St. So.

From: Catherine Petersen [mailto:cjpassoc@comcast.net]
Sent: Monday, April 03, 2017 3:45 PM
To: Williams, Josh (CI-StPaul)
Cc: liz@macgrove.org
Subject: St Clair and Snelling Development

Josh,
The first impression that I have is that it's well designed and laid out for ease of traffic and people.

Consideration is needed for green space and ecology and mitigating climate change, which has been a stated goal of the city of St Paul in the past years. I oppose the development as noted as it does not include alternative energy or green space for significant water run-off.

It will be relatively easy to include the costs of solar panels on the roof now rather than have them wait until after it's complete and the retrofit occur. Additionally, our neighborhood will have to bear the additional cost of water run-off and management as a result of the additional hard surfaces that generate the run-off. It is important to incorporate a rain garden or another mechanism for capturing the run-off.

This is a standard style building that is cookie cutter that can be built anywhere even though there's alternating colors of brick/materials. It's nice they added the trees in front. I believe we can do better – especially since these are designed for "upper income" or luxury condos. I can live with the architecture, but I absolutely oppose it because they've not included the rain garden/water management and the fact that they don't have solar built in. If I'm wrong, please correct me.

Thank you.

All the best!

Cathy Petersen

651-690-4324 Office
651-261-1806 Cell
cjpassoc@comcast.net

From: Catherine Petersen [mailto:cjpassoc@comcast.net]
Sent: Monday, April 03, 2017 5:43 PM
To: Williams, Josh (CI-StPaul)
Cc: liz@macgrove.org
Subject: RE: St Clair and Snelling Development

Josh,
Can we ask them to add the solar panels? There are rebates still available right?

All the best!

Cathy Petersen

651-690-4324 Office
651-261-1806 Cell
cjpassoc@comcast.net

My address is 1450 Stanford Ave, St. Paul, MN 55105

From: edhlund@comcast.net [mailto:edhlund@comcast.net]
Sent: Tuesday, March 14, 2017 10:57 AM
To: Tolbert, Chris (CI-StPaul)
Subject: St. Clair & Snelling Ave development

Hello Chris,

We recently attended the Mac-Groveland informational meetings on the proposed development at Snelling & St. Clair. We think this development does not reflect the character of the Mac Groveland neighborhood. You only need to look at the height of the building (5 1/2 stories) to see that it is way too massive. It totally blocks views to the west for residents living east of the proposed structure. There is no set back from Snelling. So that looking north on Snelling gives one the impression of being presented with a wall of stone and glass.

The cosmetic changes the developer made to their original proposal changed nothing. We along with many residents of the Mac Grove neighborhood strongly oppose this project. We do not object to development of this corner, but such development should be in keeping with the scale and character of our neighborhood.

We urge the City Council to require the developer to scale back this project to a size more in keeping with the rest of the neighborhood. Do not be concerned if the developer threatens to walk away. This corner is ready for development. At some point a proposal will come along that will be more in keeping with the character of the neighborhood. This current developer is not our only opportunity. Please do not rush to approve this project.

Sincerely,

Russ & Bonnie Edhlund

We live at 1573 Sargent ave. 2 doors from Snelling.
Thank you,

Bonnie and Russ Edhlund

> From: Larry Gannon [mailto:larrygan@aol.com]
> Sent: Wednesday, March 29, 2017 3:40 PM
> To: #CI-StPaul_Ward3
> Subject: The 61 foot WALL on St Clair and Snelling
>
> Sent from my iPad This building will not be built. My neighbors are organizing to not let you okay this WALL.
From: Larry Gannon [mailto:larrygan@aol.com]
Sent: Thursday, March 30, 2017 2:05 PM
To: Williams, Josh (CI-StPaul)
Subject: Re: The 61 foot WALL on St Clair and Snelling

Larry Gannon at 1551 Lincoln since 1980. I will have more to contribute in near future.

From: Max Allers [mailto:max@maxmarcom.com]
Sent: Monday, March 20, 2017 5:19 PM
To: #CI-StPaul_Ward3
Subject: LeCesse Proposal

Dear Mr. Tolbert,
I am all for the evolution of St Paul and Mac-Groveland. I am opposed to naiveté and hind sight as a basis for decision making.

Case in point.
A mere few blocks away is a congested example of density and growth, most likely unforeseen when initially proposed: Trader Joes on Randolph and Lexington. Trader Joes is extremely successful and nearly impossible to park at and has overwhelmed (crushed) the small businesses next to it's shared parking lot, by cannibalizing the parking adding to congestion at that intersection.

As a businessman and CEO of my company, I need to think, plan and adjust for the future and 'create' a future for those that follow. I do think we need to allow the neighborhood to evolve, but carefully weigh form over function. If a new development is so large it overwhelms the existing businesses (not only traffic flow), causing them to lose patronage and cause an increased level of congestion, we are accepting a reduced quality of life for the sake of progress.

Compromise seems to be what is always a best practice in most cases. What if this is a 2 (or 3) story complex with more than anticipated parking available for the new bldg AND for existing business to share and maintain their level of patronage AND hopefully an increased patronage: meaning: more parking is needed as traffic to that intersection and neighborhood increases. (traffic in for the form of patronage not merely traffic flow).

We must evolve to maintain our foothold on the future but we need to think things thru. Extrapolate this proposal 1 year / 3 years down the road and how this will impact the neighborhood as apposed to how it affects it today. Today has already happened. We can try to build a future that more accurately takes into consideration expansion + evolution + quality of life + quality of businesses that ARE the lifeblood and lifestyle of this neighborhood.

In most cases: Less is More.

Max & Karin Allers
1523 Sargent Ave
St Paul

From: Max Allers [mailto:max@maxmarcom.com]
Sent: Tuesday, March 28, 2017 1:57 PM
To: Kantner, Libby (CI-StPaul)
Cc: #CI-StPaul_Ward3; MAX Marketing Communications
Subject: Re: LeCesse Proposal

Libby,
YES, please do share my comments and concerns with planning et al. The congestion that accompanies expansion multiplies over time, so looking at any development in terms of 'today' is a failure. One must forecast, visualize what will be in future terms, taking into consideration; not merely this singular development, but others that will follow and have the same concerns and desires for expansion and use of space. Space not merely in terms of land, but thoroughfare. Density compounds itself in many ways and on many levels; to not see it in those terms, is to be blind. Making blind decisions in business usually brings companies down. In terms of a city; it increases taxation to make up for a lack of consideration and insight. I do not wish to pay for others mistakes or lack of visualization and understanding.

Thank You for reaching out to me.
Max Allers

April 3, 2017

Mr. Williams:

Please enter into the public hearing record my objection to the development proposed by LeCesse Corporation at St. Clair and Snelling.

I do not object to the TN3 re-zoning. I object to the extra height sought in the conditional use permit--both the 76-foot height proposed by LeCesse and the 61-foot height recommended by the district committee. The developer is trying to squeeze enormous residential capacity into a small space. The city should not facilitate this but should adhere to its general 55-foot standard for the TN3 zone in this type of location, for the following reasons:

The extra height requested would have detrimental effects on the character and welfare of the immediate neighborhood. The proposed building is too big, too tall for this type of location--snugged up against the backyards of a parallel row of single-family homes on Brimhall Street. Even with the set-back proposed, a building of five or six stories will loom unpleasantly over those homes and over the larger Brimhall neighborhood. The extra height also permits greater residential density than would normally be allowed, which will impose undue burdens on nearby streets.

The extra height requested is extraordinary in this part of the city and would set a precedent with detrimental effects on the broader community. From Marshall to Fort Road, and from Lexington to the River, on-the-street structures top out at four stories, with two exceptions. There are some larger buildings set off by themselves on large properties. But there are no street-side buildings of six stories and only two of five: the Vintage/Whole Foods development; and the old apartment building at Snelling and Randolph. Neither of these puts a five-story cliff along the sidewalk: the Vintage has a set back above its ground floor commercial/residential space; and the building at Randolph sports a small front yard. The absence of sidewalk cliffs and canyons and a lively commercial sidewalk scene help give this part of the city its "liveable" look and feel.

Nothing better demonstrates the deviant character of this structure than its parking ramp. Instead of the sidewalk storefronts and townhouse entrances commonly seen hereabouts, including at the new Vintage and Highland developments, this building offers the dead face of a long two-story parking ramp. This singular feature (found nowhere else in this part of the city except on Ford Parkway in Highland--something the city should not want to replicate) is the direct result of the excess residential capacity that the developer is trying to cram onto this site. The city should not encourage this by allowing deviation from its general height standard.

The conditional use permit should be denied. Fifty-five feet is enough for this type of location.

Submitted by
Thomas Todd
300 Brimhall Street
St. Paul MN 55105
651-690-5747

From: Michelle Berg [mailto:michelle555@visi.com]
Sent: Sunday, April 02, 2017 10:08 AM
To: Williams, Josh (CI-StPaul); Liz Boyer; #CI-StPaul_Ward3
Subject: Quick Query St. Clair Snelling Site

Good morning!

Just a quick check in to see if there have been environmental ratings on the proposed St. Clair Snelling site as it relates to its many years as a location of a Dry Cleaning Service. Many of those former locations are designated afterwards as brown fields. Is there information about the status of the site as it relates to this criteria? If so, is it being taken into consideration in relation to its development?

It occurs to me that they may be unable to dig down for a parking lot because if this possible designation which then forces the building to be much higher than what is aesthetically companionable in the area.

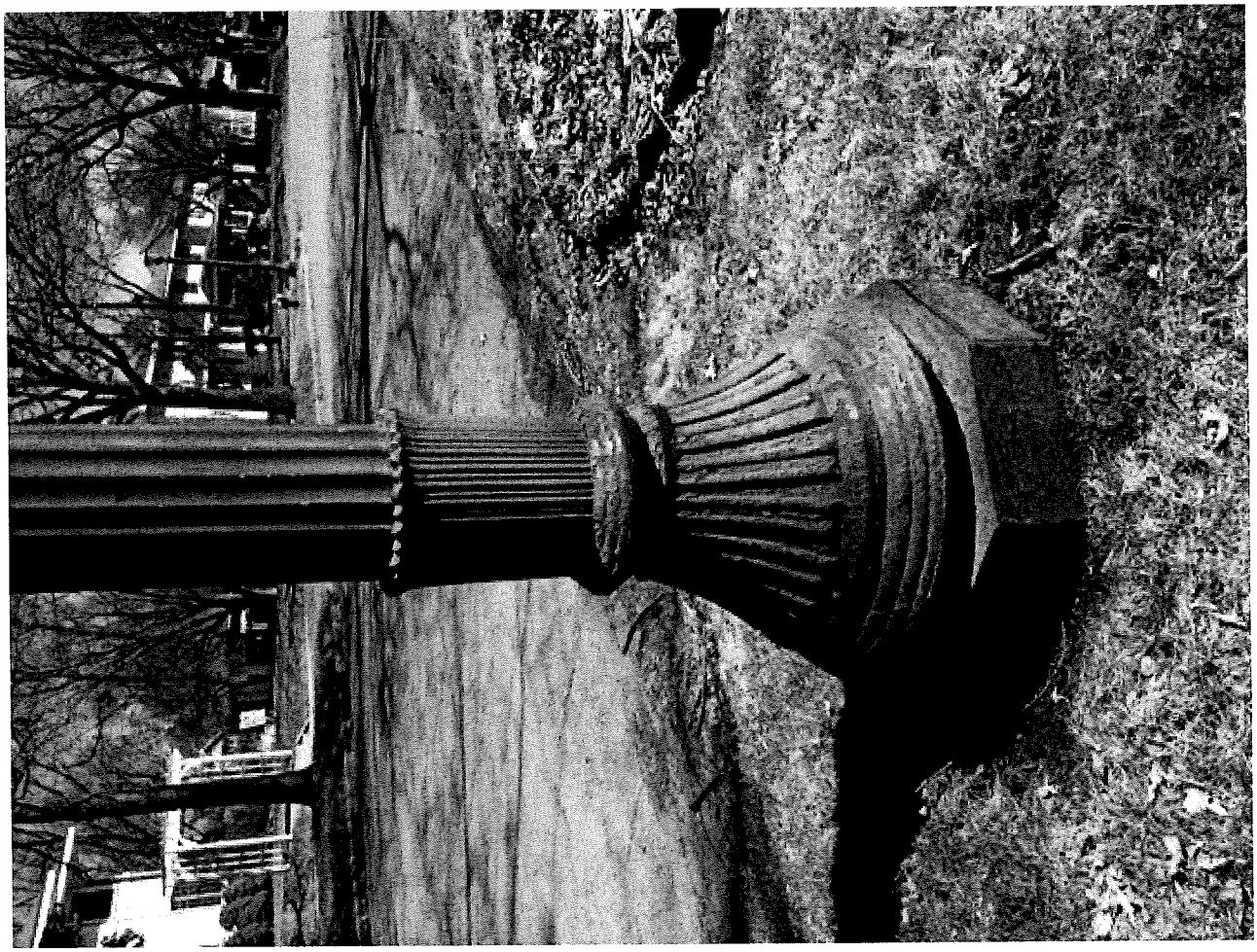
If it is designated as such, I formally request that the information be made available to the public and that there is transparency about limitations as it relates to possible site development.

There may be other possibilities that are more suitable for that corner than the one currently in consideration. Also, will any of these taxes be used to deal with the aging infrastructure on my street? I would dearly love to have some of the following addressed:

Getting rid of lead water lines from the street to the house.

Re-placing curbs

Re-painting light poles



Many thanks,

Michelle Berg
1528 Goodrich Ave
St. Paul, MN 55105

>> From: Michelle Berg [mailto:michelle555@visi.com]
>> Sent: Saturday, March 18, 2017 7:47 PM
>> To: #CI-StPaul_Ward4; Liz Boyer; Williams, Josh (CI-StPaul)
>> Subject: Small shops help make the Twin Cities vibrant, affordable and dynamic | Star Tribune
>> Good evening,
>> Just a follow up to the letter I wrote earlier this week arguing for a more attractive and architecturally suitable building for the corner of St. Clair and Snelling. This article in the Star Tribune (3/18/17) makes it abundantly clear why it is desirable to do so.
>> Take a look and maybe pass it along to the developers from Texas. A little personality goes a long way.
>> http://m.startribune.com/small-shops-help-make-the-twin-cities-vibrant-affordable-and-dynamic/416439153/
>> Kind regards,
>> Michelle Berg
>> Mac Grove resident since 1994
I live at 1528 Goodrich Avenue in St. Paul Minnesota, 55105

Take a look and maybe pass it along to the developers from Texas. A little personality goes a long way.

http://m.startribune.com/small-shops-help-make-the-twin-cities-vibrant-affordable-and-dynamic/416439153/

Kind regards,

Michelle Berg
Mac Grove resident since 1994

Josh,

Good afternoon. It's my understanding that you are the best contact for comments about the new housing development proposed for St.Clair and Snelling Avenue. I'm writing in the hopes that the existing plans for the new development will be subject to special scrutiny as befits our historically-specific neighborhood. Recent building projects and development in our area have run afoul of aesthetic conceits as it relates to stylistic and historic consistency and have resulted in an unevenness has felt like an architectural version of the "One of these things is not like the other" game. One notable example that immediately comes to mind is the recently completed house on the northwest corner of Sargent and Saratoga Avenues. Previously, there was a 100 year old four square stucco situated there. It was torn down and replaced by a house that stylistically is an ***Ikea-meets-Duplo*** mash up that is so at odds with everything else in the neighborhood, it is startling to look at.

I am a professional artist and have gone as far as working on my Master of Fine Arts, but I am certainly not unique in my point of view regarding this proposed project. I don't have to tell you that all the residents feel that there is an argument to be made for historic consistency in our neighborhood, both socially and culturally. It is an argument that even the Federal Government would recognize.

If you'll remember, **Summit Avenue** has the distinction of being one of the **oldest historic districts** in the nation. The reason? In the early 1980's a developer elected to construct a townhouse that would have been entirely suitable for a third ring suburb at the desperately inappropriate location of Summit and Dale. The structure sits immediately west of the Richardsonian Romanesque row house where F. Scott Fitzgerald wrote ***This Side of Paradise***. The developers built this over the organized objections of area neighbors. They did so knowing that it marginalized the surrounding real estate from an aesthetic point of view. Afterwards, the incensed neighbors carefully organized their now federally recognized district, so that they would never have to face that kind of contrary and reckless development ever again. Today it serves as a continuing reminder of what happens ***when people do not listen*** to area residents and instead surrender to the temptation of the saber-rattling developers who frequently threaten to pull the plug if they don't get their own way. All these years laters, I roll by the Summit Avenue row houses as a Tour Guide and point this out to tourists from across the country as a standing example of a specific kind of civic over-reach.

Another excellent example of the wholesale ignorance of style in a ***municipal structure*** would be the renovation of St. Paul Central in 1979-80. A stately Victorian brownstone that was a proud landmark on Marshall and Lexington, it would easily merit federally designated protection today. Back then they couldn't get organized fast enough to obtain this and so it was blithely re-structured to resemble a federal correctional facility. And again, it was built despite the organized objections of those in the surrounding neighborhoods. There was a patronizing dismissiveness at all levels of civic authority and so despite the many area residents concerns, the building was over-laid with the cinder block, asbestos (since removed) and white paneled material that stands today. Anyone looking at photographs of the old building will invariably groan at the blatant stupidity of this "progress".

St. Paul is first and foremost, a residential city. It's many beautiful homes are literally a gallery of period styles built by some of the finest architects and builders of their day. They are a huge drawing point for the people who long to live in them and be good stewards over their timeless architectural features. The beauty of the Macalester Groveland and Merriam Park neighborhoods are largely owing to the fact that people had a very different level of patience and vision regarding city planning back then. The looming tax base did not cast a shadow over the decision makers and so the result was to defer to the principals of beauty and workmanship in regards to scale, purpose, form and function. Greed and fear are so often the midwives of the architectural miscarriages that blot our neighborhoods.

Please, I genuinely urge you to ***allow those experts suited to the task, to properly evaluate the designs of the structure that is being proposed for the southeast corner of St. Clair and Snelling***. People who are architects and artists **who do not have a**

vested interest in the taxes or economic aspects of the property, would be a good choice. If you do this well, more people will be encouraged to build other similar structures along the Snelling corridor. If this is handled poorly, I imagine that people will seek their deserved historic designation and all of the mandated protection which that implies.

I truly hope that you pay attention to these voices. For every letter you receive, there are another fifty people who stand in agreement but who simply do not have the time and inclination to write. This matters so much in relation to the overall future of the neighborhood. It doesn't matter how much density you try to create if people are no longer willing to live in the area.

I appreciate your time and consideration in listening to my concerns.

Regards,

Michelle Myers Berg
1528 Goodrich Avenue
Saint Paul, MN 55105

From: budjay@comcast.net [mailto:budjay@comcast.net]
Sent: Friday, March 31, 2017 3:59 PM
To: #CI-StPaul_Ward3; Liz Boyer
Subject: After Thought

Please consider this, the Drugstore and apartments on the NE corner of St Clair & Snelling have solar panels on top of the two story building. Won't the 70+ foot building block those?

Vernon R Jorgensen
16156 Berkeley Ave
St Paul MN 55105
(651) 698-0213
budjay@comcast.net

> From: Autumn Hubbell [mailto:autumnhubbell@comcast.net]
> Sent: Thursday, March 23, 2017 5:34 PM
> To: Williams, Josh (CI-StPaul)
> Subject: Development at Saint Clair and Snelling
>
> Greetings!
>
> I live on the 1600 block of Stanford, so about a block and a half from where this development is proposed.
>
> First, I support redevelopment of that stretch of Snelling. Second, I do not support this particular building nor the changes in zoning it would require.
>
> We live in Saint Paul. That means something. I had a college friend from the outskirts of Chicago visit years ago, and she was astonished at the feel of a small town that was in the midst of a large metropolitan area. The scale of developments like these (almost a whole city block and 3-4 stories taller than what is on that corner already) do not fit that character.
>
> In addition, it does nothing for the neighborhood that surrounds it. Little to no retail, parking and traffic overflow potential, and the capacity to change the quiet feel of my neighborhood are big concerns for me.
>
> The city should be focused on redevelopment where it makes sense, but also consider where the development is. Why do people live there already? How can we make it better? What fits with the neighborhood? How can we make the community stronger?
>
> I would support a 3 story, maybe 4 story apartment building. I would support more retail. I would like to see those things. But they need to be thoughtfully developed and respectful of the neighborhood and have the logistical needs covered (traffic, parking, etc.)
>
> This development is not that. We do not want to be Uptown.
>
> Thank you for your time and consideration. If I am in error about any of my understanding of this matter, please let me know.
>
> Autumn Hubbell
> 651.587.4776
>
> Sent from my iPhone

We are at 1677 Stanford. Thanks, Autumn Hubbell

Please use this letter rather than my previous letter. Thank you!

Regarding the proposed development at 246-280 Snelling Ave South

Summary of recommendations:
Strictly limit the height of any development to a maximum of 55 feet
Require more street-level greenery and retail

I am a landscape architect living in St. Paul, and I strenuously object to granting a Conditional Use Permit for the proposed luxury apartment building at St. Clair Avenue and Snelling Avenue. (Florida's LeCesse Development Corp. at 246-280 Snelling Ave South.) I have attended all of the meetings about the project hosted by the Macalester-Groveland's Housing and Land Use Committee, upon which I sit . The vast majority of the comments at these meetings have been negative regarding the development proposal, with particular objection to the overwhelming height and scale. Neighbors know what they are talking about and should be listened to. St. Paul is a city of neighborhoods.

My husband and I spent 3 months traveling across the country to choose a place to live when we were in our 20s. After visiting Seattle, Portland, Denver, Boulder, Madison, Milwaukee and Burlington, Vermont, we chose St. Paul. We found that there was no other place that had older homes that had been kept up so well, along tree-lined streets and close to so many amenities. The small, local businesses were not like the chain stores and touristy places we found elsewhere.

One of the reasons I chose to get my master's degree in Landscape Architecture was that my behavior changed when I moved to St. Paul. I started borrowing cups of sugar from neighbors and talking over the fence. What was it about St. Paul that made me feel so neighborly? What are the structural elements of a good community?

I am a big supporter of Traditional Neighborhood zoning. However, I am also a big supporter of correct scale, and of architecture that contributes to the character of the neighborhood.

Macalester-Groveland's Long-range plan notes that the neighborhood is treasured for its "small town feel." On page 9, it states this goal: "Preserve Macalester-Groveland's peaceful community, while promoting a range of housing types and affordability to meet the needs of all people."

The proposed development is wrong for several reasons.

1. The scale is just enormous, dwarfing nearby houses and cutting off their views of the sky.
2. Architecturally the building creates the feeling of a 6-story wall along the sidewalk and alley, making it hostile to pedestrians. The paucity of retail shops along the Snelling frontage deepens that feeling.
3. The first floor is dedicated nearly completely to parking, meaning that there is no visual interest at the street level.
4. As a landscape architect, I have looked at the plans for possible planting opportunities. The amount of dirt that will be available to grow anything healthy is almost non-existent. Container plantings in the recesses of the building would be inadequate. The developer claimed recently that something would be planted along the alley, but there is virtually no ground to do so and the quality of the soil between alley and building will be very poor. Urban

planting in poor soils is often a failure, as we can see by many examples around the Twin Cities. Be wary of architectural renderings. Just because trees are drawn does not mean they will actually grow.

5. St. Paul should be concerned about affordable housing, not catering to luxury developers who propose generic buildings.

I specifically recommend against the Conditional Use Permit for the following reasons:

1. This building does not fit into the surroundings because it is too massive and the design is foreign to the adjoining St. Paul neighborhood.
2. It would be an example of "spot zoning."
3. It would be detrimental to the existing character of the development in the immediate neighborhood.

Because Snelling Avenue is being re-zoned, neighbors are already going to have a lot to adjust to. Starting out with a variance of this sort would engender mistrust and future problems between the city and its residents.

Here is the rough math based on their statements at the recent Community Council hearing. They said that they would invest $29 million to develop the property, and that the average rent would be $2000 per month for 128 units. That comes to more than $256,000 gross income per month, or roughly $3 million per year. Many other developers in St. Paul are making it with much smaller buildings.

Were they to eliminate one floor of apartments, they would reduce the height of the building below 55 feet. With fewer apartments, parking requirements would decline, allowing additional first floor rent-paying retail at street level. Please suggest they consider this.

Let's not approve the current proposal and make a mistake that will erode the very character that makes St. Paul so special.

Sincerely,

Margaret Malde-Arnosti

1722 Princeton Avenue

St. Paul, MN

From: Winston Kaehler [mailto:winkaehler@gmail.com]
Sent: Sunday, March 26, 2017 6:36 PM
To: Williams, Josh (CI-StPaul)
Subject: snelling/st. clair development proposal
While I do favor higher-density development along Snelling Avenue to make it more viable as a transit corridor, I feel that the concentration of that development in limited sites is not the way to accomplish that overall goal. The development as proposed at the Snelling/St. Clair intersection will be too disruptive and incompatible with the surrounding existing land uses. In the long run, the factors that make that site so desirable (safety, housing values, ambience, convenience, etc.) will be so compromised by this development that it will be, in effect, a killing of the goose that lays the golden egg. The out-of-state developers that will be doing the project seem to have no longterm interest in preserving the very neighborhood amenities that make such a project feasible in the first place. If the City continues to pay only lip service to the legitimate concerns of neighbors, elected officials will be eroding their political base of support, City staff as well as officials will lose the trust of citizens, and in the end we will all lose except those developers who can make a profit and run, leaving us local yokels to suffer the consequences of short-term narrow-minded planning. Please reduce the size of this proposal, and spread high-density development more evenly along Snelling Avenue and other major corridors (as was done so wisely in the past).

From: Winston Kaehler [mailto:winkaehler@gmail.com]
Sent: Tuesday, March 28, 2017 9:21 PM
To: Williams, Josh (CI-StPaul)
Subject: Re: snelling/st. clair development proposal
My street address is 1712 Palace Avenue, St. Paul, MN 55105. I was not aware that my message could be read by others besides you. I hope it will be. Thank you for your reply and consideration.

From: Imad Libbus [mailto:ilibbus@gmail.com]
Sent: Friday, March 03, 2017 8:44 AM
To: Kantner, Libby (CI-StPaul)
Subject: St. Clair - Snelling Development
Libby,
I strongly object to the height of the proposed new development on Snelling and St. Clair. What is the best way for me to express this to the decision-makers?
Imad Libbus
ilibbus@gmail.com
Tel: 651.343.4431

Mr. Williams,

I will be attending the April 13th hearing, but I wanted to also give you my comments ahead of time. I live on the 1700 block of Stanford Avenue, about 2 blocks west of the proposed development on Snelling and St. Clair. I very much support development and improvement of this location; however, I have some very serious concerns about the proposal. I know that many of my neighbors are concerned about parking and traffic issues; however, my primary concern is that the proposed development is contrary to the character of the neighborhood, and indeed contrary to the character of all of Mac/Groveland.

The proposed development, at 76'10" tall, is much too tall for the neighborhood. Furthermore, the fact that it rises in a straight wall from the sidewalk makes it a massive structure that dwarfs all of the buildings in the area and dominates the intersection. I live 2.5 blocks away, and I would be able to see it looming over the eastern horizon from my front door. The visualization images that the developer submitted are absolutely horrifying.

To support the proposal, the developer presents a ridiculous collection of buildings for comparison: Wilder Park, Highland Park Water Tower, Cleveland Hi-Rise, and 740 Mississippi Blvd. None of these building are in the neighborhood! You can drive Grand Avenue from Dale to Cretin, Snelling Avenue from 94 to the river, and Randolph Avenue from 35 to Cretin and not encounter a single building this large that's not on a college campus. Even the Whole Foods complex on Selby, which towers over a more commercial part of Snelling, is 20 feet shorter than this proposed development and has significant set-backs of the residential floors. A better comparison is the Oxford Hill development (Grand and Oxford), which only has 3 residential floors above the retail level, and has significant set-backs.

This development must be shorter than the proposal, and must also have the upper floors set back from the street. The proposal as it currently stands will destroy my neighborhood.

Imad Libbus
Tel: 651.343.4431
ilibbus@gmail.com

Josh,

I've attended a couple of the Mac-Grove Community Council committee meetings related to this project. I'm impressed with how both the developer and the committee have presented information regarding the project. I'm also impressed with the developer's interest in neighborhood concerns and their design flexibility in response to these concerns.
For the most part I'm in favor of the proposed development for this site. As many folks have stated, the existing buildings are an eyesore and under-utilize the land.
I think that multi-family housing is an excellent proposal. Snelling Ave is a prime corridor for this type of housing. The existing transit structure, particularly with the addition of the A Line, beckons higher density housing.
I support the zoning change to T3, as well as the CUP height change to 61.5 feet. I also agree with the guidelines that the Mac-Grove Housing and Land Use listed regarding the CUP are well considered.

My concerns are these:
1. St. Paul, and in particular our neighborhood, has a lack of affordable housing. This project will do nothing to answer that deficit.
2. There needs to be more consideration for street level retail. Site and neighborhood conditions (the ground water level and the height restrictions, respectively) may challenge the project, but to eliminate any retail space doesn't provide our neighborhood with a vibrant streetscape. And housing density without local amenities isn't a sound community plan.
3. I'd like to see the city be more innovative about dealing with an over abundance of parking slots for these types of developments. Put simply, what's the sense of promoting density on transit corridors while enforcing the out-of-date codes for parking slots per unit?

Sincerely,
Bob Buck
1494 Sargent Ave

From: Rhys Ledger [mailto:rhysledger@me.com]
Sent: Thursday, March 23, 2017 10:26 PM
To: Williams, Josh (CI-StPaul)
Cc: Kantner, Libby (CI-StPaul)
Subject: Snelling & St Clair Proposal

My family lives at 1440 Wellesley Ave. We support the proposed development with a few minor caveats. We ask that sunlight for Corner Drug's solar panels be preserved. We also request serious requirements to maximize pedestrian orientation and for the planting and maintenance of boulevard greenery. Walgreen's is an example of wholly inadequate attempts at both.

Thank you.
Rhys Ledger

In relation to the St. Clair / Snelling development, I would like to express my support for this type of development in area. I think these type of developments will ensure vibrancy and continued investment in the area for years to come, and I know that Snelling avenue offers plenty of transportation options.

However, as others may have already expressed, I'm extremely concerned about the height variance request. The proposed building height seems extremely too tall, and does not seem to fit with the surrounding buildings/ might clash with existing surroundings. While I encourage this type of development (mixed used / dense), the variance height request seems to be a bit excessive and would encourage the developed to consider reducing / removing one of the floors (or finding another way of significantly lowering the building height).

Ideally, the builder could move forward with the project and stay within the current height limits.

Again, I'm excited to see this type of development here, and hope that the new residents and possible new tenants (stores) bring new enthusiasm and energy to our area.

Carlos R. Cruz
St. Paul, MN

From: Meg Arnosti [mailto:arnosti.meg@gmail.com]
Sent: Sunday, March 26, 2017 7:58 PM
To: Williams, Josh (CI-StPaul); #CI-StPaul_DSI-Zoning; Anderson, Tia (CI-StPaul)
Subject: Letter against the CUP for Snelling and St. Clair

To: Josh Williams and Tia Anderson

Regarding the proposed development at 246-280 Snelling Ave South

Summary of recommendations:

Strictly limit the height of any development to a maximum of 55 feet

Require more street-level greenery and retail

I am a landscape architect living in St. Paul, and I strenuously object to granting a Conditional Use Permit for the proposed luxury apartment building at St. Clair Avenue and Snelling Avenue. (Florida's LeCesse Development Corp. at 246-280 Snelling Ave South.) I have attended all of the meetings about the project hosted by the Macalester-Groveland's Housing and Land Use Committee, upon which I sit . The vast majority of the comments at these meetings have been negative regarding the development proposal, with particular objection to the overwhelming height and scale. Neighbors know what they are talking about and should be listened to. St. Paul is a city of neighborhoods.

My husband and I spent 3 months traveling across the country to choose a place to live when we were in our 20s. After visiting Seattle, Portland, Denver, Boulder, Madison, Milwaukee and Burlington, Vermont, we chose St. Paul. We found that there was no other place that had older homes that had been kept up so well, along tree-lined streets and close to so many amenities. The small, local businesses were not like the chain stores and touristy places we found elsewhere.

One of the reasons I chose to get my master's degree in Landscape Architecture was that my behavior changed when I moved to St. Paul. I started borrowing cups of sugar from neighbors and talking over the fence. What was it about St. Paul that made me feel so neighborly? What are the structural elements of a good community?

I am a big supporter of Traditional Neighborhood zoning. However, I am also a big supporter of correct scale, and of architecture that contributes to the character of the neighborhood.

Macalester-Groveland's Long-range plan notes that the neighborhood is treasured for its "small town feel." On page 9, it states this goal: "Preserve Macalester-Groveland's peaceful community, while promoting a range of housing types and affordability to meet the needs of all people."

The proposed development is wrong for several reasons.

1. The scale is just enormous, dwarfing nearby houses and cutting off their views of the sky.
2. Architecturally the building creates the feeling of a 6-story wall along the sidewalk and alley, making it hostile to pedestrians. The paucity of retail shops along the Snelling frontage deepens that feeling.
3. The first floor is dedicated nearly completely to parking, meaning that there is no visual interest at the street level.
4. As a landscape architect, I have looked at the plans for possible planting opportunities. The amount of dirt that will be available to grow anything healthy is almost non-existent. Container plantings in the recesses of the building would be inadequate. The developer claimed recently that something would be planted along the alley, but there is virtually no ground to do so and the quality of the soil between alley and building will be very poor. Urban planting in poor soils is often a failure, as we can see by many examples around the Twin Cities. Be wary of architectural renderings. Just because trees are drawn does not mean they will actually grow.

5. St. Paul should be concerned about affordable housing, not catering to luxury developers who propose generic buildings.

I specifically recommend against the Conditional Use Permit for the following reasons:

1. This building does not fit into the surroundings because it is too massive and the design is foreign to the adjoining St. Paul neighborhood.
2. It would be an example of "spot zoning."
3. It would be detrimental to the existing character of the development in the immediate neighborhood.

Because Snelling Avenue is being re-zoned, neighbors are already going to have a lot to adjust to. Starting out with a variance of this sort would engender mistrust and future problems between the city and its residents.

The developer claims that it won't work for them economically to design the building any other way. However, here is the rough math based on their statements at the recent Community Council hearing. They said that they would invest $29 million to develop the property, and that the average rent would be $2000 per month for 128 units. That comes to more than $2.5million gross income per month, or roughly $30 million per year. This looks like a very lucrative proposition. Surely a smaller building would still be profitable. Many other developers in St. Paul are making it with much smaller buildings.

Were they to eliminate one floor of apartments, they would reduce the height of the building below 55 feet. With fewer apartments, parking requirements would decline, allowing additional first floor rent-paying retail at street level. Please suggest they consider this.

Let's not approve the current proposal and make a mistake that will erode the very character that makes St. Paul so special.

Sincerely,

Margaret Malde-Arnosti

St. Paul, MN

1722 Princeton Avenue
St. Paul 55105

From: MARY ANTONIA WILMES [mailto:mary@sagewoman.net]
Sent: Monday, March 27, 2017 3:33 PM
To: Williams, Josh (CI-StPaul)
Cc: #CI-StPaul_Ward3
Subject: St. Clair & Snelling development

Hi, I've attended several of the neighborhood meeting about this proposed development. I have some sympathy for the proposed developers, especially after they learned they couldn't do underground parking because the water table is too high. (Wouldn't one want to test such things before getting any further?)

I live 3 blocks away and am not directly impacted, other than traffic and parking on that corner. However, I can't get over how tall the proposed building, which will have an even larger impact because it's also so long. It will be 61' tall without the "decorative towers"(?) which take it up to 76". At an early meeting, someone compared it to one some distance south; no, that one is only about 46" if my memory is correct. I drive up and down and can't find any building as tall as this one is proposed to be. In fact, I've not seen any on University Ave, where something of this size belongs, although I admittedly haven't driven up and down the whole avenue checking. I understand there is another proposed one about the same height for Snelling and Carroll. That area is increasingly commercial, being so near I-94.

Also, the design has no relationship to buildings in the area.

I don't know how the proposed development could qualify as "mixed-use" since I believe the current proposal only has about 1000 square feet set aside for one retailer, if that. I don't consider that reasonable "mixed-use."

The backdoor neighbors to the proposed development on Snelling and St. Clair are small houses, many of them bungalows. The proposed building is way out of scale. I believe the developers will argue that they can't build one 4 stories high that would financially feasible. I say Fine. The city has no duty to make a property work for what someone wants to build on it. Let's have the property owners clear the land and we could have a temporary park until a suitable developer makes a realistic proposal.

I appreciate the opportunity give my opinion without needing to go to another meeting. Thanks.

.

Mary Antonia Wilmes
1393 Berkeley Av
Saint Paul MN 55105
651-698-0301

From: Kathleen Deming [mailto:kanndeming@yahoo.com]
Sent: Monday, March 27, 2017 9:56 PM
To: Williams, Josh (CI-StPaul)
Subject: My address to make my comments copacetic...

I live at 1562 Goodrich, St Paul 55105 - since 1970.
We are getting the distinct impression that city planners don't give a damn about what those in the neighborhood think.
If you wish to reach me, I'm at 651-699-8731, seldom check e-mail.
I'd be happy to take you on a 30 min. walk through the immediate neighborhood and show you some large medium, and small city planning mistakes.
Kathleen Deming

From: Kathleen Deming [mailto:kanndeming@yahoo.com]
Sent: Tuesday, March 21, 2017 4:55 PM
To: Karen Osen; Williams, Josh (CI-StPaul); Michelle Berg
Subject: A thought...

If a new smaller building which provides ample parking for already-existing business on the corner of Snelling/St. Clair is approved - and provides for lower-rent housing, I think it should provide for the existing businesses on that SE corner to remain there as part of the retail infrastructure, as they've served this community for decades.
Kathleen Deming

Dear Mr. Williams ~
As a decades' long resident of Mac-Groveland, I am writing to tell you how alarmed I am at the proposals for buildings in the area which I think sully the unique character of our neighborhood.
I mourned the loss of the unique 1930's-ish architecture of Novick's on Snelling south of St. Clair. It did a steady business, and I always admired the workmanship of the beautiful brick-work when I passed by. To see it replaced by

a lamentably non-notable 3-plex business "box" - one of which is a chain dry cleaners, which can in no way make up for our loss of Stoltz Cleaners on Grand Avenue, whose character is being encroached upon by more and more national chain stores, instead of the individual stores which give our area its special "flavor."

What is proposed for the block on the southeast corner of Snelling and St. Clair is just another non-architecturally noteworthy building similar to the blah of The Waters at Scheffer and Snelling and the similar building on the south side of Oxford and Grand. These buildings all look as if they were built with an intended life span of about 40 years. Do we not intend to keep our neighborhood history?

PLEASE do not foist the Snelling St. Clair mega-plex on this neighborhood. I frequent a number of those businesses on that parcel of ground: Brinkman's is unique. Lund and Lange is the only nursery within bikable distance. The parking lot on that corner is sorely needed to make up for all the parking wiped out by the so-called traffic-calming median and the A-Line bus shelter. It's really sad to see people have to park so far away to limp to the Corner Drug Store or to carry a sick pet to Animal Medical Clinic. (Yes - 'bye-'bye to Pro Pharmacy, one of the few remaining independent drugstores we had left when the unneeded CVS opened on Grand and Fairview, where we really needed another grocery store.)

When I first moved here, I could walk to grocery stores at Grand and Fairview (IGA), to Applebaum's on Snelling and Ashland, or to Red Owl (now upscale Kowalski's. There was also the tiny beginning co-op on St. Clair (now a mega-store down on West 7th Street). Now the only thing close by is family-owned Widmer's which is on the lousy St. Clair bus-line. Why is everything getting "mega" when so much of the

population is over 60??? I don't want to walk through miles of aisles.
People keep applying for variances to tear down/build bigger houses - almost lot line to lot-line, some with triple-car garages and parking pads, or adding 2-1-/2 wide concrete parking pads beside their garages, or new garage-mahals that are extra-wide and extra-tall.
All of this is changing irrevocably the character of our neighborhood. My sister who was up for a long visit a few months ago for the first time in fifteen years remarked: There isn't the neighborhood "feel" there used to be.
Another issue: the city keeps spending money to put in pathetic little "rain gardens" which must be maintained - to soak up rain-water drain-off. I say: Stop putting more and more acreage under concrete.
My final comment on this: once a piece of land is "developed" it almost never reverts (as is happening in the ruined city of Detroit) to wild or tilled acreage. I suggest this: Since the 135-acre Ford plant site has been off the tax base for so long already, the city is not going to be losing more money if the land is allowed to be natural. I suggest a wild park a la Crosby park with a simple walking trail through it. That would surely count for a lot more rain take-up that a few rain gardens.
And if we're determined to build ka-zillions of housing units, why don't they include SRO's and non-glitzy units that people can actually afford to live in?
Sincerely,
Kathleen Deming
1562 Goodrich Ave.
St. Paul 55105
Phone:651-699-8731

From: Alison Pfankuch [mailto:alison.pfankuch@gmail.com]
Sent: Wednesday, August 31, 2016 9:00 PM
To: Sage-Martinson, Jonathan (CI-StPaul); #CI-StPaul_Ward3
Subject: Snelling and St. Clair development

I was really excited to hear that the SE corner of Snelling and St. Clair is finally going to be redeveloped until I saw the drawing and article in the Villager. A six story block long building does not fit in this neighborhood. It would be a giant wall towering over adjacent properties and the street. Redevelopment on a scale such as this should not be allowed. We need developers that want to work with the city and neighborhoods to enhance and improve our community, not just maximize profits for the developer. Higher density development does not have to look like this.

Sincerely,

Alison Pfankuch

1640 Niles Ave

St Paul, MN

From: Alison Pfankuch [mailto:alison.pfankuch@gmail.com]
Sent: Wednesday, March 01, 2017 6:19 PM
To: Kantner, Libby (CI-StPaul); #CI-StPaul_Ward3; Sage-Martinson, Jonathan (CI-StPaul)
Subject: Re: Snelling and St. Clair development

I just read the article in the Villager about the "revised" plan by LeCesse for the St. Clair and Snelling corner. Adding some brick, stone, and glass does not change or disguise the fact that this is a **block long 5-6 story wall in a neighborhood setting**. There is nothing in this area or along Snelling Ave that is any where near this tall. I fully support redevelopment on this corner, but this does not fit the neighborhood and the city can do better.
Sincerely,
Alison Pfankuch
1640 Niles Ave
St. Paul, MN 55116

> From: Ted Powell [mailto:Ted@PremierFence.com]
> Sent: Tuesday, March 14, 2017 8:24 AM
> To: Williams, Josh (CI-StPaul)
> Subject: Saint Clair and Snelling development
> Joe
> I grew up on Saratoga just two blocks away from my first job which was in 1973 and at the Saint Clair Broiler.
> That intersection doesn't need a 4 or 5 story building, it would wreck the look and feel of the old neighborhood.
> Ted
> Ted Powell
> Premier Fence
> www.premierfence.com
> 612-859-8050
707 Grand Ave Apt 8
Saint Paul MN 55105

From: Mark Gilbert [mailto:markgilbert@pobox.com]
Sent: Saturday, March 25, 2017 12:56 PM
To: Williams, Josh (CI-StPaul)
Subject: Snelling Saint Clair Development

Dear Mr. Williams,

Thanks for asking for community input for the development at Snelling and Saint Clair.

I am in favor of developing higher living density long Snelling Avenue. Snelling has great shops and services, and with higher density could support even more. It also has great transportation options. It's a good place to drive, and it has the A-line connecting to both light rail lines.

I don't think all the density we want has to be built on this one lot. I think the 55 feet that we've already planned for would be sufficient, rather than granting a variance to allow 61.5 feet. What's the point of planning, if we just ignore our plans whenever a developer asks us to?

I think the set-back on the Vintage at Selby and Snelling did a good job of reducing its visual bulk. Could something like that be done here? I'm not sure how I feel about the decorative towers. Do they lighten the impact, or just make it tower over its neighbors?

Thanks for your time. I look forward to the new development.

Regards,
Mark Gilbert
Mark Gilbert
1855 Lincoln Ave.
St. Paul, MN 55105

From: Amanda Nippoldt [mailto:anippoldt18@gmail.com]
Sent: Tuesday, March 21, 2017 7:12 PM
To: Williams, Josh (CI-StPaul)
Subject: St. Clair and Snelling Development

To John Williams, City Planner with the Dept of Planning and Economic Development,

We are writing to you to express our hesitations and real concerns with the development proposal for the corner of St. Clair and Snelling with LeCresse Development Corporation. My husband and I relocated to Saratoga St S (two blocks in from the proposed development) from Saratoga St N. where the recent Vintage on Selby was recently erected. While we do believe that this block would benefit from a major upgrade we know that the proposal from LeCresse is does not remotely fit our neighborhoods needs, aesthetic, and more.

As mentioned we recently relocated from Saratoga St. N where the Vintage on Selby was developed. While it was an exciting addition, the congestion from traffic which increased three fold was one of the numerous reasons for our relocation. The noise, lack of privacy, diminished view and loss of natural light caused us to consider purchasing a home in a single-family neighborhood. Obviously with such a small address change, you can see we love this area. It's quaint, quiet and filled with small business, all things that we and our neighbor's have been drawn too.

One of our issues with this development is the sheer size and proximity to single family homes is unprecedented and causes serious concerns with issues we dealt with at Vintage on Selby. LeCresse's examples of building height do not take account of where these buildings are actually located. Even Vintage on Selby is butted up against nearly all multifamily rental homes. When researching their building examples, Vintage on Selby, The Finn, The Waters, Wilder Park, Highland Water Tower, Cleveland High Rise and 740 Mississippi Blvd, you'll see that they are buffered by parks, parking lots, commercial buildings or multi family rentals as mentioned before.

We also believe that aesthetic does not appeal to our wonderful neighborhood and we feel that LeCresses as a company does not have any experience in creating an urban build such as this as they have worked mainly in suburbs with ample room for large scale projects. The sheer size of the building is nearly 1 1/2 blocks long and will simply tower over anything in the vicinity. There are no stepbacks nor setbacks to create dimension along Snelling avenue, essentially having us walk along an unsightly 61 foot wall. The lack of retail is another cause for concern as there is no additional value or draw for residents or potential visitors.

Again, we would love to see this are refurbished. I recall a project on 1174 Grand Avenue with Ryan Burke who is developing a building between two brownstones. His renderings show an eight unit condo with three stories and a similar exterior to the buildings surrounding the lot. Not even remotely close to the behemoth proposed for our corner and even he was blocked from the project because the building was too large and exceeded the lot coverage and setbacks. But his building is something we would happily like to see more of in terms of the size and aesthetic because it fits the charm of our neighborhood.

On top of all these concerns are that this project is will set a precedence for other developers to build bigger and bigger essentially erasing the historical charm and quaintness of Mac-Groveland. As of now we already know that there are developers looking at Laurel and Dale, Carroll and Snelling, Grand Avenue and Syndicate, etc.

Overall, we are happy to see changes coming to the area. We have spent nearly eight years enjoying everything Mac-Groveland and Highland has to offer. The people, the stores, the architecture. We truly love it all, so much so that we have invested an great deal of money into creating a life here. We truly hope that you take these concerns seriously and that moving forward a vision to keep the integrity of Mac-Groveland/Highland Park/Merriam Park is made a priority as the area continues to flourish.

Thank you for your time and consideration. Please feel free to email me with any questions. I have attached a document with visual aids of what I have discussed within this email.

Best,
Amanda Nippoldt

Also, I am aware of LeCresse's dilemma of it would not be economically feasible for them unless they have so many apartments which is why the building is so high, but from previous meetings I have been made aware that there are several solutions to that problem.

My address is 304 Saratoga St S St. Paul, MN 55105

Bart Bevins

If the developer can't afford to build anything less than 6 stories the city should end this now. 4 stories is the max. Their building is too big and exceedingly boring. They should find a new site and the city start over. Sorry Josh.

Sent from my iPhone

> From: Bart Bevins [mailto:bartbevins@gmail.com]
> Sent: Sunday, March 26, 2017 6:55 PM
> To: Williams, Josh (CI-StPaul)
> Subject: St Clair & Snelling development
>
> Josh - To follow up; at minimum, there is no reason to raise the maximum height from 55 feet if the city changes the zoning. Again if the developer can't proceed unless it builds the building it is proposing then the developer should move on. Do not raise the height!

My address is 1717 Scheffer Ave.

Hello.
I'm new to this topic but the building design is painfully generic and monolithic--Texan. And far too tall. How about step backs on the Snelling facade? Higher and lower elevations on that façade? Materials that blend better with the neighborhood's red-brick look? Please reduce the height and make it an interesting building.

Marilyn Ziebarth
185 Vernon

---

23 March 2017

Josh Williams
City Planner
Josh.Williams@ci.stpaul.mn.us

Re: Deny CUP for LeCesse Proposal

Dear Mr. Williams:

I just returned from my third community council meeting regarding the proposed building of the mammoth, block-long apartment by Florida's LeCesse Development Corp. at 246-280 Snelling Ave S. I know I am just a single taxpaying, 4th-generation St. Paul physician, while Lecesse is company that manages 40,000 apartments nationwide (but so far as I know does not pay St. Paul taxes). Nevertheless, I and my family of four strenuously oppose the Conditional Use Permit, or CUP for this project. The finished project should have a height no taller than the 55 foot maximum allowed without a CUP under the T3 zoning change being sought. I am not opposed to the zoning change itself.

My family has lived at 305 Brimhall St. since 2001. We've seen a turnover of the block from one where there were virtually no young families with kids to one where, at last count, we had over 20 children, attending Randolph Heights, Ramsey Middle School, L'Etoile du Nord, Holy Spirit and Cretin High School. My 11 year-old's two favorite things in the world are first to ride her pink scooter up and down the block, and second to walk to the Corner Drug for ice cream cones. I walk to the Bean Factory and to Defining You Pilates in one direction and to Shish and Dunn Bros in the other. We also take Lyft and public transit to avoid having or using two cars. When Mayor Coleman was running for office the first time, I met with him at Café Amore on Grand to talk about the link between walkable, bikeable neighborhoods and public health.

That background is all to say that we live here principally to create and enjoy a lifestyle that focuses on walking, biking, gardening and hanging out on the front porch. **This project as proposed would be detrimental to that lifestyle, and our neighborhood's quality and character.** As such it does not meet the criteria for granting a conditional use permit.

Clearly, we are not opposed to in-fill development or a more population-dense city; in fact, that corner has needed redevelopment. The problem is this particular project *does not deliver* development that respects the desires of the residents of this neighborhood – the project fails to reflect what it is that makes MacGroveland a place we want to live in. If built, it also is my personal opinion that this project would indirectly have public health impacts that are detrimental. Let me iterate these concerns, below.

- Most significantly, **the height of this building is overwhelming** and would create an oppressive environment for the entire block. A project going as high as 76 feet would create a canyon effect that would deprive pedestrians and residents of access to light and visual space. On the alley, the elevations make it appear that the building actually would loom over the alley, further creating the sensation of a dark, canyon.
- One thing my family, and I believe my neighbors as well, treasure about our St. Paul neighborhood is that it allows us to see the moon and the night sky at night; this project would deprive us of that view both in its mass and in excessive light pollution. Building enormous 76 foot lighted towers is definitely not a solution to the looming mass of the project. In fact, it creates this second problem of **visual light pollution**.
- Not only the height, but **the uninterrupted length of the building is the problem**, because it will replace a busy commercial strip of active, taxpaying businesses with only a single retail store and parking. With parking being above ground, this is basically a parking ramp for just about the entire block. Unless your idea of a healthy city is people walking from their apartments to the ramp to the drive to their jobs in the suburbs, I cannot think of a bigger damper on the kind of busy, vibrant street life that most of us want for our neighborhoods. Putting a few window boxes on the street will not make this the bare Snelling facade friendly to pedestrians. That is what the Walgreens on Randolph and Snelling does, and it is pathetic.

  The best way to encourage walking and a pedestrian-friendly cityscape is to have actual retail at the street level, with doors located on the street and windows into actual business activity, not window boxes. As planned, the street level view of this building would be a fake curtain, hiding the parking ramp within, with one teeny little bit of retail (1800 sq feet) at one corner. If you want a resource that talks about what truly constitutes pedestrian-friendly urban development, I highly recommend Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy

Communities (Island Press) by two former director's the CDC's environmental health division, Drs. Howie Frumkin and Richard Jackson, along with Larry Frank. Frumkin, Frank and Jackson also point out that what creates pedestrian-friendly urban density is not a 6-story tall building which has a few token setbacks (which is what is being proposed) going up the entire height of the building. To lessen visual mass, the solution instead is to have graduated setbacks that get greater as one moves up the building – more like a pyramid than a canyon, in other words. This is a public health issue because people who walk more are healthier and less obese; neighborhoods with more walking inhabitants are safer and more connected.

At 76 feet (with its towers) or even at 62 feet, this building is far too tall for this very residential neighborhood. Even though the existing buildings are two stories, I would welcome a building 50% taller – that is, three stories. With some trepidation, I could even accept a four story building but only if the upper two floors were stepped significantly back from the street and alley to reduce the canyon effect and make the feeling of the mass on the street more in keeping with the existing buildings on the other two corners of that intersection. In fact, this building is taller than any other building in a similar St. Paul neighborhood that we can think of. It is taller than the Vintage, and that is a far different neighborhood, much closer to the I-94 corridor.

As an aside, I suspect the traffic studies discussed for Snelling congestion have been inadequate at predicting the impact on neighborhood safety and public welfare. As you know, car traffic brings emissions and air particulates, which are triggers for asthma and other respiratory disease. My understanding is that the existing traffic studies have only looked at traffic impacts on Snelling itself, and not on side streets like Brimhall, where I live. I can tell you that Brimhall already has excessively fast and busy cut-off traffic trying to avoid congestion at the lighted intersections of St. Clair and Jefferson on Snelling. Second, any studies done previously certainly have not taken into account the traffic impacts of the massive new stadium and related development that is beginning a short ways north on Snelling and University. I think it is reasonable to assume that this will certainly increase congestion and traffic south on Snelling at St. Clair, to which this outsized apartment building would only add.

We unequivocally oppose the conditional use permit to allow for construction of a building over 55 feet tall. I look forward to your response. In particular, I would like to see a written response to my assertion that the CUP would NOT meet the required criteria, since it would be detrimental to the neighborhood as well as potentially to public health and welfare.

Yours in St. Paul,

David Wallinga, MD
305 Brimhall Street, 612-423-9666

Cc: Chris Tolbert
Liz Boyer

Hi Josh,

I am a long time Mac Grove resident and am interested in the design for the Development at St Clair/Snelling. The current design is completely out of scale with the neighborhood and will cast long shadows on the two story neighboring historic buildings. Reducing the project to three stories would be better. I strongly urge at minimum that this project be reduced to T-3 (55 feet in height). Thank you for your time.

Scot Nortrom

1910 Berkeley Avenue

651.363.2424

Scot

~~~~~~

Scot Nortrom
Operations Manager, Community Design Group (CDG)
212 3rd Avenue North, Suite 515
Minneapolis, MN 55401
Email: snortrom@c-d-g.org
Office: 612-354-2901 | Mobile: 612-405-3160
Web: www.c-d-g.org
~~~~~~

Josh,

I am adamantly opposed to this development because of its overall size and height. A maximum height of 4 stories makes much more sense for the surrounding aesthetics of the neighborhood. And its overall size is excessive as well considering what's around it.

I am a Mac-Groveland resident. My husband and I live at 351 Warwick Street and he is in agreement with my concerns. I hope you will share our concerns with the developers and the city.

Kathy Childers

Hello,

I live about 1/2 mile away from this site, at 1799 Sargent.

There are 77 units planned with only one bedroom. People who only need or can afford one bedroom might be less likely to have a car and more likely to have bicycles. This site has very handy access to bus service. So, I would like to see the building be less tall, have less car parking, and more bicycle parking.

Janet Anderson

On Wed, Mar 22, 2017 at 2:07 PM, Betsy Fabel <betsyfabel@gmail.com> wrote:
Liz and Josh,

Please enter the following in to the record and share it with board, council and committee members:

If the design of this project was in keeping with the brick buildings in existence in the vicinity, and/or pushed the envelope of design with alternative finishes, step backs, green building features I could see its potential. This design is out of scale, favors cars way too much, reduces the livability of the street level neighborhood by ignoring the desirability of street level retail/commerce, and is just plain suburban ugly.

I am not opposed to density nor to redevelopment of this parcel but this particular project is not a good fit for this neighborhood. I would say that this incarnation of this project is what is not a good fit but since none of the incarnations have differed greatly (except to lose street level retail in favor of parking) I have to believe that it is this developer that is not a good fit.

I support transit oriented development and higher quality/more innovative architectural design. The city can drive forward thinking development--I hope that it will do so.

Thank you,

Elizabeth Fabel
1721 Princeton Avenue
Saint Paul, MN 55105
651-698-8771

Dear Josh Williams,

I am writing from a few blocks away to explain my opposition to the new possible building at the corner of Snelling and St. Clair.

I've been a property owner here for 25 years because of the quality of the neighborhood.

I am not against density and think that the combination of new retail and residence is a good idea for that corner. However the building design is still too high, the towers are inappropriate and there will be too much light lost at that corner.

I think many residents are very unhappy about the current design but would be quite happy with a scaled-down version that fits the scale of the Mac Groveland neighborhood.

"Nor," Eleanor Hall
142 Cambridge Street
Saint Paul, MN 55105

Julia Earl & William Moseley
372 Macalester St.
St. Paul, MN 55105
healthykidsmn@gmail.com Moseley@macalester.edu
22 March 2017
HOUSING AND LAND USE COMMITTEE MEETING
Macalester-Groveland Community Council
Josh Williams
City Planner with the Dept of Planning and Economic Development, City of St. Paul, MN
Dear Committee Members and City of St. Paul:
We (Julia Earl and William Moseley) oppose the proposed 246-280 Snelling Ave S development by the LeCesse Development Corp. We are a neighborhood family and have lived in MacGroveland for the past 15 years. We have two school-aged children who travel by foot and bicycle to neighborhood-based Tae Kwan Do classes, lawn-mowing jobs and babysitting. We regularly rejoice with our quality of life enjoying St. Paul's multiculturalism; our ability to walk to neighborhood businesses; and the largely single-family housing and light business mixture of our neighborhood. As Mac-Groveland residents we are able to walk to nearby businesses to get prescriptions filled at St. Paul Corner Drug, see movies at the Grandview and catching a meal or ice cream cone at a nearby eatery/ice cream shop.
We find the proposed 5-story building (plus towers) COMPLETELY INAPPROPRIATE!! The proposed development comparing building height to "Existing Neighborhood Buildings" is also inappropriate and misleading given where they are placed and the quiet, low-density residential neighborhood that MacGroveland is. While the two illuminated towers might be acceptable in Florida developments, they are not welcome in St. Paul. We love taking in the evening sky and stars. We do not want any further urban light pollution.
While we find a degree of urban rejuvenation acceptable, the nature of this development is not. We would find a 2-3 story building is acceptable. We live in a quiet residential neighborhood with light retail. We are already extremely concerned regarding high traffic on Snelling Avenue with motorists regularly running red lights on Snelling and speeding as it is. More traffic due to more high density housing is not in keeping with *our* neighborhood. We add further as residents near the corner of Jefferson Avenue and Macalester Street that speeding motorists who run the stop sign and honk at pedestrians are already an issue. To have that further exacerbated by the proposed high-density five-story, 128 housing unit, 203 parking space development is unacceptable.
We unequivocally oppose the conditional use permit to allow for construction of a building over 55 feet tall. Please respond to our concerns. St. Paul elected officials and those running for office, it's time to stand up to this inappropriate proposed development.
Concerned Residents,
Julia Earl & William Moseley
Julia Earl & William Moseley

Dear Mr. Williams, Council Member Tolbert and MacGroveland Housing and Land Use Committee:
Please find attached a letter of opposition to the proposed 55-foot tall, high density housing and retail development at the corner of St. Clair and Snelling Avenues. We oppose this proposal and the conditional land use permit. Additional comments may be found in the attached document.
Regards,
Julia Earl & Bill Moseley
Homeowners at 372 Macalester Street

HI Josh,

My family lives at 1520 Fairmount Avenue, I (Mary) own a St. Paul-based business and have three daughters who attend schools in the area. We love living in am area that feel like a great residential area but also where we are able to walk to shops and restaurants. I'm unable to attend tonight's meeting to give a comment in person on the proposed new building at Snelling and St. Clair, but I'd like to voice our opposition to some of the aspects of the proposed height and other details like signage, scale, and impact upon traffic and parking. for the construction.
See my comments below:

- For this neighborhood, a building of this scale is an automatic eyesore— taking up a full block and going up at the proposed height are just not the right idea. We prefer the scale of "The Waters" residential building at Snelling and Scheffer.
- I don't know anyone in our neighborhood who wants to become a 24-hour destination. So, the constantly lit "towers" not only add nothing of worth to the design, they actually detract greatly from it.
- I/We urge the rejection of the granting of the conditional use permit to build over 55 feet.
- I/We know several people who have concerns regarding the parking/traffic studies done and want to be sure they are comprehensive and address ALL concerns.
- We do not want our neighborhood turned into a character-less strip mall kind of place. We love the look and feel of places like the St. Clair Broiler, the St. Paul Corner Drug, Macalester campus, Marvy Co, etc. It IS possible to do something tasteful that fits with the authentic feel of our special neighborhood. We strongly urge you to push for finding a design that promotes great living spaces and encourages walkability, commerce, etc.
- Contrary to some, we don't think this intersection is similar to where the new Whole Foods/Vintage apartment complex that went up— that neighborhood already had a different, less residential feel. We agree with a neighbor who was recently quoted in The Villager who opined "...you've lost the size and scale of Mac Groveland."

Thank you for your time and consideration.

Respectfully,
Mary and Derek McCallum

Hi, I live in the neighborhood and frequent this intersection and the small businesses around it. I am deeply concerned about the scale of this proposed apartment building. The visual mass of a building more than 70 feet tall is totally out of scale.

Thanks Tweaking the back side of the building doesn't address this massive scale as seen from the street. The only way to decrease visual mass is to make the building no bigger than four stories – basically the height of the new senior housing next to Gloria Dei. ***[We don't think the Vintage on Selby is comparable to this location because that is a much busier, higher-trafficked intersection more density, as is appropriate given proximity to the freeway.]***

Personally, I think a single massive apartment that stretches nearly the entire length of a block is way, way out of scale. Even the CVS / apartment on Grand Avenue – a commercial corridor – only reaches along half the block. Moreover, the upper stories are stepped back from the street so as to make the overall impression less canyon-like, and more in keeping with nearby residential streets.

This residential neighborhood doesn't want or aim to become a 24-hour destination. So, the constantly lit "towers" not only add nothing of worth to the design, they actually detract greatly from it. Unfortunately, they underscore that this Florida developer just doesn't "get" St. Paul or its character.

I urge the rejection of the granting of the conditional use permit to build over 55 feet.

Please clarify whether the traffic study by Biko and company looked at more than just traffic impacts on Snelling, to include traffic impacts one block off Snelling, on Brimhall and Macalester. Those streets already have significant "cut-off" traffic trying to avoid congestion at the major intersections. Because this apartment building will increase density and car traffic, it also would be anticipated to increasing parking and traffic and speeds along Macalester and Brimhall, as well as Berkeley and Stanford streets.

Sara Kerr
325 Brimhall St.
651-447-9717

On Tue, Mar 21, 2017 at 8:20 PM, Bell, Marsha R <Marsha.Bell@allina.com> wrote:
Hello,
I've attended many of the meetings regarding this development. The most disappointing meeting was the last one held at Macalester College. We had the same out-state developer (disappointed a local company was not involved) – plus many of the concerns noted by the community at previous meetings were ignored and the same concerns remain on the new proposal. At the previous meetings, the majority of the community comments opposed the size, the location, the architecture, how this building will be used, wanting shops/stores on lower level, the potential parking problems, increased traffic concerns, and keeping the Macalester neighborhood the wonderful, well-known community it has always been.

We were asked to give our opinions but it feels like no one is listening or seriously looking at the situation. It is very sad to hear from people in the neighborhood who are not supporting this development state that there's nothing they can do -- so they aren't writing you letters. It should not be this way.

Does the Macalester College Foundation or Administration, etc. have a any role/investment in this development and if so it should be noted to the community at the upcoming meeting.

The proposed 6+ story housing/density project does not fit in our neighborhood – it way too large for that corner. I and others support 3 story buildings with apartments on the top two floors and affordable shops available on the street level with room on a sidewalk so there can be outdoor seating where appropriate (bakery/restaurant, etc.) – making this area similar to the Grand Avenue and St. Clair/Fairview area. I would suggest instead of making it one long building, separate it with areas for additional parking. Lack of parking spaces will be a huge concern for current stores and for the people living and visiting this area.

Liz, it is my understanding that you live in this neighborhood and if so, you may have noticed the increased traffic we now have on the St. Clair/Snelling(Hwy 51) corner – it's a problem at all times of the day/days of the week. Traffic is backed up from Snelling past Saratoga! The new bus system has taken some of the parking spots and with the current proposal the current parking lot spaces will be eliminated which creates more problems in the area. Add the additional number of people living in the proposed building/their vehicles, the traffic congestion that occurs during events at Macalester and in the neighborhood, the additional traffic we will have with the Ford Plant development and increased traffic with the new soccer stadium – it will be a traffic nightmare day and night! Macalester administration and our neighborhood was so concerned about visitors/students, etc. crossing Snelling/Hwy 51 safely (median was put in)-- it will just be worse and I predict there will be more accidents. I cannot believe that the traffic report noted at the past meetings was accurate – the near future traffic congestion was not considered!

My house turned 100 this year –I've lived in this neighborhood since 1983, raised two great sons and actually this house was a second home/hangout to the many friends my sons had and still have today. Recently some of these young men have said to me that they want to live in this neighborhood – raise their families here because it is such a great place to grow up – it's safe, friendly, fun, and people care about the area/their neighbors, etc.

St. Paul has something very special – and hopefully the leadership in this community will take time to weigh the facts/look at what has worked in this area for so many years and realize that it is still working and don't mess it up. The Macalester neighborhood is not the Minneapolis Uptown area or even the Highland area – it's a unique community and it should remain so for many more generations of families!
Thank you,
Marsha Bell
1548 Goodrich Ave

From: Karen Osen [mailto:k.a.osen@centurylink.net]
Sent: Sunday, March 19, 2017 4:35 PM
To: #CI-StPaul_Ward3
Subject: LeCesse Proposal

Dear Council Member Tolbert,

Time is running out, I fear, to add my voice to the opposed neighbors of the proposed apartment building at the corner of Snelling Ave. at St. Clair. However, I cannot in good conscience sit idly by and watch the charming, historical character of our Mac-grove neighborhood be compromised by what LeCesse is hoping to disrupt this community with.

My husband and I bought our home on Goodrich Ave. in 1988, not truly realizing the advantages of this neighborhood we later came to value so highly. It is walkable, bikeable, and filled with friendly people, pleasant churches, good public schools, local shops and restaurants, and community events. We are blessed to be part of a thriving community which we have happily raised our children in, and this year our solidly built home will turn 100 years old, like most homes around us. We've never before felt like moving, until now.

If the direction the neighborhood appears to be going in continues, we will feel "forced out", despite the fact that in our late fifties, my husband and I are still enjoying good health and appreciate taking advantage of so much, so close. I dread our family friendly community becoming like the Uptown area of Mpls., overcrowded, congested, difficult to maneuver through and around, and drastically eclectic. We rarely go there because it does not warrant the hassle! Don't get me wrong, I love diversity! I wish Mac-Grove could attract more people of color, and offer more affordable housing. I celebrate the multi-generational feel of our neighborhood, and I am not opposed to higher density here, if it is accomplished thoughtfully, sensibly and gradually.

At the corner of Snelling and Stanford, a brand new single story building is about to open with two restaurants and a dry cleaner. Why on earth isn't it being built with apartments above? It could have been a two or three story building and offered housing to either students, singles, or families. And why should we allow a developer to swoop in from out of state and erect the proposed intrusive monstrosity which would block light to every building on three sides, and be unattractive to boot? I am so glad I do not live on Brimhall right now! The congestion at that St. Clair and Snelling intersection is already at capacity. What will it be like for all of us with a few hundred more people living in an oversized apartment building at that corner? And where will they all park their cars, which most of them will have? I don't think LeCesse can predict how many residents will need parking, and the side streets are usually full as it is. The shared parking lot for Sweeney's, St. Paul Corner Drug, St. Clair Broiler, the veterinarian, Carmelo's and Cinema Ballroom is in constant demand, day and night. Those businesses need at least that many parking spots since the A-line took away Snelling Ave. parking.

Examples of recent architecture I applaud are The vintage on Selby apartments, above Whole Foods, as well as the building on Grand and Oxford, where CVS Pharmacy and other retail shops are housed. They are attractive and consistent with the neighborhood, and **not too tall.** They have **balconies**, step-back walls as they get taller, and **recessed entrances**. Building materials used help them look similar to older existing buildings, such as **patterned brickwork**. They **blend in with the neighborhood**, as does Kowalski's recent addition. In contrast, the LeCesse apartment renderings I viewed online look like a big, modern, boring, dormitory style, "cram them in" type of building. It would be a shock to the eye, and interrupt the flow of traditional architecture around here. It also, as of this writing, offers far less retail space than the neighbors deserve, at only 1900 square feet.

Rezoning should not permit LeCesse to destroy the esthetic appeal of our community. That is my two cents. Thank you for hearing me out.

Sincerely,
Karen Osen
1545 Goodrich Ave.

Good Afternoon, Josh-

I want to first thank you for the informative presentation on Tuesday evening. I appreciate the difficulty of presenting such a convoluted topic to a large group and responding to a wide (and challenging) array of concerns and questions.

I wanted to follow up with some commentary regarding the newly proposed zoning maps presented at the meeting. In comparing the initial zoning study to what was presented at the meeting (I am most personally concerned with the intersection of Snelling and St. Clair so my comments will focus on that area specifically) it seems as though the zoning and economic development team has taken the liberty to alter the suggested zoning from T2 to T3. I understand that nothing is solidified at this point, but the change truly does beg the question - why change from T2 in the original report to T3 for this meeting (and ultimately, what will likely be presented to the Planning Commission)? Especially since higher densities can be achieved with CUPs...

It is my understanding that all of these various meetings at the neighborhood and city level are to incorporate the commentary of the community members in making the final decision....has your team truly received so much input supporting the 6+ story, nearly 70-foot building up to this point to confidently and diplomatically make the decision to recommend that zoning change? I find it truly hard to believe after all of the various meetings I have attended and conversations I have had with impacted neighbors...it seems, to me, that there is a greater consensus around something more reflective of T2 zoning rather than T3. The meeting with the potential developer in late August attracted nearly 150 attendees, none of which (at least those of the dozens that spoke) were in full support of this sort of scale at this intersection, but rather medium density, mixed-use development that more broadly benefits the community. As an involved and concerned community member in this process, I feel like my invited input is being intentionally quieted to benefit a higher density-driven city agenda; I truly hope that I am wrong about that.

I am hopeful that your team will provide the community with transparent updates as this process continues with the expectation that the ultimate result is redevelopment that benefits both future and existing residents.

Thank you,

Jessica Burke

On Thu, Mar 16, 2017 at 7:11 PM, Michael Sonn <sonn.michael@gmail.com> wrote:
I just wanted to share my excitement for the new LDC plan for St Clair & Snelling. It will replace a nearly vacant stretch of Snelling that is well served by transit and walking (and biking somewhat). I do have some concerns that I'd like to address:

- the 3 lane curb cut on St Clair directly next to the alley curb cut. This is going to be a really wide section of sidewalk exposed to ingress/egress of cars. It is already dangerous just to be on the sidewalks of St Paul - drivers regularly run up on to the sidewalk and hit buildings even with a curb (Hamline/Grand 2x in last year, St Clair Drug was hit recently, Grand Ave Dunn last summer). Maybe left turns can be banned onto St Clair and drivers can use the right out onto Snelling instead.
- Again, zero bike parking is shown. I've been assured that it'd be in the plan, but alas, it is not. There needs to be racks outside the building, racks inside next to the retail space and the free car parking, and racks on the first floor (not the 2nd) inside the residential security gate.
- On the note of parking, this development is massively over-parked. The developer acknowledged it, which I appreciate, but clearly no amount of parking is going to satisfy neighbors who just don't want to see this development. It is paramount that some, if not most, of this parking space is built in such a way that it can easily be converted into more retail space or housing units. If neighbors are concerned about traffic, they need to realize that parking induces car trips. The A-Line is right outside the door and the 70 is a great commute bus for downtown St Paul.
- Aesthetically speaking, creating an engaging streetscape would go a long way to addressing the concerns about the building's appearance. The best way to have an engaging streetscape is to have retail instead of parking on the first floor.

Since we've completely lost national support for addressing climate change, cities need to take the lead. Cities can do this by promoting dense mixed-use development (like this and the Ford Site), providing transit options (A-Line), and promoting safe walking/biking infrastructure and nearby destinations.

There are simple fixes to really make this project be a great amenity to the neighborhood, city, and region. The luxury housing of today is the affordable housing of tomorrow. I want to stay here in St Paul well after my family grows and my wife and I are empty nesters. These investments now will be key to providing us affordable options in 40 years.

Thank you,
Mike Sonn
1458 Wellesley

Hi Josh,

Joe Downes, owner of 1610 Berkeley here.

I wanted to throw my two cents in here. I am not opposed to the development or even the height of the proposal.

One improvement I would like to see however is more of a sight line variety to the west facing facade on Snelling.

I think a large part of the negative reaction is the "big canyon wall" look of the current design. I would think if the developer can add some variety to that sight line in some fashion on all stories, there would be more support. I don't think the ground floor random "setback windows" proposed are enough to disrupt that "canyon feel" since above those boxes you still have 4 stories of continuous, flat facade.

I think the interesting sight lines issue is a large part of why most cite the Whole Foods building as a "nice one" since it is way more visually appealing.

Thanks,

Joe Downes

From: Richard Dean [mailto:rdean529@comcast.net]
Sent: Wednesday, March 01, 2017 3:16 PM
To: #CI-StPaul_Ward3
Subject: St. Clair-Snelling development
Councilmember Tolbert:
I have been following the plans for this development. I'm pleased that the most recent proposal, reviewed at the Mac-Groveland Community Council's Housing and Land Use Committee, has scaled back the original proposal. However, I have still have strong reservations about the current proposal. I understand that most of the structure will be 61.5 feet tall, but the north and south ends will be 76 feet tall. I realize the need for development and for housing, but I believe that the current plan results in a building that does not fit, in size and scale, with the neighborhood. I know that this has not yet come before which ever city officials it needs to be presented to, but I want to make my thoughts known to you now. I would like to see a new proposal that scales back the size of the building.
Thanks for listening
Richard Dean

Dear St. Paul Planning Commission Zoning Committee,

I live at 270 Brimhall St, right behind where the proposed LeCesse apartment building would go up. I am writing to you because **I strongly oppose rezoning the property on the corner of Snelling and St. Clair from B2 to T3.**

I have been attending community meetings about this proposed development for the last year. Based on the plans that were presented at one of the most recent community housing and land use meetings, I have three main concerns.

1. **The height of the building is too tall.** As you likely know, the corner of Snelling and St. Clair is in need of development and I support that. We can make better use of that corner than what is currently there. But I do not support building a 5 1/2 story structure. That is too tall for the neighborhood and will dramatically change the look and feel of the block.

2. Parking on the first and second levels does not make the block walkable or appealing. We have learned that the water table is particularly high on that property making underground parking impossible. However, having two floors of above ground parking is not an acceptable solution. To increase the walkability and appeal of our neighborhood, we need quality retail on the first floor with two to three levels of apartments above. Walking past a block-long building that is essentially a parking garage at the street level will not improve that corner above what is currently there.

3. The "architectural elements" are not appropriate for the neighborhood. Based on the last drawings of the proposed structure, to call the lit towers at the corners of the building "architectural elements" is a stretch. The presenter from LeCesse said they would serve as "beacons at night, drawing your eye to the building". As someone who would live behind these "lit beacons" I do not support them as part of the building design. Additionally, they add extra unnecessary height to the building and serve no function.

I love living in Macalester-Groveland and in the City of St. Paul. I welcome the idea of more renters and more retail on the corner of Snelling and St. Clair. But I do not support the height or look of this project. We can do better than what LeCesse is proposing. As someone who lives across the street from this property, I hope you will take my opinion into consideration.

Thank you,
Alexis Bylander

Macalester Groveland
COMMUNITY COUNCIL

320 South Griggs Street
St. Paul, MN 55105
www.macgrove.org

651-695-4000
mgcc@macgrove.org

April 5, 2017

Josh Williams
City of Saint Paul, Dept. of Planning and Economic Development
25 W. Fourth Street
Saint Paul, MN 55102

Dear Josh;

On March 22, 2017, the Housing and Land Use Committee ("HLU") of the Macalester-Groveland Community Council ("MGCC") held a public meeting, at which it considered the application for a Conditional Use Permit (CUP) for height, reference no 17-015551, concerning the properties located at 246-286 Snelling Ave. The applicant, who has appeared to discuss the project with the HLU on three separate occasions, appeared to speak to the application and to answer questions.

Prior to the meeting, the HLU received fourteen (14) comments in support of the CUP application, and ten (10) comments in opposition to the application. Furthermore, at the meeting the HLU received additional comments in favor of and in opposition to the CUP.

After speaking with the applicant, considering neighborhood feedback, consulting the Macalester Groveland Long Range plan, and assessing the merits of the application, the HLU passed the following resolution:

"The Housing and Land Use Committee of the Macalester-Groveland Community Council supports the request, Reference No 17-015551, for a Conditional Use Permit for the properties located at 246-286 Snelling Ave up to maximum height of 61'6""

Important to the HLU's passage of said resolution, were the following considerations:

- The request is consistent with the Macalester-Groveland Long Range Plan, which encourages increased density along mixed-use corridors in the neighborhood, including St. Clair and Snelling Avenues.

- The request is consistent with the Macalester-Groveland Long Range Plan, which encourages higher density development at the intersection of mixed-use corridors.

- The additional height should be limited to 61' 6". Although additional height (76'10") has been requested for the towers at the south and north ends of the building, these are architectural elements only containing no functional space. The applicant expressed a willingness to explore architectural alternatives that do not include the towers. Thus, the committee supports a CUP with a maximum roof height of 61'6".

- The additional height is limited to 5' 6" above the 55' ordinarily permitted in TN3 zoning. The property is adjacent to two mixed use corridors and adjacent residential properties are zoned R3. To ensure that the additional height will not be detrimental to the existing character of the development in the immediate neighborhood, the maximum height should be set back from both the sidewalk fronting Snelling and the alley in the rear, as proposed.

- Additionally, the committee recommends that the following conditions be placed on the permit:

    - Beautify Alley Wall: The wall as shown on plans dated 3/22/207 is long, uninterrupted and shown as one material. Design features or textural elements should be added to this surface.

    - Improve Streetscape: Pedestrian-friendly alternatives to a uniform façade at the street level on the Snelling side should continue to be developed.

    - Setback of upper floors: To the extent possible, upper residential floors should be set back to reduce the mass of the building.

    - Minimize curb cuts on St. Clair: Pending the results of a yet-to-be-completed traffic study, the width of the final curb cut providing access from the parking level to St. Clair Ave should be minimized.

    - Provide for conversion of parking into retail: Future market conditions may allow for a reduction in parking spaces provided at this site. Design and construction should be completed in such a way as to allow for conversion of current parking area into future retail area.

Please note that said resolution is the formal statement of the committee, notwithstanding any public comments that may be submitted by individuals who also serve as committee members. If you have questions or concerns, please do not hesitate to contact me.

Liz Boyer
Executive Director
Macalester-Groveland Community Council

cc (via email): Ward 3, City of Saint Paul
Tia Anderson, City of Saint Paul Department of License and Inspections
Tom Hayden, LeCesse Development Inc.

TRAFFIC IMPACT ASSESSMENT
for the
LECESSE
SNELLING AVENUE MIXED USE
DEVELOPMENT

DRAFT REPORT

LeCesse DEVELOPMENT CORP.

BIKO ASSOCIATES INCORPORATED

August 16, 2016

DRAFT

TRAFFIC IMPACT ASSESSMENT
for the
LeCesse Snelling Avenue Mixed Use Development

Prepared by:

Biko Associates, Inc.
79 13th Avenue Northeast
Studio 107
Minneapolis, Minnesota 55413

Prepared for:

LeCesse Development Corporation
650 Northlake Boulevard
Suite 450
Altamonte Springs, Florida 32701

August 16, 2016

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INTRODUCTION

BACKGROUND

This Traffic Impact Assessment (TIA) was conducted to determine how traffic generated by a proposed, mixed use development would affect traffic operations on the public street system. The development, the LeCesse Snelling Avenue, Mixed Use Development, is proposed to be constructed on the east side of Snelling Avenue on the majority of the block between Saint Clair and Stanford Avenues in Saint Paul, Minnesota.

Six existing retail/commercial buildings on the east side of Snelling would be demolished to make room for the proposed development. The six buildings house a dry cleaner and tailor, a bakery, a garden center, a florist, a lamp repair shop, a dance studio, a drug store, a veterinary clinic, and a restaurant.[1] In addition to the six buildings, a surface parking lot with approximately 34 stalls would also be demolished. The Saint Clair Broiler, a restaurant located on the southwest corner of the Snelling/Saint Clair intersection, has a lease arrangement with the owner of the surface lot and uses the lot for overflow parking when its own lot is full.

The development is proposed to include a six- story building with:

- 155 dwelling units (one- and two-bedroom units)
- 2,100 square foot retail shops
- 2,000 square foot leasing office
- 750 square foot fitness center
- 2,250 square foot club room
- a surface parking lot with 12 bike racks for retail patrons; 29 stalls, six of which would be reserved for patrons of the retail shops; and the remaining 23 for prospective tenants visiting the leasing office and patrons of nearby businesses (e.g., Saint Clair Broiler)
- a surface level, gated parking lot with 50 stalls for residents and their guests
- an underground, gated parking garage with 150 stalls for residents and their guests and 32 parking stalls for bikes

The 2,100 square foot retail shops will be open to the public. As shown, access to the shops will be provided on Snelling Avenue at the front entrance to the building. The 2,000 square foot leasing office, where four leasing agents and management staff will be officed, will also be opened to the public. Both the 750 square foot fitness center and the 2,250 square foot club room, however, will be used exclusively by residents. Neither the fitness center nor the club room will generate any additional traffic flow.

Access to/from the proposed development would be provided at two locations. The first, the **main access point**, is a full movement driveway on Saint Clair Avenue with approximately 95 feet of corner

---

[1] At the time AM and PM turning movements were counted, the businesses occupying the six buildings were either completely closed or only operating a minimum capacity. Efforts were not made to subtract traffic generated by the businesses from background traffic. Therefore, calculated traffic volumes approaching the intersections for the 2019 and 2031 Build analyses will be slightly overstated.

clearance from the intersection of Snelling and Saint Clair Avenues. The next access point, **a secondary driveway**, is a right-in/right-out only driveway on Snelling Avenue with approximately 212 feet of corner clearance from the Snelling/ Saint Clair Avenues intersection.

REGIONAL LOCATION and REGIONAL ROADWAYS

A map showing the development site's regional location is on page 3. As shown, the two principal arterial roadways serving the southeastern area of Saint Paul, I-94 and I-35E, are not in close proximity to the site. Therefore, a considerable amount of travel to/from the development site will be accomplished on regional and sub-regional roads and/or surface streets. These facilities are:

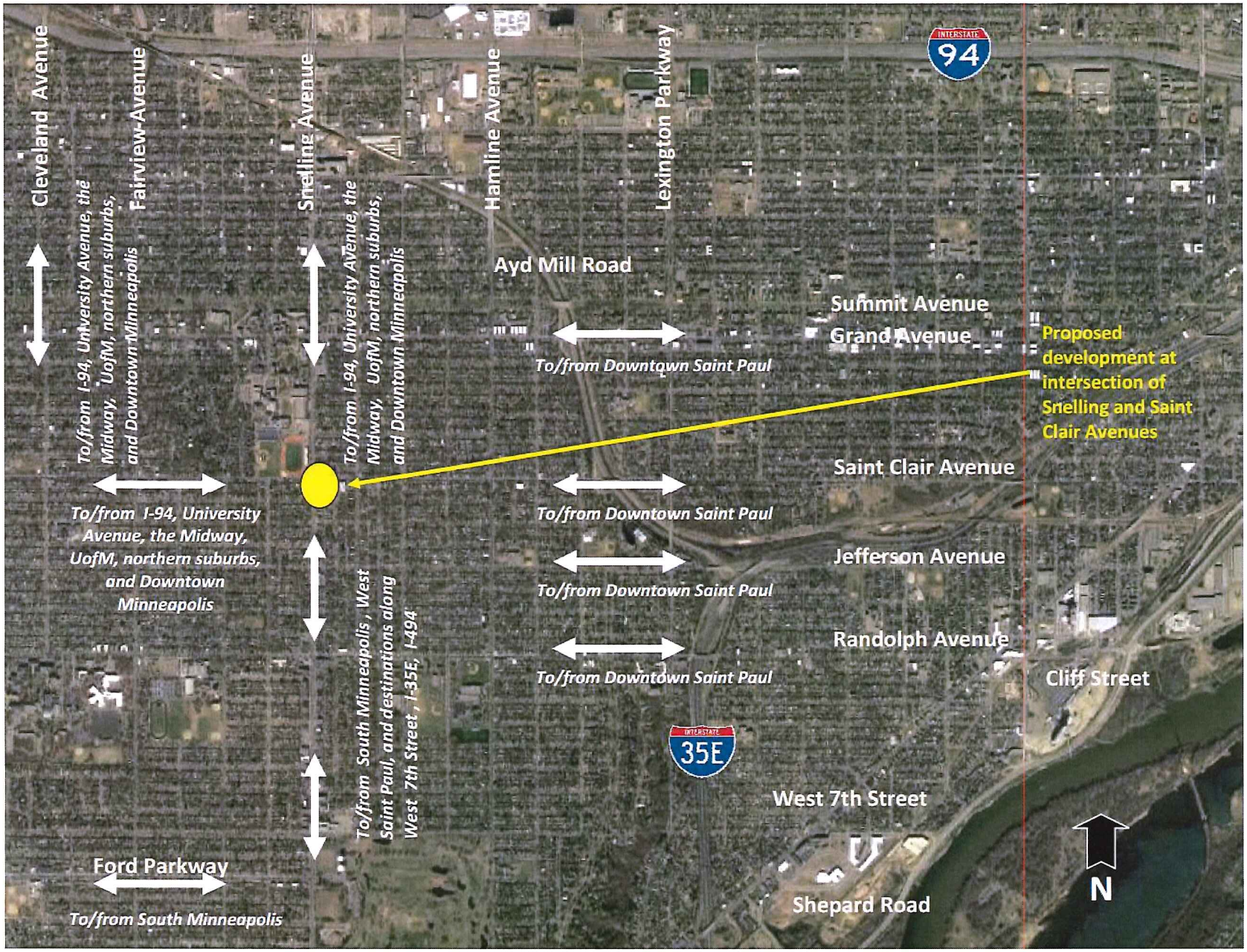
- Snelling Avenue (Trunk Highway (TH) 51)
- Hamline Avenue
- Lexington Parkway
- Fairview Avenue
- Cleveland Avenue (County State Aida Highway (CSAH) 46
- Summit Avenue
- Grand Avenue
- Randolph Avenue (CSAH 38)
- Ford Parkway (CSAH 42)
- West 7th Street and Cliff Road (TH 5)
- Shepard Road (CSAH 36)

The map on page 3 also shows the most logical travel paths between the proposed development site and major trip ends; e.g., Downtown Saint Paul, West Saint Paul, Dakota County, University Avenue and the Midway, the University of Minnesota, Downtown Minneapolis, and the northern suburbs.

Snelling and Saint Clair Avenues:

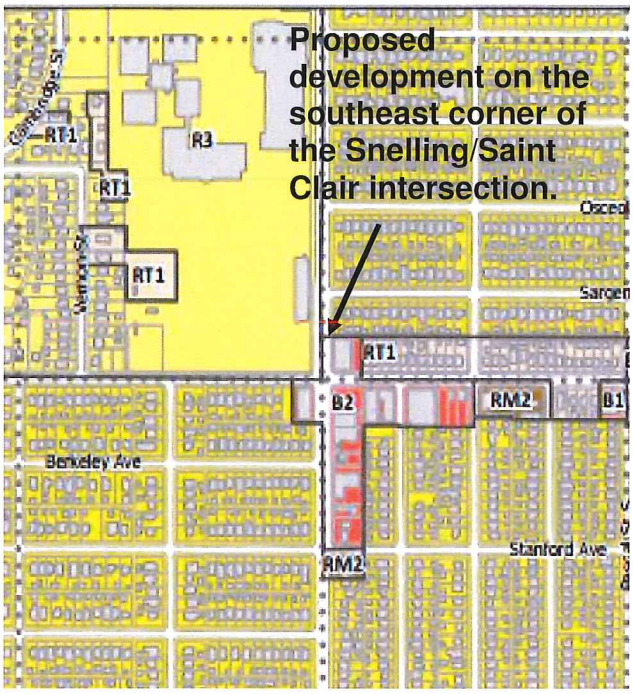
Snelling Avenue (TH 51) is under the jurisdiction of the Minnesota Department of Transportation (MnDOT). Snelling Avenue has two lanes in each direction and northbound and southbound left-turn lanes adjacent to the development site. It is identified as an A-Minor Arterial in the Twin Cities Metropolitan Highway plan and is an important sub-regional route because of its continuity across the region. Snelling Avenue runs between I-694 in Arden Hills and West 7th Street (TH 5) in Saint Paul. The two-way Annual Average Daily Traffic (AADT) volume on Snelling Avenue in the vicinity of the development site was 23,600 in 2012, and the daily volume of trucks has been counted at 1,200 (approximately 5 percent of the daily volume of all vehicles). Along its north/south course, Snelling Avenue intersects Grand Avenue, Summit Avenue, the I-94 ramps, and University Avenue, and thus provides connections to important regional and sub-regional routes.

Saint Clair Avenue is an east/west collector street that channels traffic to/from the local streets that provide direct access to residences. West of the proposed development, Saint Clair Avenue provides access to Macalester College, north/south sub-regional routes, and Mississippi River Boulevard. East of the development site, Saint Clair Avenue provides direct access to Ayd Mill Road and I-35E, West 7th Street (TH 5), and Downtown Saint Paul.


Cleveland Avenue
Fairview Avenue
Snelling Avenue
Hamline Avenue
Lexington Parkway
INTERSTATE 94
Ayd Mill Road
Summit Avenue
Grand Avenue
To/from Downtown Saint Paul
Proposed development at intersection of Snelling and Saint Clair Avenues
To/from I-94, University Avenue, the Midway, UofM, northern suburbs, and Downtown Minneapolis
To/from I-94, University Avenue, the Midway, UofM, northern suburbs, and Downtown Minneapolis
Saint Clair Avenue
To/from Downtown Saint Paul
To/from I-94, University Avenue, the Midway, UofM, northern suburbs, and Downtown Minneapolis
Jefferson Avenue
To/from Downtown Saint Paul
To/from South Minneapolis , West Saint Paul, and destinations along West 7th Street , I-35E, I-494
Randolph Avenue
To/from Downtown Saint Paul
Cliff Street
INTERSTATE 35E
West 7th Street
Ford Parkway
To/from South Minneapolis
Shepard Road
N

ZONING AND SETTING

As shown on the map to the right, the development site on the southeast corner of Snelling and Saint Clair Avenues is zoned B2. The developer will seek a rezoning to Traditional Neighborhood 3 (T3), which allows mixed use developments..



The development site is located on a commercial corner where three of the four corners are occupied by commerical uses that serve local and sub-regional market areas. These uses are located in pedestrian-scale, one and two story streetcar commercial buildings. The Macalester College campus is located on the northwest corner of the Snelling/Saint Clair intersection. Combined, the character of the commerical buildings and businesses and the large number of students contribute to the area's village-like setting where pedestrian activity and bicycle usage are both high.

Also contributing to overall walkability in the development area is the high level of transit service that is provided. Regular routes serving the area operate on 15 minute and 30 minute headways, depending on the time of day. They include:

- Route 63, an east/west route on Grand Avenue
- Route 70, an east/west route on Saint Clair Avenue
- Route 74, an east/west route on Randolph Avenue
- Route 84, a north/south route on Snelling Avenue

In addition to the regular routes, the development area is served by the recently implemented BRT A-Line, which runs north/south along Snelling Avenue and includes specialized, "smart" BRT stations at the intersection of Snelling Avenue/Saint Clair Avenue.[2] The BRT A Line, which operates on 10-minute headways during the peak travel periods, provides links to the METRO Blue and Green Lines and provides access to several popular destinations, including Hamline University, Macalester College, Highland Village, Rosedale Center, HarMar Mall, Minnehaha Park, and the Midway area.

The quality of transit service is very high, and area residents, shoppers, and students are presented with many opportunities to leave their cars at home and ride the bus instead.

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[2] A northbound, far-side station for the BRT A-Line is located on the northeast corner of the Snelling Avenue/Saint Clair Avenue intersection. A southbound, near-side station is located on the northwest corner of the intersection. BRT buses are 40 feet long, and the stations are 80 feet long. The BRT stations are immediately adjacent to the outside general traffic lanes and do not include bus pull-over areas.

SITE PLAN

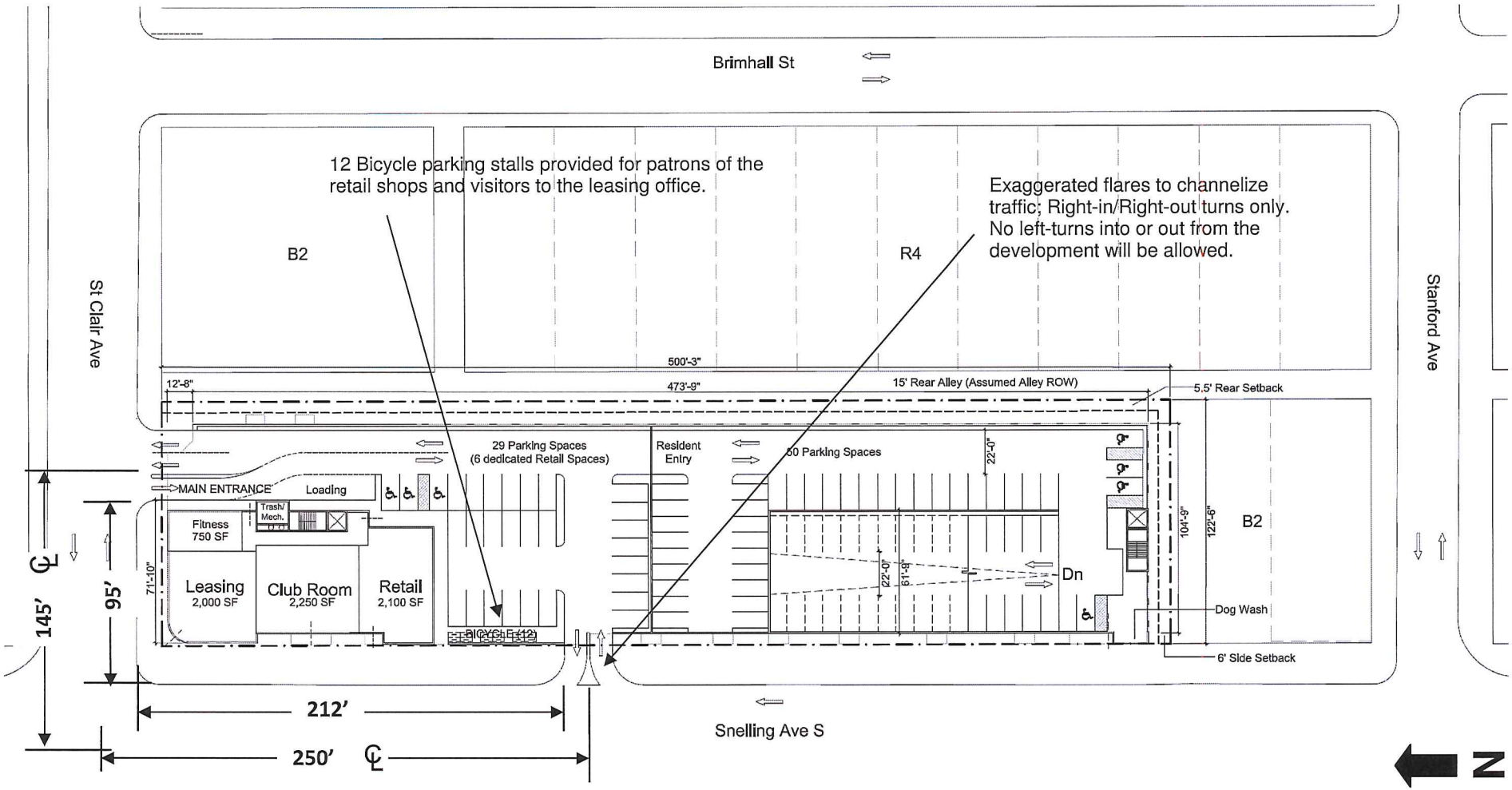
The site plan for the proposed development is shown on page 6. The building is proposed to be six stories high. The ground level will include 2,100 SF retail space, a 2,000 SF leasing office, a 750 SF fitness center, and a 2,250 SF club room. The remainder of the ground level will be occupied by a surface parking lot with 12 bike racks, 29 stalls for cars, a gated parking lot with 50 stalls, and a ramp down to the gated underground garage with 150 stalls. As described on the site plan, a total of 229 parking stalls are proposed. With 200 stalls for residents, the residential parking ratio is 1.47 stalls per dwelling unit.

The **main driveway** serving the development will be located on Saint Clair Avenue. This full movement driveway, with one inbound lane and two outbound lanes, will provide access to the two surface lots and the ramp to the parking garage. As shown on the site plan, the main driveway is located 95 feet east of the Snelling Avenue/Saint Clair Avenue intersection.

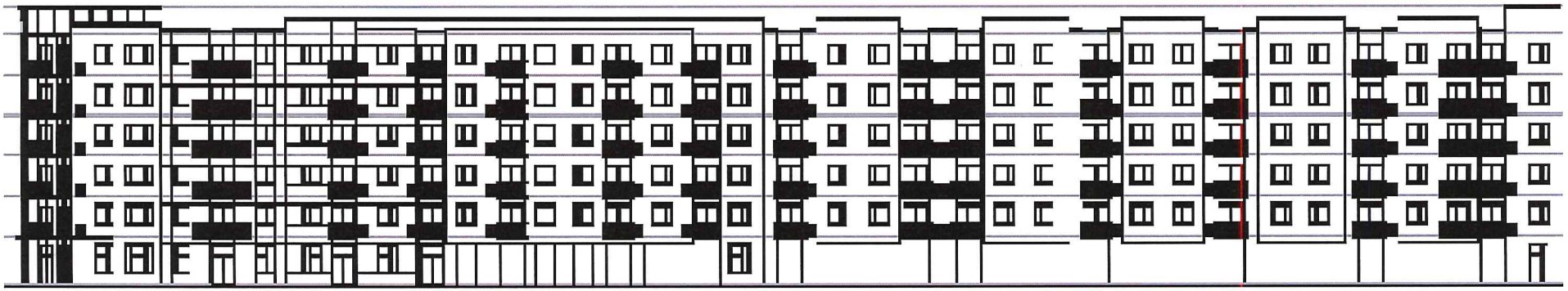
A **secondary access driveway** will be located on Snelling Avenue. The secondary driveway will only accommodate right-in and right-out movements. Its design with exaggerated flares will ensure that vehicles will not be able to enter the site by accomplishing a southbound left-turn from Snelling Avenue; nor will they be able to exit the site by accomplishing a westbound left-turn onto Snelling Avenue. The site plan shows that the secondary driveway is approximately 212 feet south of the Snelling Avenue/ Saint Clair Avenue intersection. North and west site elevations of the building on pages 7 and 8, respectively, show locations of the main and secondary driveways.

Service, delivery, and trash pick-up vehicles will enter the site via the main driveway on Saint Clair Avenue. As shown on the site plan, a loading/unloading area and trash dumpsters are accessible from this driveway. They will exit the site at the right-out driveway on Snelling Avenue.

Secured bicycle parking stalls for residents are proposed to be located in the underground parking garage. According to the Saint Paul Zoning Code, a minimum of 12 stalls should be provided for residents. The site plan for the basement level (Level B1) shows a total of 32 bike parking stalls for residents. In addition, 12 bike racks for patrons of the retail shops and leasing office are proposed to be provided. They will be located on-site, adjacent to the surface parking lot, and near the front doors to the retail shops and leasing office on Snelling Avenue.


Brimhall St
12 Bicycle parking stalls provided for patrons of the retail shops and visitors to the leasing office.
Exaggerated flares to channelize traffic; Right-in/Right-out turns only. No left-turns into or out from the development will be allowed.
B2
R4
St Clair Ave
Stanford Ave
500'-3"
12'-8"
473'-9"
15' Rear Alley (Assumed Alley ROW)
5.5' Rear Setback
29 Parking Spaces
(6 dedicated Retail Spaces)
Resident
Entry
50 Parking Spaces
22'-0"
MAIN ENTRANCE
Loading
Trash/
Mech.
Fitness
750 SF
Leasing
2,000 SF
Club Room
2,250 SF
Retail
2,100 SF
71'-10"
22'-0"
91'-8"
Dn
104'-9"
122'-6"
B2
Dog Wash
6' Side Setback
145'
95'
212'
250'
Snelling Ave S
N

NORTH ELEVATION OF PROPOSED DEVELOPMENT
LOOKING SOUTH FROM SAINT CLAIR AVENUE

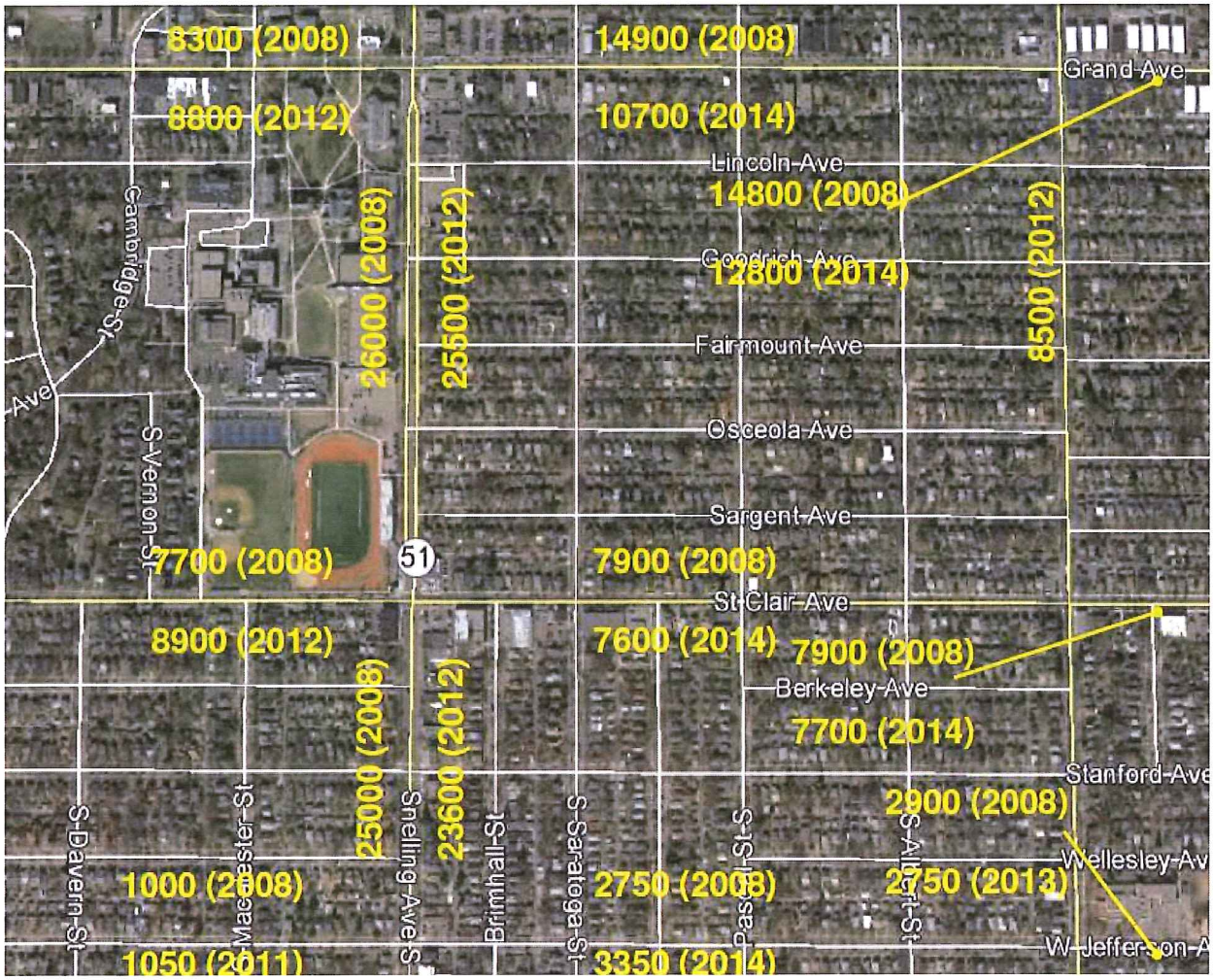


WEST ELEVATION OF PROPOSED DEVELOPMENT
LOOKING EAST FROM SNELLING AVENUE

TRAFFIC ANALYSIS FOR THE 2016 EXISTING CONDITION

DAILY TRAFFIC

An analysis of two-way daily traffic volumes in the vicinity of the development was conducted by reviewing MnDOT Street Series maps for the period between 2008 and 2014.[3] As shown below, the majority of daily traffic volumes in the area have remained the same over time. Of those that have changed, a few have increased by modest amounts, and some have actually decreased. The review indicated that the area is already built out, and, as a mature area, future growth in traffic will be between 0.4 percent and 0.5 percent per year.



Source: **MnDOT Street Series Maps**

[3] MnDOT's most current counts are for 2014.

EXISTING INTERSECTION CAPACITY ANALYSIS and VEHICLE QUEUING

Existing Lane Configuration:

Table 1 shows the existing configuration of lanes at five intersections under analysis in this TIA.

TABLE 1
LANE CONFIGURATION

Intersection	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach		
	L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	1	2	++		>1<	++	1	2	++		>1<	++
Snelling/Berkeley	1	2	++		>1<		1	2<			>1<	
Snelling/Stanford		>2<	++		>1<			>2<	++		>1<	
Brimhall/Stanford		>1<			>1<			>1<			>1<	
Brimhall/St. Clair	NA	NA	NA		>1	NA	>	NA	<	NA	1<	

>1 Shared through/left-turn lane; 1< Shared through/right-turn lane; and > < Shared left-turn and right-turn lane. ++ Defacto right-turn lane.
Source: Biko Associates, Inc.

Existing Intersection Turning Movements:

Table 2 shows AM and PM peak hour turning movements that were counted at five intersections. Peak hour turning movements shown in Table 2 were counted by Biko Associates in June and July 2016. Biko Associates' turning movement counts from the intersection of Snelling and Saint Clair were compared to turning movement counts presented in *Snelling Avenue Rapid Bus VISSIM Evaluation*, a study that was prepared by SRF Consulting Group in2013 for Metro Transit. As expected in an area that is already built-out, there was no difference between the 2013 and 2016 turning movements.

TABLE 2
2016 EXISTING AM and PM PEAK HOUR TURNING MOVMENTS

Intersection/ Peak Hour	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach		
AM Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	42	550	54	48	180	59	26	705	28	70	177	25
Snelling/Berkeley	0	621	2	0	0	0	1	755	0	4	0	4
Snelling/Stanford	2	622	0	7	2	29	4	725	5	2	1	2
Brimhall/Stanford	1	4	3	3	30	3	5	2	2	0	7	1
Brimhall/St. Clair	NA	NA	NA	4	283	NA	4	NA	7	NA	245	2
PM Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	85	866	115	69	312	42	25	640	66	47	295	47
Snelling/Berkeley	0	976	6	0	0	0	4	731	0	4	0	7
Snelling/Stanford	6	983	4	4	12	13	1	715	4	3	2	3
Brimhall/Stanford	1	12	14	4	12	2	3	4	1	3	10	0
Brimhall/St. Clair	NA	NA	NA	15	418	NA	5	NA	16	NA	429	17

Source: Biko Associates, Inc.

Existing Intersection Capacity:

Table 3 below shows results of intersection capacity analyses that were conducted (with SYNCHRO computer software) to determine Level of Service at the five intersections identified in Table 1. Traffic signal timing and phasing inputs were obtained from the City of Saint Paul.

TABLE 3
2016 EXISTING AM AND PM PEAK HOUR INTERSECTION CAPACITY

AM Peak Period	Overall LOS	Southbound			Westbound			Northbound			Eastbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	B	B	B	B	C	C	C	B	B	B	C	C	C
Snelling/Berkeley	A	A	A	A	NA	NA	NA	A	A	A	C	C	C
Snelling/Stanford	A	A	A	A	C	C	C	A	A	A	C	C	C
Brimhall/Stanford	A	A	A	A	A	A	A	A	A	A	A	A	A
Brimhall/St. Clair	A	NA	NA	NA	A	A	NA	B	NA	B	NA	A	A
PM Peak Period	**Overall LOS**	**Southbound**			**Westbound**			**Northbound**			**Eastbound**		
		L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	C	B	C	C	D	D	D	B	B	B	C	C	C
Snelling/Berkeley	A	A	A	A	NA	NA	NA	B	A	A	D	D	D
Snelling/Stanford	A	A	A	A	**E**	**E**	**E**	A	A	A	**E**	**E**	**E**
Brimhall/Stanford	A	A	A	A	A	A	A	A	A	A	A	A	A
Brimhall/St. Clair	A	NA	NA	NA	A	A	NA	B	NA	B	NA	A	A

Source: Biko Associates, Inc.

As shown in Table 3, all the intersections currently operate at overall LOS A, B, or C. The same is true for each of the individual turning movements during the AM peak hour. During the PM peak hour, however, the eastbound movements at the intersection of Snelling/Berkeley experiences LOS D operations, which are within the acceptable range.

Also during the PM peak hour, **the westbound and eastbound movements at the intersection of Snelling/Stanford currently operate at LOS E**, which is outside the acceptable range. This intersection is two blocks south of the Snelling/Saint Clair intersection and, because of its proximity to an existing signalized intersection, is not a good location for an additional traffic signal. It is suspected that residents in the area, who frequently travel the neighborhood's streets, are accustomed to long delays at this intersection and, no doubt, know to find alternative routes during the PM peak hour.

Existing Vehicle Stacking:

Existing queue lengths were derived for the intersection of Snelling/Saint Clair, the only signalized intersection under analysis. As shown, in Table 4, the queue lengths, under existing conditions, at the Snelling/Saint Clair intersection are all well within the available vehicle stacking distances, with the exceptions of:

- Southbound through and right turning movements during the PM peak hour , at the 95th percentile. As shown 321 feet is available, and, at the 95th percentile, 340 feet might be required for stacking.
- All turning movements on the westbound approach where during the PM peak hour, at the 95th percentile, 404 feet may be needed, and only 275 feet is available.

TABLE 4
2016 EXISTING AM AND PM PEAK HOUR QUEUE LENGTHS
SNELLING/SAINT CLAIR SIGNALIZED INTERSECTION

INTERSECTION/TIME PERIOD/ Percentile	INTERSECTION APPROACH (Feet)					
Snelling/Saint Clair Avenues	SB		WB	NB		EB
	L	T-R	L-T-R	L	T-R	L-T-R
AM Peak/50th Percentile	33	271	271	9	172	238
AM Peak Hour/95th Percentile	4	44	153	9	163	153
PM Peak/50th Percentile	13	66	237	22	211	238
PM Peak Hour/95th Percentile	61	**340**	**404**	24	222	350
Available for Vehicle Stacking (distance between intersection STOP bar and next intersection)	90	321	275	150	325	595

Source: Biko Associates, Inc.

It should be mentioned that the 95th percentile occurrence is rare. Statistically, a 95th percentile traffic volume is the volume where only 5 percent of traffic volumes will be higher.

TRAFFIC ANALYSIS FOR THE 2019 FORECAST BUILD CONDITION

The forecast 2019 build analysis examines traffic operations that will occur one year after the proposed development has been constructed, residents are occupying the apartments, and the retail shops are opened for business. Forecast 2019 AM and PM peak hour turning movements used in the analyses were derived by applying a 0.45 percent annual growth rate to the observed 2016 turning movements presented in Table 2. The analysis included the following steps and resulted in the following outputs.

- Estimated site trip generation, calculated by applying Institute of Transportation Engineer trip generation rates to the quantities of land uses included in the proposed development.
- Calculated trip distribution.
- Assignment of traffic that will be generated by the proposed development to the adjacent streets, in accordance with the calculated distribution of trips.
- Signalized intersection capacity and queue analysis for the intersection of Snelling/Saint Clair intersection.
- Unsignalized intersection capacity analysis for the four unsignalized intersections under analysis.
- Unsignalized intersection capacity analysis and critical gap analysis for the two driveways proposed to serve the site.

FORECAST 2019 BUILD INTERSECTION CAPACITY ANALYSIS and VEHICLE QUEUING

Forecast 2019 No-Build Turning Movements:

Table 5 shows forecast 2019 No-Build turning movements for the AM and PM peak hours. These turning movements represent the No-Build condition because they are an extrapolation of the 2016 turning movements to the year 2019, based on application of the 0.45 percent annual growth rate.

TABLE 5
FORECAST 2019 NO-BUILD AM AND PM PEAK HOUR TURNING MOVEMENTS

Intersection/ Peak Hour	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach		
AM Peak Hour	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Snelling/St. Clair	43	557	55	49	182	60	26	715	28	71	179	25
2. Snelling/Berkeley	0	629	2	0	0	0	1	765	0	4	0	4
3. Snelling/Stanford	2	630	0	7	2	29	4	735	5	2	1	2
4. Brimhall/Stanford	1	4	3	3	30	3	5	2	2	0	7	1
5. Brimhall/St. Clair	NA	NA	NA	4	287	NA	4	NA	7	NA	248	2
PM Peak Hour	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Snelling/St. Clair	86	878	117	70	316	43	25	649	67	48	299	48
2. Snelling/Berkeley	0	989	6	0	0	0	4	741	0	4	0	7
3. Snelling/Stanford	6	996	4	4	12	13	1	725	4	3	2	3
4. Brimhall/Stanford	1	12	14	4	12	2	3	4	1	3	10	0
5. Brimhall/St. Clair	NA	NA	NA	15	424	NA	5	NA	16	NA	435	17

Source: Biko Associates, Inc.

Estimated Trip Generation:

A trip generation analysis showed that the proposed development, with 155 dwelling units, 2,100 SF of retail shops, and a 2,000 SF leasing office with a maximum of four employees) will generate only a moderate volume of daily, AM peak hour, and PM peak hour trips. Table 6 shows results of the trip generation analysis, which includes a 10 percent reduction in automobile trips to account for the exceptionally high level of transit service provided to the area.

TABLE 6
ESTIMATED SITE TRIP GENERATION

Use	Quantity	Daily Trips			AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Apartments	155 dus	515	515	1030	15	35	50	38	27	65
Retail Shops	2,100 SF	60	60	120	3	2	5	6	6	12
Leasing Office	2,000 SF (4 employees)	12	12	24	3	2	5	2	3	5
Total		**587**	**587**	**1174**	**21**	**39**	**60**	**46**	**36**	**82**
Transit Trip Reduction	(10%)	(59)	(59)	(118)	(2)	(4)	(6)	(5)	(4)	(9)
Grand Total		**528**	**528**	**1056**	**19**	**35**	**54**	**41**	**32**	**73**

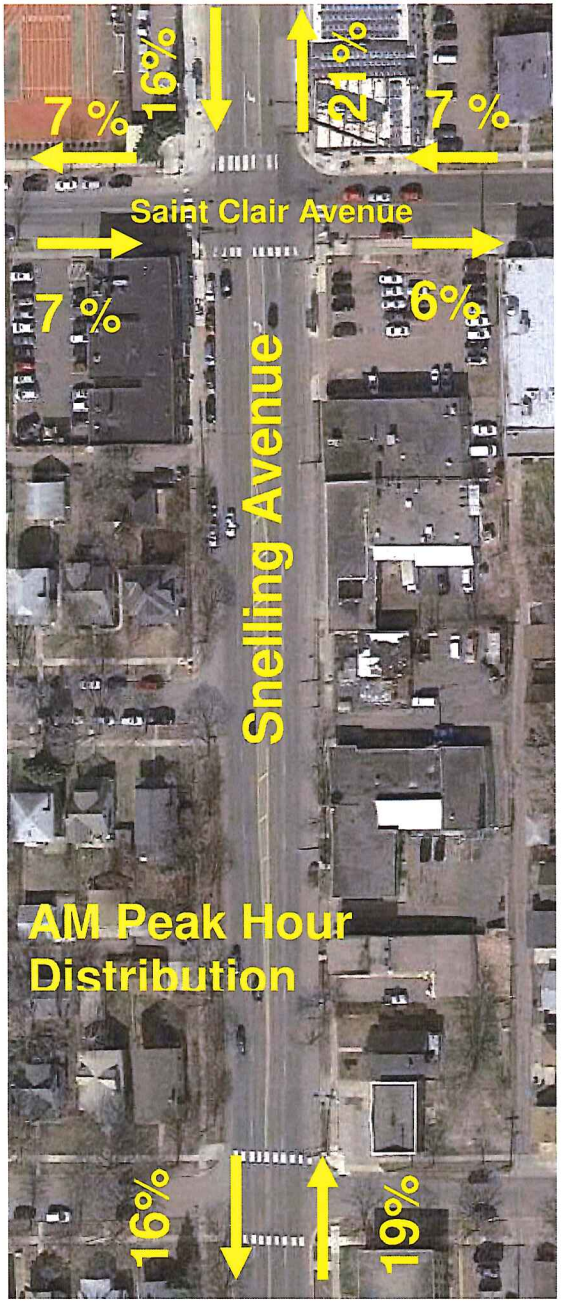
Source: Trip Generation, Institute of Transportation Engineers
Biko Associates, Inc.

Calculated Trip Distribution:

The figure on the following page presents results of an analysis of the distribution of turns for the development site for the AM and PM peak hours. The analysis considered the current distribution of daily traffic on Snelling and Saint Clair Avenues, AM and PM peak hour turns that were counted at the Snelling/Saint Clair intersection, and the proposed condition where residential trips would primarily utilize the main driveway on Saint Clair Avenue for ingress and egress and the secondary driveway on Snelling Avenue for right-in/right-out turning movements only. The trip distribution results are expressed as percentages.

Traffic Assignments:

Trips generated by the proposed development (shown in Table 6) were assigned to the street system that will serve the development site. The traffic assignments were determined based on the distribution of trips discussed above and illustrated on the following page.


7 %
16%
21%
7 %
Saint Clair Avenue
7 %
6%
Snelling Avenue
AM Peak Hour
Distribution
16%
19%

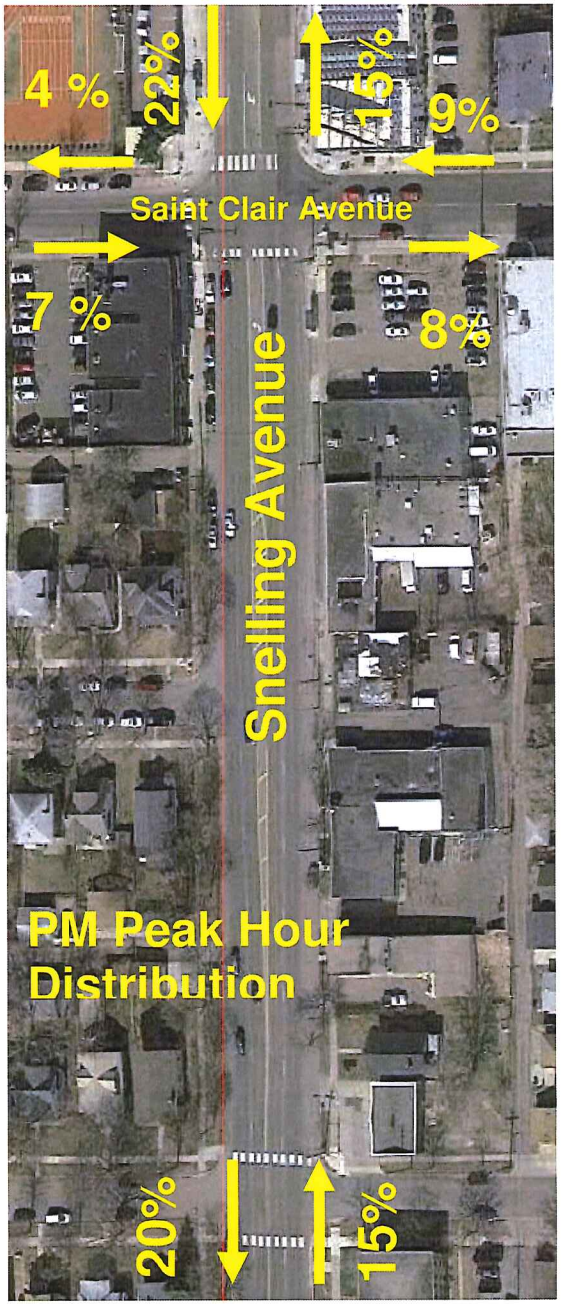

4 %
22%
15%
9%
Saint Clair Avenue
7 %
8%
Snelling Avenue
PM Peak Hour
Distribution
20%
15%

TABLE 7
FORECAST 2019 BUILD AM AND PM PEAK HOUR TURNING MOVEMENTS

Intersection/ Peak Hour	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach		
AM Peak Hour	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Snelling/St. Clair	49	557	55	53	186	74	27	720	33	71	180	25
2. Snelling/Berkeley	NA	629	2	NA	NA	NA	1	765	NA	4	NA	4
3. Snelling/Stanford	2	634	0	7	2	29	4	743	5	2	1	2
4. Brimhall/Stanford	1	4	3	3	30	3	5	2	2	0	7	1
5. Brimhall/St. Clair	NA	NA	NA	4	287	NA	4	NA	7	NA	248	2
PM Peak Hour	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Snelling/St. Clair	100	878	117	72	319	55	27	656	75	48	301	48
2. Snelling/Berkeley	NA	989	6	NA	NA	NA	4	741	NA	4	NA	7
3. Snelling/Stanford	6	998	4	4	12	13	1	737	4	3	2	3
4. Brimhall/Stanford	1	12	14	4	12	2	3	4	1	3	10	0
5. Brimhall/St. Clair	NA	NA	NA	15	424	NA	5	NA	16	NA	435	17

Source: Biko Associates, Inc.

Forecast 2019 Build AM and PM Peak Hour Intersection Capacity:

Turning movements shown in Table 7 were analyzed using SYNCHRO computer software to determine intersection capacity. Results are shown in Table 8. **A comparison of LOS below in Table 8 and LOS shown in Table 3, the 2016 existing condition, indicates no change in operations.** This is because of three factors. **First**, the annual growth rate in background traffic is between 0.5 and 0.4 percent. **Secondly**, the volume of site-generated traffic is only moderately high, and **thirdly**,the 10 percent reduction in trip generation, to account for transit usage, further reduces the number of automobile trips that will be generated by the site.

The intersection of Snelling/Stanford, again, is forecast to display LOS E operations for eastbound and westbound turning movements, under the 2019 Build condition; just as it does today under existing conditions.

TABLE 8
FORECAST 2019 BUILD AM AND PM PEAK HOUR INTERSECTION CAPACITY

AM Peak Period	Overall LOS	Southbound			Westbound			Northbound			Eastbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	B	B	B	B	C	C	C	B	B	B	C	C	C
Snelling/Berkeley	A	NA	A	A	NA	NA	NA	A	A	NA	C	NA	C
Snelling/Stanford	A	A	A	A	C	C	C	A	A	A	C	C	C
Brimhall/Stanford	A	A	A	A	A	A	A	A	A	A	A	A	A
Brimhall/St. Clair	A	NA	NA	NA	A	A	NA	B	NA	B	NA	A	A
PM Peak Period	**Overall LOS**	**Southbound**			**Westbound**			**Northbound**			**Eastbound**		
		L	T	R	L	T	R	L	T	R	L	T	R
Snelling/St. Clair	C	B	C	C	D	D	D	B	B	B	C	C	C
Snelling/Berkeley	A	NA	A	A	NA	NA	NA	B	A	NA	D	NA	D
Snelling/Stanford	A	A	A	A	E	E	E	A	A	A	E	E	E
Brimhall/Stanford	A	A	A	A	A	A	A	A	A	A	A	A	A
Brimhall/St. Clair	A	NA	NA	NA	A	A	NA	B	NA	B	NA	A	A

Source: Biko Associates, Inc.

Forecast 2019 Build Vehicle Stacking at Snelling/Saint Clair Intersection:

Forecast queue lengths were derived from the SYNCHRO computer software runs. Table 9 identifies queue lengths for the AM and PM peak hours. As in the existing condition, there are no issues with queues during the AM peak hour, nor for most of the PM peak hour. As shown below in Table 9, however, the southbound through and right-turning movements, at the 95th percentile, could require 347 feet for stacking, where only 321 feet is available.

Likewise, there is a potential issue for vehicles on the westbound approach during the PM peak hour, at the 95th percentile, where 468 feet could be needed for stacking, and only 275 feet is available.

TABLE 9
FORECAST 2019 BUILD AM AND PM PEAK HOUR QUEUE LENGTHS
SNELLING/SAINT CLAIR SIGNALIZED INTERSECTION

INTERSECTION/TIME PERIOD/ Percentile	INTERSECTION APPROACH (Feet)					
Snelling/Saint Clair Avenues	SB		WB	NB		EB
	L	T-R	L-T-R	L	T-R	L-T-R
AM Peak/50th Percentile	17	128	170	9	169	157
AM Peak Hour/95th Percentile	36	169	262	23	218	245
PM Peak/50th Percentile	39	276	293	10	181	245
PM Peak Hour/95th Percentile	70	347	468	25	232	360
Available for Vehicle Stacking (distance between intersection STOP bar and next intersection)	90	321	275	150	325	595

Source: Biko Associates, Inc.

Forecast 2019 Build Intersection Capacity Analyses at Unsignalized Driveways:

As mentioned, two driveways are proposed to serve the site. The first, the Main driveway is located on Saint Clair Avenue and is a full movement intersection. The second is located on Snelling Avenue and is proposed to be designed for right-in and right-out turning movements only. Table 10 shows results of the unsignalized intersection capacity analyses that were conducted for the driveways. Table 10 also shows the results of a queue analysis that was conducted to determine the level of stacking that will occur during driveway operations.

TABLE 10
FORECAST 2019 BUILD DRIVEWAY INTERSECTION CAPACITY AND VEHICLE QUEUES
AM AND PM PEAK HOURS

Driveway Location/Peak Period		Intersection Approach					
Main Driveway on Saint Clair	**Overall LOS**	**EB**		**WB**		**NB**	
		Thru	**Right**	**Left**	**Thru**	**Thru**	**Right**
AM-LOS	A	A	A	A	A	B	B
AM Queue at 95th Percentile (feet)		0	0	0	0	4	4
AM Critical Gap (sec)				4.1		6.4	6.2
PM-LOS	A	A	A	A	A	C	C
PM Queue at 95th Percentile (feet)		0	0	1	1	5	5
PM Critical Gap				4.1		6.4	6.2

Secondary Driveway on Snelling	Overall LOS	WB		NB	
		Left	**Right**	**Thru**	**Right**
AM-LOS	A	NA	B	A	A
AM Queue at 95th Percentile (feet)			1	0	0
AM Critical Gap			6.9		
PM-LOS	A	NA	B	A	A
PM Queue at 95th Percentile (feet)			1	0	0
PM Critical Gap			6.9		

Source: Biko Associates, Inc.

The critical gap for the westbound right-turn is 6.9 seconds. This amount of time should permit vehicles exiting the site from a right-out driveway to safely weave across two, northbound general purpose travel lanes and safely enter the northbound left-turn lane. Also facilitating this weave maneuver is the

fact that the volume of northbound left turning vehicles at the Snelling/Saint Clair intersection is comparatively low. As shown in Table 7, the volume of left-turns at this intersection, under the 2019 Build condition, is only 27 vehicles, both during the AM and PM peak hours. Under existing conditions, as shown in Table 2, there are 26 northbound left-turns during the AM peak hour and 25 during the PM peak hour.

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TRAFFIC ANALYSIS FOR THE 2031 FORECAST BUILD CONDITION

FORECAST 2031 BUILD INTERSECTION CAPACITY ANALYSIS and VEHICLE QUEUING

Forecast 2031 No-Build Turning Movements:

Table 11 shows forecast 2031 No-Build turning movements for the AM and PM peak hours. These turning movements represent the No-Build condition because they are simply an extrapolation of the 2016 turning movements to the year 2031, without the addition of site-generated trips. The forecast 2031 turning movements were calculated by applying the 0.45 percent per year growth rate to the observed, 2016 turning movements shown in Table 2.

TABLE 11
FORECAST 2031 NO-BUILD AM AND PM PEAK HOUR TURNING MOVEMENTS

Intersection/ Peak Hour	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach		
AM Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R
1. Snelling/St. Clair	45	588	58	51	193	63	28	754	30	75	189	27
2. Snelling/Berkeley	0	664	2	0	0	0	1	808	0	4	0	4
3. Snelling/Stanford	2	665	0	7	2	31	4	776	5	2	1	2
4. Brimhall/Stanford	1	4	3	3	32	3	5	2	2	0	7	1
5. Brimhall/St. Clair	NA	NA	NA	4	303	NA	4	NA	7	NA	262	2
PM Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R
1. Snelling/St. Clair	91	926	123	74	334	45	27	685	71	50	316	50
2. Snelling/Berkeley	0	1044	6	0	0	0	4	782	0	4	0	7
3. Snelling/Stanford	6	1051	4	4	13	14	1	765	4	3	2	3
4. Brimhall/Stanford	1	13	15	4	13	2	3	4	1	3	11	0
5. Brimhall/St. Clair	NA	NA	NA	16	447	NA	5	NA	17	NA	459	18

Source: Biko Associates, Inc.

Forecast 2031 Build Turning Movements:

Traffic that will be generated by the development was assigned to the street system and added to the turning movements presented in Table 11 to derive the forecast 2031 Build turning movements. The assignments of development-generated traffic to the street system were based on the calculated trip distribution percentages, discussed and illustrated earlier. Table 12 shows the forecast 2031 Build turning movements.

TABLE 12
FORECAST 2031 BUILD AM AND PM PEAK HOUR TURNING MOVEMENTS

Intersection/ Peak Hour	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach		
AM Peak Hour	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Snelling/St. Clair	51	588	58	55	197	77	29	759	35	75	190	27
2. Snelling/Berkeley	NA	664	2	NA	NA	NA	1	808	NA	4	NA	4
3. Snelling/Stanford	2	669	0	7	2	31	4	784	5	2	1	2
4. Brimhall/Stanford	1	4	3	3	32	3	5	2	2	0	7	1
5. Brimhall/St. Clair	NA	NA	NA	4	303	NA	28	NA	7	NA	262	2
PM Peak Hour	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Snelling/St. Clair	105	926	123	76	337	57	29	692	79	50	318	50
2. Snelling/Berkeley	NA	1044	6	NA	NA	NA	4	782	NA	4	NA	7
3. Snelling/Stanford	6	1053	4	4	13	14	1	777	4	3	2	3
4. Brimhall/Stanford	1	13	15	4	13	2	3	4	1	3	11	0
5. Brimhall/St. Clair	NA	NA	NA	16	447	NA	5	NA	17	NA	459	18

Source: Biko Associates, Inc.

Forecast 2031 Build Intersection Capacity Analysis:

Table 13 presents results of the intersection capacity analysis that was conducted for 2031. As shown, the overall LOS for each of the intersections is either A or C. **One intersection (Snelling/Stanford) is forecast to operate at LOS F for the eastbound and westbound turning movements, during the PM peak hour.**

TABLE 13
FORECAST 2031 BUILD AM AND PM PEAK HOUR INTERSECTION CAPACITY

AM Peak Period	Overall LOS	Southbound			Westbound			Northbound			Eastbound		
		L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Snelling/St. Clair	C	B	B	B	C	C	C	B	B	B	C	C	C
Snelling/Berkeley	A	NA	A	A	NA	NA	NA	A	A	NA	C	NA	C
Snelling/Stanford	A	A	A	A	C	C	C	A	A	A	D	D	D
Brimhall/Stanford	A	A	A	A	A	A	A	A	A	A	A	A	A
Brimhall/St. Clair	A	NA	NA	NA	A	A	NA	B	NA	B	NA	A	A
PM Peak Period	**Overall LOS**	**Southbound**			**Westbound**			**Northbound**			**Eastbound**		
		L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Snelling/St. Clair	C	C	C	C	D	D	D	B	B	B	D	D	D
Snelling/Berkeley	A	NA	A	A	NA	NA	NA	B	A	NA	D	NA	D
Snelling/Stanford	A	A	A	A	**F**	**F**	**F**	A	A	A	**F**	**F**	**F**
Brimhall/Stanford	A	A	A	A	A	A	A	A	A	A	A	A	A
Brimhall/St. Clair	A	NA	NA	NA	A	A	NA	B	NA	A	NA	A	A

Source: Biko Associates, Inc.

Forecast 2019 Build Vehicle Stacking at Snelling/Saint Clair Intersection:

Forecast queue lengths were derived from the SYNCHRO computer software runs. Table 14 identifies queue lengths for the AM and PM peak hours. As shown, the queue lengths have generally increased by one foot, when compared to queue lengths for the existing condition. They are still all within the highly acceptable range and there is more than adequate storage capacity under all conditions except for the southbound approach, at the 95th percentile. As mentioned, the 95th percentile is an unlikely occurrence.

TABLE 14
FORECAST 2031 BUILD AM AND PM PEAK HOUR QUEUE LENGTHS
SNELLING/SAINT CLAIR SIGNALIZED INTERSECTION

INTERSECTION/TIME PERIOD/ Percentile	INTERSECTION APPROACH (Feet)					
Snelling/Saint Clair Avenues	SB		WB	NB		EB
	L	T-R	L-T-R	L	T-R	L-T-R
AM Peak/50th Percentile	17	137	182	10	182	170
AM Peak Hour/95th Percentile	36	180	280	24	232	266
PM Peak/50th Percentile	41	301	321	11	193	264
PM Peak Hour/95th Percentile	73	**376**	**522**	27	247	389
Available for Vehicle Stacking (distance between intersection STOP bar and next intersection)	90	321	275	150	325	595

Source: Biko Associates, Inc.

Forecast 2031Build Intersection Capacity Analyses at Unsignalized Driveways:

Table 15 shows results of the unsignalized intersection capacity analyses that were conducted for the driveways. Table 15 also shows the results of a queue analysis and critical gap analysis. As shown in Table 15, the driveways are forecast to operate at acceptable LOS. As shown, on-site vehicle queues will not be an issue, and 6.9 second critical gaps will allow vehicles to safely cross northbound travel lanes on Snelling Avenue and enter the northbound left-turn lane.

TABLE 15
FORECAST 2031 BUILD DRIVEWAY INTERSECTION CAPACITY AND VEHICLE STACKING AM AND PM PEAK HOURS

Driveway Location/Peak Period		Intersection Approach					
Main Driveway on Saint Clair	**Overall LOS**	**EB**		**WB**		**NB**	
		Thru	**Right**	**Left**	**Thru**	**Thru**	**Right**
AM-LOS	A	A	A	A	A	B	B
AM Queue at 95th Percentile (feet)		0	0	0	0	4	4
AM Critical Gap (sec)				4.1		6.4	6.2
PM-LOS	A	A	A	A	A	C	C
PM Queue at 95th Percentile (feet)		0	0	1	1	5	5
PM Critical Gap				4.1		6.4	6.2

Secondary Driveway on Snelling	**Overall LOS**	**WB**		**NB**	
		Left	**Right**	**Thru**	**Right**
AM-LOS	A	NA	B	A	A
AM Queue at 95th Percentile (feet)			1	0	0
AM Critical Gap			6.9		
PM-LOS	A	NA	B	A	A
PM Queue at 95th Percentile (feet)			1	0	0
PM Critical Gap			6.9		

Source: Biko Associates, Inc.

PEDESTRIAN AND BICYCLE ACTIVITY IN THE DEVELOPMENT AREA

Pedestrian and bicycle counts were taken on the same days and at the same time the turning movement counts were taken. Both pedestrian and bicycle activity were observed to be high. Pedestrian and bicycle counts are presented below in Table 16.

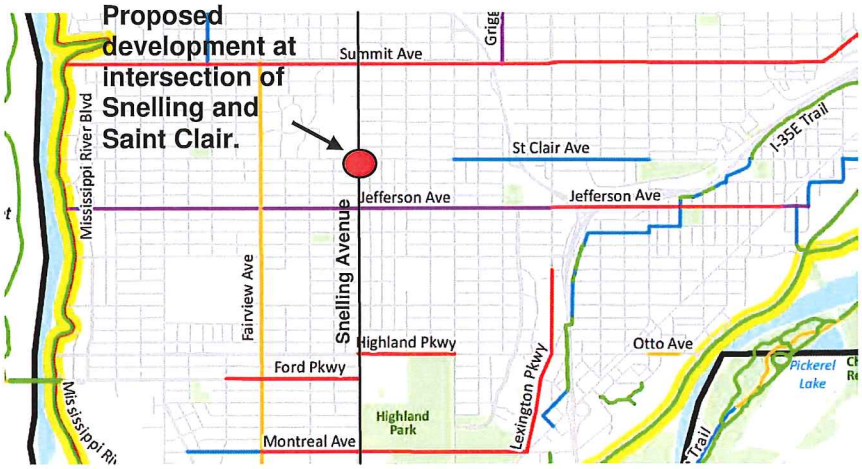
TABLE 16
PEDESTRIAN AND BICYCLE ACTIVITY

Intersection/	Southbound		Westbound		Northbound		Eastbound	
Peak Hour	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes
AM Peak Hour								
Snelling/St. Clair	26	5	21	8	11	5	5	3
Snelling/Berkeley	0	5	0	0	0	0	8	3
Snelling/Stanford	6	5	0	4	7	5	3	3
Brimhall/Stanford	1	0	0	4	0	0	2	1
Brimhall/St. Clair	5	3	1	1	0	2	0	0
PM Peak Hour								
Snelling/St. Clair	25	16	20	10	65	20	20	17
Snelling/Berkeley	6	5	0	4	0	0	11	4
Snelling/Stanford	21	17	1	3	4	4	2	3
Brimhall/Stanford	2	0	0	0	1	0	3	3
Brimhall/St. Clair	13	5	0	0	0	0	1	1

Source: Biko Associates, Inc.

The map to the right shows existing bikeways in the vicinity of the proposed development. The three bike facilities are:

- "Shared Bike Lane" along Saint Clair, from South Deubner Place to Hamline
- "Bike Boulevard" along Jefferson from Ayd Mill Road to Mississippi River Boulevard.
- "Striped Shoulder" along Fairview Avenue from Summit Avenue to Montreal Avenue.



Source: City of Saint Paul, 11/25/2015

Pedestrians were observed to cross the streets safely, and cyclists were generally observed to follow traffic rules and observe traffic signals and signs. Because the proposed development will only generate

moderately high traffic volumes, it is not expected that the addition of site-generated traffic will negatively compromise safety for pedestrians and cyclists. Additionally the proposed development includes the provision of 15 foot-wide sidewalks on Snelling and Saint Clair Avenues, which will provide pedestrians wider paths than they currently have.

CONCLUSIONS

OBSERVATIONS

A rigorous study was conducted to identify traffic impacts that might occur in the vicinity of a proposed mixed use development. The analysis considered traffic impacts that will result from the addition of site-generated traffic at the intersections of:

- Snelling/Saint Clair Avenues
- Snelling/Berkeley Avenues
- Snelling/Stanford Avenues
- Brimhall/Stanford Avenues
- Brimhall/Saint Clair Avenues

Of these, the only intersection with a traffic signal is Snelling/Saint Clair. Traffic flow at the others is controlled by STOP signs.

The analysis showed the following:

1. Under existing conditions, all the intersections display overall LOS A, B, or C. The analysis also showed that all turning movements at these intersections currently operate at acceptable LOS, except for the intersection of Snelling/Stanford, where, in the PM peak hour, LOS E occurs for eastbound and westbound turning movements.

   There is actually no mitigation for this problem. Installation of a traffic signal at this intersection is ill-advised, because signal progression on Snelling Avenue would be negatively affected, with the intersection being so close to the Snelling/Saint Clair intersection; an intersection that is already signalized. It is suspected that residents in the area are well aware of eastbound and westbound traffic delays that occur at this intersection during the evening rush hour and have adjusted by finding alternative routes.

2. There are generally no issues with vehicle queuing at the Snelling/Saint Clair intersection, under the existing condition. As discussed, all approaches to the intersection have more than adequate storage capacity to accommodate calculated queues. This is the case during the AM peak hour. During the PM peak hour, and only at the 95th percentile, however, the southbound through and right-turn approaches to the intersection have 340 foot-long queues but with only 321 feet for storage. A similar problem exists for all turning movements approaching the intersection from the east, where during the PM peak hour, and only at the 95th percentile, 404 foot-long queues could form where there is only 275 feet of storage capacity.

   These issues, which cannot be resolved, **are not major concerns**, as the 95th percentile is a rare occurrence.

3. An analysis of traffic impacts that will occur in 2019 (one year after build-out and initial occupancy) was conducted to determine how site-generated traffic will affect the street system.

Results of the analysis were generally similar to those discussed above for the existing condition. The traffic issues are essentially the same and include:

- Overall acceptable LOS for all the intersections.
- LOS E operations for the eastbound and westbound turning movements at the unsignalized intersection of Snelling/Stanford during the PM peak hour.
- Inadequate storage capacity, during the PM peak hour, and at the 95th percentile only, at the Snelling/Saint Clair intersection:
  - Southbound through and right-turns and
  - Westbound left-turns, through movements, and right-turns.

Analysis of operations that will occur at the development's two driveways was also conducted for the 2019 period. The analysis found that both proposed driveway intersections will operate at acceptable LOS and will not result in excessive queues (neither on the adjacent streets nor on-site).

The analysis of driveway operations included a critical gap analysis, which found that there will be sufficient critical gaps in the flow of traffic on the adjacent streets to allow traffic to exit the site in a safe manner. The critical gap analysis for the proposed right-out only driveway on Snelling found that the gap is sufficient at 6.4 seconds to permit exiting traffic to safely cross two lanes on Snelling Avenue and enter the northbound left-turn lane that approaches the Snelling/Saint Clair intersection.

4. An analysis of forecast year 2031 was conducted to identify traffic impacts that will occur 15 years after the development is built and operational. Analysis results were similar to those discussed above for the 2019 forecast year. Findings included the following.

   - Overall acceptable LOS for all the intersections.
   - LOS F operations for the eastbound and westbound turning movements at the intersection of Snelling/Stanford during the PM peak hour.
   - Inadequate storage capacity, during the PM peak hour, and at the 95th percentile only, at the Snelling/Saint Clair intersection:
     - Southbound through and right-turns and
     - Westbound left-turns, through movements, and right-turns.
   - Acceptable LOS at both driveways, with no queuing issues, and with adequate gaps to permit traffic exiting the right-out driveway on Snelling Avenue to safely cross two lanes of traffic and enter the northbound left-turn lane approaching eh Snelling/Saint Clair intersection.

CONCLUSIONS

The TIA's findings demonstrate that:

1. As an older and built area of the city, daily traffic is not growing at any substantial rate. In fact, some daily volumes have decreased over the years; most, however, have remained relatively flat. The growth rate for daily traffic that was used in the analysis is 0.45 percent per year.

2. Traffic operations in the vicinity of the development are stable and generally very good, as measured by intersection LOS.

3. There are only two important traffic operational issues under the existing condition. The two existing issues occur at:
   - The signalized intersection of Snelling and Saint Clair where intersection LOS is acceptable, but there is inadequate storage capacity to accommodate southbound through and right-turn movements and westbound movements during the PM peak hour, at the 95th percentile.

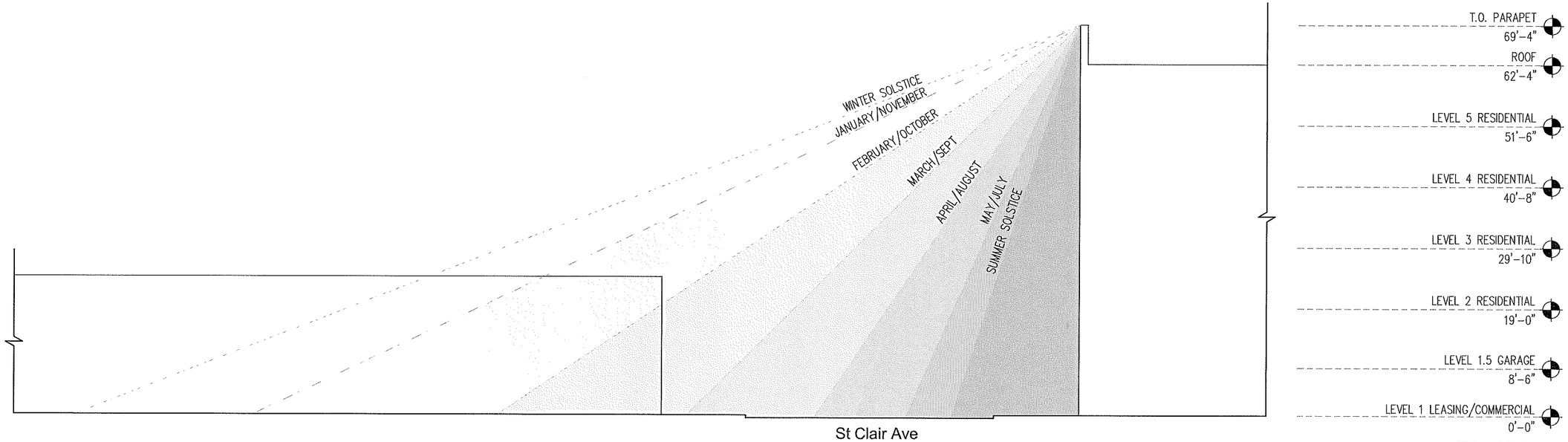
     Providing additional storage capacity would require modifications to the existing configuration of traffic lanes. At a minimum, on-street parking and bus stops would be affected. More aggressive treatments would require right-of-way acquisitions.

     With the issue only occurring during the PM peak hour and only at the 95th percentile, the costs are likely too high for further consideration of mitigations.

   - The unsignalized intersection of Snelling and Stanford, during the PM peak hour, where eastbound and westbound movements exhibit LOS E. Installation of a traffic signal would ensure that east/west turning movements would have sufficient green-time. However, the cost of this approach would be a reduction in intersection LOS at the Snelling/Saint Clair intersection and roadway LOS along Snelling.

4. Since easy mitigations are not available for these two issues, the traffic analysis was focused on determining to extent to which the proposed development would contribute to any worsening of the existing traffic operations.

   As discussed under Observations, on page 27, traffic generated by the proposed development (combined with increased general traffic) will not significantly worsen the existing traffic operations nor will it create new traffic operational issues in the vicinity of the project. As mentioned, these problems exist today, and, as time goes by, they will only get marginally worse. The proposed development's site-generated traffic, which is only moderately high, does not contribute to worsening operations.



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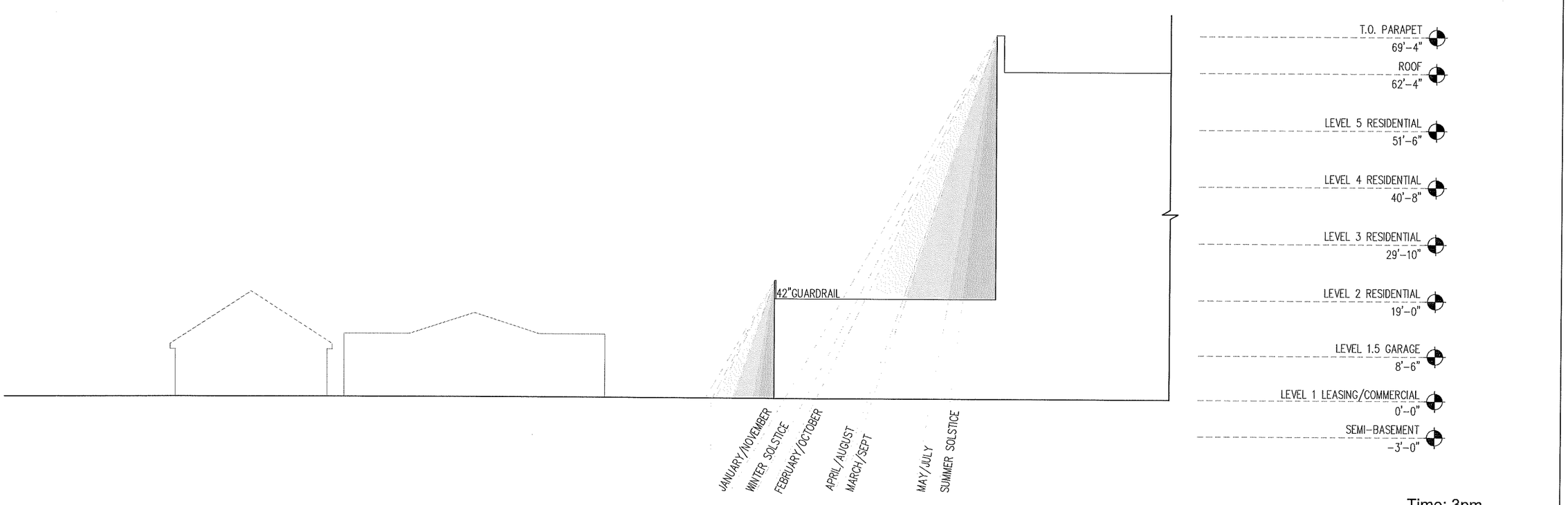
Solar Study - Section



Time: 3pm
Solar Study - Section

HAUGO
GEOTECHNICAL
SERVICES

May 25, 2016 Project Number: 15-0933

Mr. Nick Mannel
Loucks, Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369

RE: Preliminary Geotechnical Exploration Report, Proposed Residential Development, 246 thru 286 Snelling Avenue S, St. Paul, Minnesota

Dear Mr. Mannel,

We have completed the preliminary geotechnical exploration report for the proposed residential development in St. Paul, Minnesota. A brief summary of our results and recommendations is presented below. Specific details regarding our procedures, results and recommendations follow in the attached geotechnical exploration report.

Six soil borings were completed on the project site which generally encountered a pavement section at the surface over about 3 to 4 feet of Fill underlain by alluvial clay soils at borings SB-1 and SB-3 which extended to a depth of about 9 feet. Below the Fill and/or alluvial clay soils, the borings encountered a variety of native glacial till and outwash sand soils that extended to the termination depth of the borings. Groundwater was encountered in the soil borings at depths ranging from about 17 to 25 feet below the ground surface while drilling and sampling and at depths ranging from about 11 to 16 ½ feet below the ground surface after removing the augers from the boreholes.

The Fill and alluvial clays are compressible and not suitable for foundation support. The proposed building will include a below grade parking level and removal of the majority of the Fill and alluvial clay soils will likely be incidental to construction. In areas with deeper soil corrections engineered fill will be required to establish to establish foundation grades.

Thank you for the opportunity to assist you on this project. If you have any questions or need additional information please contact John Carlson at 612-979-3542 or Paul Gionfriddo at 763-954-1101.

Sincerely,
HAUGO GEOTECHNICAL SERVICES, LLC

Paul S. Gionfriddo P.E.
Consulting Engineer

John T. Carlson, P.E.
Senior Engineer

PRELIMINARY **GEOTECHNICAL EXPLORATION REPORT**

PROJECT:

Proposed Residential Development
246 thru 286 Snelling Avenue S
St. Paul, Minnesota

PREPARED FOR:

Loucks, Inc.
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369

PREPARED BY:

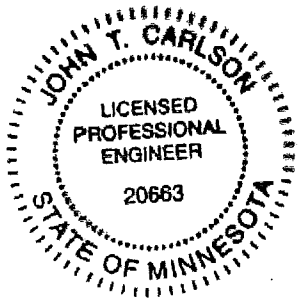
Haugo GeoTechnical Services LLC
2825 Cedar Avenue S
Minneapolis, MN 55407

Haugo GeoTechnical Services Project: 15-0933

May 25, 2016

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

John T Carlson, P.E.
Senior Engineer
License Number: 20663
Expires June, 2016



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1.0 INTRODUCTION

1.1 Project Description

Loucks, Inc. (Loucks) is proposing to redevelop 6-lots that total approximately 1.4 acres, located on the east side of Snelling Avenue South between St. Clair Avenue and Stanford Avenue in St. Paul, MN. We understand redevelopment plans include constructing a residential housing facility that will include one below grade parking level and one at-grade parking level with 5 levels above for housing.

1.2 Purpose

The purpose of the preliminary geotechnical exploration was to characterize subsurface soil and groundwater conditions and provide recommendations for foundation design and construction of the proposed residential housing facility.

1.3 Site Description

The project site is generally located within the Macalester-Groveland neighborhood of St. Paul. More specifically the project site is located east of Snelling Avenue S, west of an alley and south of St Clair Avenue. The 6 lots that currently carry the mailing addresses of 246, 252, 258, 270, 272 and 286 Snelling Avenue S. The project site is developed and commercial businesses and/or residential structures existed on the lots at the time of this report. Areas not occupied by buildings/structures mostly contained bituminous paved or gravel surfaced parking areas and sidewalks. A few small, grassy areas and trees were located in the boulevards along Snelling Avenue and St. Clair Avenue.

The ground surface was relatively level with elevations at the soil boring locations ranging from about 945 to 948 feet mean sea level.

1.4 Scope of Services

Our services were completed in accordance with our proposal 15-0933 dated December 23, 2015 and performed under the terms of our General Conditions.

Our scope of services was limited to the following tasks:

- Completing six (6) standard penetration test borings each to a nominal depth of 25 feet. Our original scope of the exploration was reduced from twelve (12) to the six (6) borings performed.
- Obtaining GPS coordinates and elevations at the soil boring locations.
- Visually/manually classifying soil samples recovered from the soil borings.
- Performing laboratory tests on select soil samples.
- Preparing soil boring logs describing the materials encountered and the results of groundwater level measurements.
- Preparing an engineering report describing soil and groundwater conditions, and providing recommendations for site development.

1.5 Documents Provided

To aid in our evaluation we were provided with a 4-page sales brochure that included property highlights such as parcel ID numbers, property addresses and lot sizes. The sales brochure also included a "demographic brief" which provided maps showing the location of the properties in relationship to the surrounding areas, nearby amenities such a bus and light rail lines, and number of households, population, median age and median income of the populous.

1.6 Locations and Elevations

The boring locations were selected by HGTS based on the proposed construction and site access. The approximate location of the soil borings are shown on Figure 1, "Soil Boring Location Sketch", in the Appendix. The sketch was prepared by HGTS using maps and information contained within the sales brochure as a base.

Ground surface elevations at the boring locations were obtained by HGTS using GPS measuring equipment. Elevations were based on MN County Coordinates System mean sea level using the GEOID09 (Conus) model. GPS coordinates at the boring locations are provided in Figure 2, "GPS Boring Locations", in the Appendix.

2.0 FIELD PROCEDURES

The standard penetration test borings were performed on May 10th, 2016 by HGTS with a rotary drilling rig, using continuous flight augers to advance the boreholes. Representative samples were obtained from the borings, using the split-barrel sampling procedures in general accordance with ASTM Specification D-1586. In the split-barrel sampling procedure, a 2-inch O.D. split-barrel spoon is driven into the ground with a 140-pound hammer falling 30 inches. The number of blows required to drive the sampling spoon the last 12 inches of an 18-inch penetration is recorded as the standard penetration resistance value, or "N" value. The results of the standard penetration tests are indicated on the boring log. The samples were sealed in containers and provided to HGTS for testing and soil classification.

Soil samples recovered from the borings were classified in general accordance with ASTM 2488, "Description and Identification of Soils (Visual/Manual Procedures).

A field log of each boring was prepared by the HGTS drill crew. The logs contain visual classifications of the soil materials encountered during drilling, as well as the driller's interpretation of the subsurface conditions between samples and water observation notes. The final boring logs included with this report represent an interpretation of the field logs and include modifications based on visual/manual method observation of the samples.
The soil boring logs, general terminology for soil description and identification, and classification of soils for engineering purposes are also included in the appendix. The soil boring logs identify and describe the materials encountered, the relative density or consistency based on the Standard Penetration resistance (N-value, "blows per foot") and groundwater observations.

The strata changes were inferred from the changes in the samples and auger cuttings. The depths shown as changes between strata are only approximate. The changes are likely transitions, variations can occur beyond the location of the boring.

A representative of Terracon was on-site performing environmental screening during our drilling.

3.0 RESULTS

3.1 Soil Conditions

Borings SB-1, SB-4, SB-5 and SB-6 encountered a pavement section at the surface that consisted of about 2 to 3 ½ inches of bituminous over about 5 to 7 inches of aggregate base. Borings SB-2 and SB-3 encountered about 1 foot of silty sand Fill and about 10 inches of aggregate base, respectively at the surface.

Below the pavements or aggregate base the borings encountered about 3 to 4 feet of Fill that extended to depths about 4 to 5 feet below the ground surface. The Fill was comprised of a variety of soil materials including; sandy lean clay, clayey sand, silty sand and poorly graded sand with silt.

Alluvial clay soils were encountered below the Fill at borings SB-1 and SB-3 which extended to a depth of about 9 feet. Penetration resistance values (N-Values), shown as blows per foot (bpf) on the boring logs, within the alluvial clay soils ranged from 2 to 6 bpf. These values indicate that the alluvial clay soils had a soft to medium consistency.

Underlying the pavements, aggregate base and/or alluvial clay soils the borings encountered a variety of native glacial deposits that included; sandy lean clay, silty clay, silty sand, clayey sand, poorly graded sand with silt and poorly graded sand. The glacial soils extended to the termination depths of the borings at about 25 feet below the ground surface. The exception was soil boring SB-2 which met auger refusal at a depth of about 12 feet in assumed gravel and cobbles.

The penetration resistance values (N-Values) within the native clay soils (sandy lean clay, silty clay) ranged from 2 to 32 bpf but most of the values ranged from 4 to 11 bpf. These values indicate the native clays had a soft to hard consistency. The N-Values within native granular soils (poorly graded sand, silty sand and clayey sand) ranged from 6 to 32 bpf but most of the values were between 10 and 30 bpf. These values indicate the native granular soils had a loose to dense relative density but were mostly medium dense.

3.2 Groundwater

Groundwater was encountered in the soil borings while drilling and sampling or after removing the augers from the boreholes at depths ranging from about 11 to 25 feet below the ground surface. These depths correspond to elevations ranging from about 921 ½ to 936 ½ feet. The water levels are summarized in Table 1.

Table 1. Summary of Groundwater Levels

Boring Number	Surface Elevation (feet)	Approximate Depth to Groundwater (feet)*	Approximate Groundwater Elevation (feet) *
SB-1	946.3	16 ½	930
SB-2	944.8	NE	-
SB-3	947.6	14 ½	933
SB-4	946.9	13 ½	933
SB-5	948.1	14	934
SB-6	947.7	11	936 ½

* = Depths and elevations were rounded to the nearest ½ foot.

Groundwater levels were measured either while drilling or after sampling was completed. Water levels were measured on the dates as noted on the boring logs and the period of water level observations was relatively short. Given the cohesive nature of the alluvial clay and glacial till soils encountered, it is likely that insufficient time was available for possible perched groundwater to seep into the bore hole and rise to its hydrostatic level.

The groundwater encountered is likely perched groundwater. Perched groundwater occurs when groundwater is trapped within sands above the relatively impermeable clay till soils.

Groundwater monitoring wells or piezometers in conjunction with deeper soil borings would be required to more accurately determine water levels. Seasonal and annual fluctuations in the groundwater levels should be expected.

3.3 Laboratory Testing

Laboratory moisture content tests were performed on selected samples recovered from the soil borings. Laboratory moisture contents ranged from about 6 ½ to 17 percent. These values indicate that the soils were likely near to above their assumed optimum soil moisture contents. Results of the laboratory moisture content tests are shown on the boring logs adjacent to the sample tested.

3.4 OSHA Soil Classification

The soil encountered in the borings included both cohesive (clay) and granular (sand) soils. However most of the soils at the anticipated excavation depths were granular in nature and will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

4.0 DISCUSSION AND RECOMMENDATIONS

4.1 Proposed Construction

We understand the proposed housing facility will include 1 below grade and 1 at-grade level for parking with 5 stories above grade for living spaces. We further understand that development plans are preliminary and therefore specific structural drawings, floor grades or design information is not available. We anticipate that below grade construction will include cast in-place concrete or masonry block foundation walls and interior pre-cast concrete columns supported on concrete spread footings. The main floor is anticipated to consist of pre-cast concrete floor planks. Above grade construction is anticipated to include wood framing with a pitched roof and asphalt shingles. Based on these assumptions we anticipate perimeter footing loads on the order of 5 to 7 kips per lineal foot and interior column loads will be less than 250 kips. We further anticipate that soil bearing pressure(s) of 3,000 pounds per square foot (psf) will be required for foundation support.

We assume the at-grade parking level of the housing facility will bear at or near exiting site grades corresponding to about elevation 948 feet with the below grade parking level at about elevation 938 feet.

We have attempted to describe our understanding of the project. If the proposed loads exceed these values or if the design or location of the proposed addition changes, we should be informed. Additional analyses and revised recommendations may be necessary.

4.2 Discussion

Several structures existed on the project site at the time of this report, which we assume will be demolished for the proposed development. We recommend removing all remnants of the structures including footings, foundation walls, floor slabs and underground utilities.

The soil borings encountered a pavement section and previously placed Fill to depths of about 4 to 5 feet below the ground surface. The Fill also contained some "black" colored soils which are indicative of organic material within the soil. The Fill sols are potentially compressible and unsuitable for foundation support. The proposed building will include a below grade parking level and removal of the majority of the Fill soils will likely be incidental to construction.

Soil borings SB-1 and SB-3 encountered generally soft native alluvial clay soils that extended to depth of about 9 feet below the ground surface. The alluvial clays are likewise not suitable for foundation support and will need to be removed and replaced with suitable compacted engineered fill.

As mentioned above, we understand the building will include a below grade parking level. We assume the parking level will extend to depths about 10 feet below existing site grades and given the close proximity to the adjacent streets and structures we anticipate that a temporary or permanent earth retention system (shoring) will be required to facilitate construction.

Groundwater was encountered in the soil borings while drilling and sampling or after removing the augers from the boreholes at depths ranging from about 11 to 25 feet below the ground surface. These depths correspond to elevations ranging from about 921 ½ to 936 ½ feet, with most of the groundwater elevations at 933 to 934 feet. With the lower parking level anticipated to be near an elevation of 938 feet, groundwater could be encountered during construction and dewatering could be required.

As design of the building progresses, we recommend that additional soil borings and analysis be performed to further evaluate the soil conditions and recommendations provided in this report. With this additional geotechnical data and analysis with actual floor grades and structural loads, a higher soil bearing pressure for foundation design can likely be used. Piezometers to further evaluate the groundwater levels could be installed at this time.

The following sections provide recommendations for site development.

4.3 Foundation Preparation

Excavations We recommend removing all remnants of the structures including; footings, foundation walls, floor slabs and underground utilities from within the proposed building and oversize areas. We further recommend that all pavements, vegetation, topsoil, Fill and soft alluvial clay soils be removed from the proposed building and oversize areas. Table 2, below, summarizes the anticipated excavation depths at the boring locations. Excavation depths may vary and could be deeper.

Table 2. Anticipated Grading Excavation Depths

Boring Number	Measured Surface Elevation (feet)	Anticipated Excavation Depth (feet)*	Anticipated Excavation Elevation (feet)*	Anticipated Groundwater Elevation (feet)*
SB-1	946.3	9	937 ½	930
SB-2	944.8	5	940	NE
SB-3	947.6	9	938 ½	933
SB-4	946.9	4	943	933
SB-5	948.1	4	944	934
SB-6	947.7	4	943 ½	936 ½

*Excavation depths and elevations were rounded to the nearest ½ foot.

Oversizing In areas where the excavations extend below the proposed footing elevations, the excavation requires oversizing. We recommend the perimeter of the excavation be extended a foot outside the proposed footprint for every foot below footing grade (1H:1V oversizing). The purpose of the oversizing is to provide lateral support of the foundation.

Fill Material We recommend that additional fill required to attain site grades consist of granular material meeting the ASTM Classification SP or SP-SM soils for ease in compaction and to provide a uniform subgrade.

Backfilling Prior to placing the footings or additional fill we recommend any loose or disturbed sands be surface compacted with a large self-propelled vibratory compactor

operating in vibratory mode. We recommend a minimum of 6 passes in each perpendicular direction.

We recommend that engineered fill placed to establish foundation grades be compacted to a minimum of 98 percent of its standard Proctor density (ASTM D 698). Granular fill classified as SP or SP-SM should be placed within 65 percent to 105 percent of its optimum moisture content as determined by the standard Proctor. Other fill soils, if any, should be placed within 3 percentage points above and 1 percentage point below its optimum moisture content as determined by the standard Proctor. All fill should be placed in thin lifts and be compacted with a large self-propelled vibratory compactor operating in vibratory mode.

Foundations We recommend the perimeter footings bear a minimum of 42 inches below the exterior grade for frost protection. The interior footings may be placed immediately below the floor slab provided construction does not occur during below freezing weather conditions. Footings in unheated should bear at least 5 feet below grade for frost protection.

We anticipate the foundations and floor slabs will bear on compacted engineered fill or native glacial soils. With the building pad prepared as recommended it is our opinion the footings can be designed for a net allowable bearing pressure up to 3,000 pounds per square foot (psf).

We anticipate total and differential settlement of the foundations will be less than 1 inch and ½ inch, respectively across an approximate 30 foot span.

4.4 Below Grade Walls

Foundation walls or below grade (basement) walls will have lateral loads from the surrounding soil transmitted to them. The site soils were both granular and clayey in composition. We recommend general waterproofing of the below grade walls. We recommend either placing drainage composite against the backs of the exterior walls or backfilling adjacent to the walls with sand having less than 50 percent of the particles by weight passing the #40 sieve and less than 5 percent of the particles by weight passing the #200 sieve. The sand backfill should be placed within 2 feet horizontally of the wall. We recommend the balance of the backfill for the walls consist of sand however the sand may contain up to 20 percent of the particles by weight passing the #200 sieve.

We recommend installing drain tile behind the below grade walls, adjacent to the wall footing and below the slab elevation. Preferably the drain tile should consist of perforated pipe embedded in gravel. A geotextile filter fabric should encase the pipe and gravel. The drain tile should be routed to a storm sewer, sump pump or other suitable disposal site.

Active earth pressures can be used to design the below grade walls if the walls are allowed to rotate slightly. If wall rotation cannot be tolerated then below grade wall design should be based on at-rest earth pressures. We recommend soil parameters found below in Table 3, be used for below grade/retaining wall design. These design parameters are based on the assumptions that the walls are drained, there are no surcharge loads within a horizontal distance equal to the height of the wall and the backfill is level.

Table 3. Soil Parameters

Soil Type	Estimated Unit Weight (pcf)	Estimated Friction Angle (degrees)	At-Rest Pressure (pcf)	Active Soil Pressure (pcf)	Passive Soil Pressure (pcf)
Sand (SP or SP-SM)	125	32	55	35	400
Silty Sand (SM)	125	30	70	45	405

Resistance to lateral earth pressures will be provided by passive resistance against the wall footings and by sliding resistance along the bottom of the wall footings. We recommend a sliding coefficient of 0.35. This value does not include a factor of safety.

4.5 Interior Slabs

We anticipate that the floor subgrade will consist of engineered fill. For clean sand (SP or SP-SM) soils a k value of 250 pounds per square inch of deflection (psi) may be used to design the floor.

If floor coverings or coatings less permeable than the concrete slab will be used, we recommend that a vapor retarder or vapor barrier be placed immediately beneath the slab. Some contractors prefer to bury the vapor barrier or vapor retarder beneath a layer of sand to reduce curling and shrinkage, but this practice often traps water between the slab and vapor retarder or barrier. Regardless of where the vapor retarder or vapor barrier is placed, we recommend consulting the floor covering manufacturer regarding the appropriate type, use and installation of the vapor retarder or vapor barrier to preserve the warranty.

We recommend following all state and local building codes in regards to a radon mitigation plan beneath interior slabs.

4.6 Exterior Slabs

Portions of the exterior slabs will likely be underlain predominantly by clayey soils which are considered moderately to highly frost susceptible. If the clayey soils become saturated and freeze, significant heave may occur. This heave can be a nuisance in front of doors and at other critical grade areas. One way to help reduce the potential for heaving is to remove the frost-susceptible soils below the slabs down to bottom of footing grades, and replace them with non-frost-susceptible backfill consisting of sand having less than 5 percent of the particles by weight passing the number 200 sieve. Sand meeting this gradation is likely not available on-site.

If this approach is used and the excavation bottoms terminate in non-free draining granular soil we recommend a drain tile be installed along the bottom outer edges of the excavation to collect and remove any water that may accumulate within the sand. The bottom of the excavation should be graded away from the building.

If the banks of the excavations to remove the frost-susceptible soils are not sloped, abrupt transitions between the frost-susceptible and non-frost-susceptible backfill will exist along

which unfavorable amounts of differential heaving may occur. Such transitions could exist between exterior slabs and sidewalks, between exterior slabs and pavements and along the slabs themselves if the excavations are confined to only the building entrances. To address this issue we recommend sloping the excavations to remove frost-susceptible soils at a minimum 3:1 (horizontal:vertical) gradient.

An alternative method of reducing frost heave is to place a minimum of 2 inches of extruded polystyrene foam insulation beneath the slabs and extending it about 4 feet beyond the slabs. The insulation will reduce frost penetration into the underlying soil and reduce heave. Six to 12 inches of granular soil is typically placed over the insulation to protect it during construction.

Another alternative for reducing frost heave is to support the slabs on frost depth footings. A void space of at least 4 inches should be provided between the slab and the underlying soil to allow the soil to heave without affecting the slabs.

4.7 Site Grading and Drainage

We recommend the site be graded to provide positive run-off away from the proposed building. We recommend landscaped areas be sloped a minimum of 6 inches within 10 feet of the building and slabs be sloped a minimum of 2 inches. In addition we recommend downspouts with long splash blocks or extensions.

4.8 Groundwater Separation Considerations

We recommend the lowest floor grades be constructed to maintain at least a 4-foot separation between the lowest floor slab and observed groundwater levels and at least a 2-foot separation between the lowest floor slab and 100 year flood levels of any adjacent water features such as wetlands, ponds or creeks.

4.9 Utilities

We anticipate that the utilities will be supported on a variety of native granular or clayey glacial soils which in our opinion are generally suitable for pipe support. We recommend removing all topsoil, organic soils, soft or other unsuitable soil, if encountered, beneath utilities prior to placement.

We recommend bedding material be thoroughly compacted around the pipes. We recommend trench backfill above the pipes be compacted to a minimum of 95 percent beneath slabs and pavements, the exception being within 3 feet of the proposed pavement subgrade, where 100 percent of standard Proctor density is required. In landscaped areas we recommend a minimum compaction of 90 percent.

Groundwater was encountered in the soil borings while drilling and sampling or after removing the augers from the boreholes at depths ranging from about 11 to 25 feet below the ground surface. These depths correspond to elevations ranging from about 930 to 936 ½ feet. At typical pipe burial depths ranging from about 7 to 10 feet below the ground surface we

do not anticipate that groundwater will be encountered. If groundwater is encountered we anticipate it can be removed with pumps or sumps.

4.10 Additional Geotechnical Evaluation

As design of the building progresses, we recommend that additional soil borings and analysis be performed to further evaluate the soil conditions and recommendations provided in this report. With this additional geotechnical data and analysis with actual floor grades and structural loads, a higher soil bearing pressure for foundation design can likely be used. Piezometers to further evaluate the groundwater levels could be installed at this time.

5.0 CONSTRUCTION CONSIDERATIONS

5.1 Excavation

The soil encountered in the borings included both cohesive (clays) and granular (sand) soils. However most of the soils at the anticipated excavation depth were granular in nature and will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines. Temporary excavations should be constructed at a minimum of 1 ½ foot horizontal to every 1 foot vertical within excavations. Slopes constructed in this manner may still exhibit surface sloughing. If site constraints do not allow the construction of slopes with these dimensions then temporary shoring may be required.

5.2 Observations

A geotechnical engineer or qualified engineering technician should observe the excavation subgrade to evaluate if the subgrade soils are similar to those encountered in the borings and adequate to support the proposed construction.

5.3 Backfill and Fills

Site soils that will be excavated and reused as backfill may need to be moisture conditioned (wetted or dried) to achieve the recommended compaction. We recommend that fill and backfill be placed in lifts not exceeding 4 to 12 inches, depending on the size of the compactor and materials used.

5.4 Testing

We recommend density tests of backfill and fills placed during construction of the facility. Samples of the proposed materials should be submitted to our laboratory prior to placement for evaluation of their suitability and to determine their optimum moisture content and maximum dry density (Standard Proctor).

5.5 Winter Construction

If site grading and construction is anticipated to proceed during cold weather, all snow and ice should be removed from cut and fill areas prior to additional grading and placement of fill. No fill should be placed on frozen soil and no frozen soil should be used as fill or backfill.

Concrete delivered to the site should meet the temperature requirements of ASTM and/or ACI. Concrete should not be placed on frozen soil. Concrete should be protected from freezing until the necessary strength is obtained. Frost should not be permitted to penetrate below the footings.

6.0 PROCEDURES

6.1 Soil Classification

The drill crew chief visually and manually classified the soils encountered in the borings in general accordance with ASTM D 2488, "Description and Identification of Soils (Visual-Manual Procedure)". Soil terminology notes are included in the Appendix. The samples were returned to our laboratory for review of the field classification by a geotechnical engineer. Samples will be retained for a period of 30 days.

6.2 Groundwater Observations

Immediately after taking the final samples in the bottom of the borings, the hole was checked for the presence of groundwater. Again, at the end of the drilling day, the borings were re-checked for the presence of groundwater with the levels and time delay being noted on the boring logs.

7.0 GENERAL

7.1 Subsurface Variations

The analyses and recommendations presented in this report are based on data obtained from a limited number of soil borings. Variations can occur away from the borings, the nature of which may not become apparent until additional exploration work is completed or construction is conducted. A reevaluation of the recommendations in this report should be made after performing on-site observations during construction to note the characteristics of any variations. The variations may result in additional foundation costs and it is suggested that a contingency be provided for this purpose.

It is recommended that we be retained to perform the observation and testing program during construction to evaluate whether the design is as expected, if any design changes have affected the validity of our recommendations, and if our recommendations have been

correctly interpreted and implemented in the designs, specifications and construction methods. This will allow correlation of the soil conditions encountered during construction to the soil borings and will provide continuity of professional responsibility.

7.2 Review of Design

This report is based on the design of the proposed structure as related to us for preparation of this report. It is recommended that we be retained to review the geotechnical aspects of the design and specifications. With the review we will evaluate whether any changes have affected the validity of the recommendations and whether our recommendations have been correctly interpreted and implemented in the design and specifications.

7.3 Groundwater Fluctuations

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The data was interpreted in the text of this report. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. Design drawings and specifications and construction planning should recognize the possibility of fluctuations.

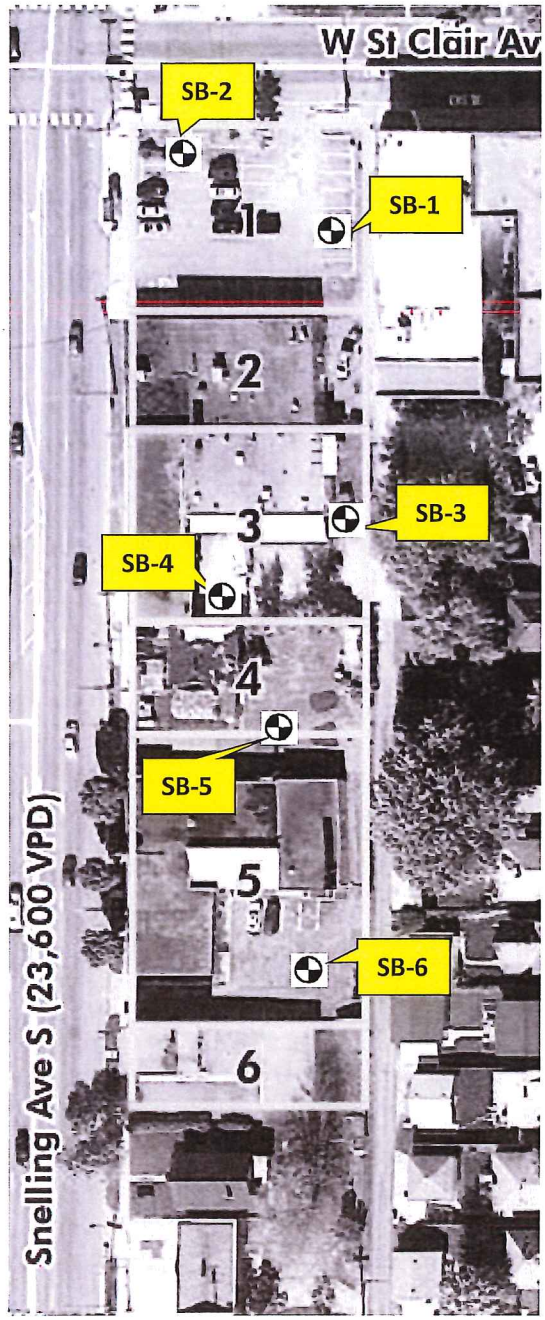
7.4 Use of Report

This report is for the exclusive use of Loucks, Inc. and their design team to use to design the proposed structures and prepare construction documents. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report. The data, analysis and recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us.

7.5 Level of Care

Haugo GeoTechnical Services, LLC has used the degree of skill and care ordinarily exercised under similar circumstance by members of the profession currently practicing in this locality. No warranty expressed or implied is made.

APPENDIX



= Approximate Soil Boring Location

Haugo GeoTechnical Services. 2825 Cedar Avenue S. Minneapolis, MN 55407	**Soil Boring Location Sketch** **246-286 Snelling Ave South** **St. Paul, Minnesota**	Figure #: 1 Drawn By: RD Date: 5/17/16 Scale: None Project #: 15-0933

HGTS# 15-0933

Figure 2: GPS Boring Locations

Boring Number	Elevation (US Survey Feet)	Northing Coordinate	Easting Coordinate
SB-1	946.3	152179.00	556168.94
SB-2	944.8	152213.41	556103.11
SB-3	947.6	152018.73	556184.28
SB-4	946.9	151989.04	556117.66
SB-5	948.1	151928.03	556161.98
SB-6	947.7	151804.92	556149.49

Referencing Minnesota County Coordinates Basis – Ramsey County (GEOID09 Conus model).

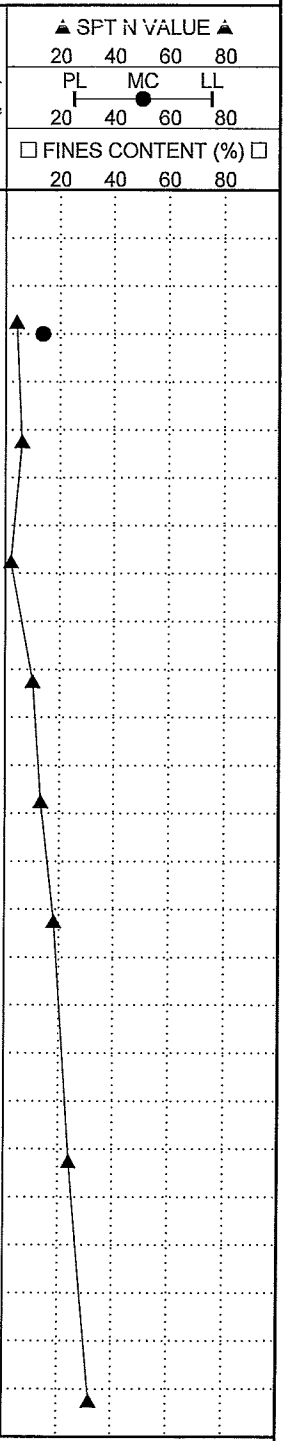
HAUGO GEOTECHNICAL SERVICES
Haugo GTS
2825 Cedar Ave S
Minneapolis, MN 55407
Telephone: 612-729-2959
Fax: 763-445-2238

BORING NUMBER SB-1

CLIENT Loucks Inc.
PROJECT NAME 246-286 Snelling Ave South
PROJECT NUMBER 15-0933
PROJECT LOCATION St. Paul, MN
DATE STARTED 5/10/16 **COMPLETED** 5/10/16
GROUND ELEVATION 946.3 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Auger/Split Spoon
▽ **AT TIME OF DRILLING** 25.00 ft / Elev 921.30 ft
LOGGED BY MS **CHECKED BY** JC
AT END OF DRILLING — Not Encountered
NOTES
▽ **AFTER DRILLING** 16.50 ft / Elev 929.80 ft with Cave-In depth of 18.5 feet

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		3 1/2 inches Bitiminous over 6 1/2 inches Aggregate Base.	AU 1				
		Clayey Sand, brown, moist to wet. (FILL)	SS 2		3-2-2 (4)		
5		(CL) Sandy Lean Clay, trace Gravel, brown, wet, soft to rather stiff. (Alluvium)	SS 3		2-3-3 (6)		
			SS 4		0-0-2 (2)		
10		(CL) Sandy Lean Clay, trace Gravel, greyish brown, moist, stiff. (Glacial Till)	SS 5		4-5-5 (10)		
			SS 6		3-5-8 (13)		
15		(CL-ML) Silty Clay, trace Gravel, with Silty Sand seams, brown moist, very stiff. (Glacial Till) ▽	SS 7		8-10-8 (18)		
20		(SM) Silty Sand, trace Gravel, brown, wet, medium dense. (Glacial Till)	SS 8		13-12-12 (24)		
25		(CL) Sandy Lean Clay, trace Gravel, grey, moist, hard. ▽ (Glacial Till)	SS 9		15-16-16 (32)		

Bottom of borehole at 26.0 feet.



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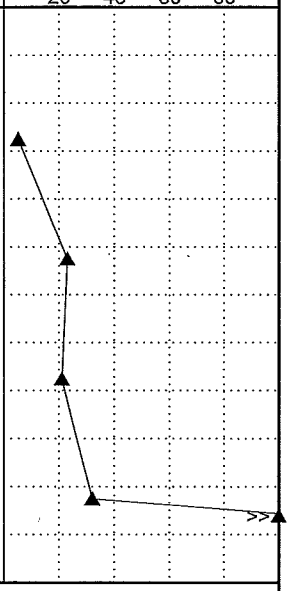
Haugo GTS
2825 Cedar Ave S
Minneapolis, MN 55407
Telephone: 612-729-2959
Fax: 763-445-2238

BORING NUMBER SB-2

CLIENT Loucks Inc.
PROJECT NAME 246-286 Snelling Ave South
PROJECT NUMBER 15-0933
PROJECT LOCATION St. Paul, MN
DATE STARTED 5/10/16 **COMPLETED** 5/10/16
GROUND ELEVATION 944.8 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Auger/Split Spoon
AT TIME OF DRILLING — Not Encountered
LOGGED BY MS **CHECKED BY** JC
AT END OF DRILLING — Not Encountered
NOTES Auger met refusal at 12 feet.
AFTER DRILLING — Not Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		Silty Sand, fine to medium grained, brown, wet. (FILL)	AU 10				
		Sandy Lean Clay, mottled brown and grey, wet. (FILL)	SS 11		1-1-4 (5)		
5		(SP-SM) Poorly Graded Sand with SIlt, fine to medium grained, trace Gravel, brown, moist, medium dense. (Glacial Outwash)	SS 12		14-11-12 (23)		
			SS 13		1-9-12 (21)		
		(SC) Clayey Sand, trace Gravel, brown, moist, dense. (Glacial Till)	SS 14		17-17-15 (32)		
10			SS 15		50-0/0"		

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
☐ FINES CONTENT (%) ☐
20 40 60 80



Bottom of borehole at 12.0 feet.

HAUGO GEOTECHNICAL SERVICES
Haugo GTS
2825 Cedar Ave S
Minneapolis, MN 55407
Telephone: 612-729-2959
Fax: 763-445-2238

BORING NUMBER SB-3

CLIENT Loucks Inc.
PROJECT NAME 246-286 Snelling Ave South
PROJECT NUMBER 15-0933
PROJECT LOCATION St. Paul, MN
DATE STARTED 5/10/16 **COMPLETED** 5/10/16
GROUND ELEVATION 947.6 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Auger/Split Spoon
AT TIME OF DRILLING — Not Encountered
LOGGED BY MS **CHECKED BY** JC
AT END OF DRILLING — Not Encountered
NOTES
AFTER DRILLING 14.60 ft / Elev 933.00 ft with Cave-In depth of 15.6 feet

DEPTH (ft)	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0	10 inches Aggregate Base.	AU 16				
	Silty Sand, brown, moist. (FILL)	SS 17		2-1-2 (3)		
5	(CL) Sandy Lean Clay, trace Gravel, brown, wet, rather soft to medium. (Alluvium)	SS 18		3-2-3 (5)		
		SS 19		2-2-4 (6)		
10	(SM) Silty Sand, fine to medium grained, trace Gravel, reddish brown, moist, medium dense. (Glacial Till)	SS 20		3-5-6 (11)		
	(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Glacial Outwash)	SS 21		9-11-9 (20)		
15	▼	SS 22		3-4-6 (10)		
20	(CL) Sandy Lean Clay, trace Gravel, Poorly Graded Sand seam at 25 feet, brown, moist to wet, very stiff to hard. (Glacial Till)	SS 23		10-20-11 (31)		
25		SS 24		4-8-10 (18)		

Bottom of borehole at 26.0 feet.

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
☐ FINES CONTENT (%) ☐
20 40 60 80

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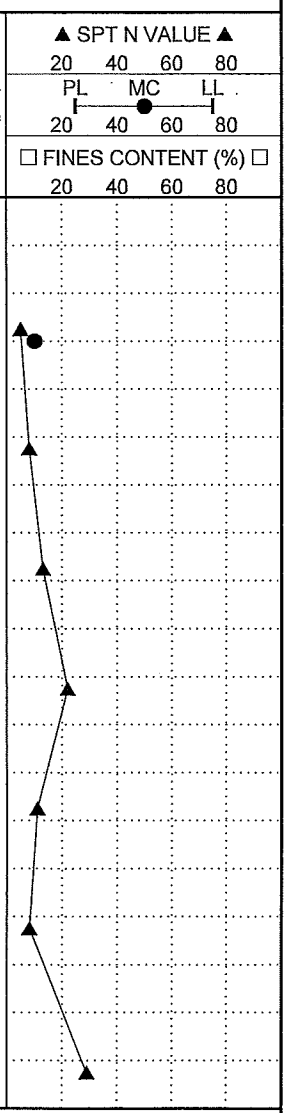
BORING NUMBER SB-4

CLIENT Loucks Inc.
PROJECT NAME 246-286 Snelling Ave South
PROJECT NUMBER 15-0933
PROJECT LOCATION St. Paul, MN
DATE STARTED 5/10/16 **COMPLETED** 5/10/16
GROUND ELEVATION 946.9 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Auger/Split Spoon
AT TIME OF DRILLING — Not Encountered
LOGGED BY MS **CHECKED BY** JC
AT END OF DRILLING — Not Encountered
NOTES Auger met refusal at 19 feet.
AFTER DRILLING 13.70 ft / Elev 933.20 ft with Cave-In depth of 13.7 feet

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		3 inches Bituminous over 7 inches Aggregate Base.	AU 25				
		Silty Clay, black to dark brown, wet. (FILL)					
		Silty Sand, trace Gravel, brown, moist. (FILL)	SS 26		1-2-3 (5)		
5		(SM) Silty Sand, fine to medium grained, brown, moist, loose. (Glacial Till)	SS 27		2-3-5 (8)		
		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, medium dense. (Glacial Outwash)	SS 28		3-8-5 (13)		
10		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, medium dense. (Glacial Outwash)	SS 29		5-10-12 (22)		
			SS 30		3-7-4 (11)		
15		(SC) Clayey Sand, trace Gravel, brown, wet, medium to very stiff. (Glacial Till)	SS 31		2-3-5 (8)		
			SS 32		21-12-17 (29)		

Bottom of borehole at 19.0 feet.



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Minneapolis, MN 55407
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Fax: 763-445-2238

BORING NUMBER SB-5

CLIENT Loucks Inc.
PROJECT NAME 246-286 Snelling Ave South
PROJECT NUMBER 15-0933
PROJECT LOCATION St. Paul, MN
DATE STARTED 5/10/16 **COMPLETED** 5/10/16
GROUND ELEVATION 948.1 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Auger/Split Spoon
▽ **AT TIME OF DRILLING** 19.00 ft / Elev 929.10 ft
LOGGED BY MS **CHECKED BY** JC
AT END OF DRILLING — Not Encountered
NOTES
▼ **AFTER DRILLING** 13.90 ft / Elev 934.20 ft with Cave-In depth of 14 feet

DEPTH (ft)	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0	3 inches Bituminous over 5 inches Aggregate Base.	AU 33				
	Clayey Sand, trace Gravel, brown, moist. (FILL)	SS 34		3-3-4 (7)		
5	(SP) Poorly Graded Sand, fine grained, brown, moist, loose. (Glacial Outwash)	SS 35		2-3-3 (6)		
	(SC) Clayey Sand, trace Gravel, brown, wet, rather stiff. (Glacial Till)	SS 36		5-6-5 (11)		
10	(CL) Sandy Lean Clay, trace Gravel, brown, wet, medium. (Glacial Till)	SS 37		3-3-3 (6)		
	(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, wet, medium dense. (Glacial Outwash)	SS 38		7-6-8 (14)		
15	(SC) Clayey Sand, trace Gravel, brown, wet, stiff to hard. (Glacial Till)	SS 39		8-17-14 (31)		
20		SS 40		3-7-7 (14)		
25	(CL) Sandy Lean Clay, trace Gravel, grey, moist, rather stiff. (Glacial Till)	SS 41		8-4-6 (10)		

Bottom of borehole at 26.0 feet.

SPT N VALUE ▲ 20 40 60 80
PL MC LL 20 40 60 80
☐ FINES CONTENT (%) ☐ 20 40 60 80

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2825 Cedar Ave S
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BORING NUMBER SB-6

CLIENT Loucks Inc.
PROJECT NAME 246-286 Snelling Ave South
PROJECT NUMBER 15-0933
PROJECT LOCATION St. Paul, MN
DATE STARTED 5/10/16 **COMPLETED** 5/10/16
GROUND ELEVATION 947.7 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Auger/Split Spoon
▽ **AT TIME OF DRILLING** 17.00 ft / Elev 930.70 ft
LOGGED BY MS **CHECKED BY** JC
AT END OF DRILLING — Not Encountered
NOTES
▼ **AFTER DRILLING** 11.00 ft / Elev 936.70 ft with Cave-In depth of 19 feet

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		2 inches Bitiminous over 5 inches Aggregate Base.	AU 42				
		Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist. (FILL)	SS 43		4-6-10 (16)		
5		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Glacial Outwash)	SS 44		12-13-12 (25)		
			SS 45		14-12-11 (23)		
10			SS 46		5-5-10 (15)		
			SS 47		5-5-3 (8)		
15			SS 48		6-13-11 (24)		
20		(CL) Sandy Lean Clay, trace Gravel, grey, moist, stiff to very stiff. (Glacial Till)	SS 49		5-8-10 (18)		
25			SS 50		8-7-6 (13)		

Bottom of borehole at 26.0 feet.

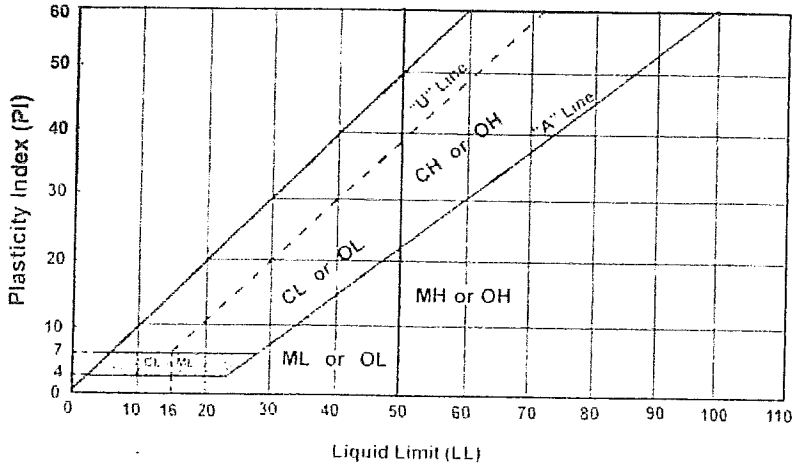
▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
☐ FINES CONTENT (%) ☐
20 40 60 80

Descriptive Terminology of Soil

Standard D 2487 - 00
Classification of Soils for Engineering Purposes
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [a]				Soils Classification	
				Group Symbol	Group Name [b]
Coarse-grained Soils more than 50% retained on No. 200 sieve	Gravels More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels 5% or less fines [c]	$C_u \geq 4$ and $1 \leq C_c \leq 3$ [c]	GW	Well-graded gravel [d]
			$C_u < 4$ and/or $1 > C_c > 3$ [c]	GP	Poorly graded gravel [d]
		Gravels with Fines More than 12% fines [c]	Fines classify as ML or MH	GM	Silty gravel [d,e,f]
			Fines classify as CL or CH	GC	Clayey gravel [d,e,f]
	Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands 5% or less fines [h]	$C_u \geq 6$ and $1 \leq C_c \leq 3$ [c]	SW	Well-graded sand [i]
			$C_u < 6$ and/or $1 > C_c > 3$ [c]	SP	Poorly graded sand [i]
		Sands with Fines More than 12% fines [h]	Fines classify as ML or MH	SM	Silty sand [d,e,f,g,i]
			Fines classify as CL or CH	SC	Clayey sand [d,e,f,g,i]
Fine-grained Soils 50% or more passing the No. 200 sieve	Silts and Clays Liquid limit less than 50	Inorganic	PI > 7 and plots on or above "A" line [j]	CL	Lean clay [k,l,m]
			PI < 4 or plots below "A" line [j]	ML	Silt [k,l,m]
		Organic	Liquid limit - oven dried / Liquid limit - not dried < 0.75	OL	Organic clay [k,l,m,n] / Organic silt [k,l,m,o]
	Silts and clays Liquid limit 50 or more	Inorganic	PI plots on or above "A" line	CH	Fat clay [k,l,m]
			PI plots below "A" line	MH	Elastic silt [k,l,m]
		Organic	Liquid limit - oven dried / Liquid limit - not dried < 0.75	OH	Organic clay [k,l,m,p] / Organic silt [k,l,m,q]
Highly Organic Soils	Primarily organic matter, dark in color and organic odor			PT	Peat

a Based on the material passing the 3-in. (75-mm) sieve.
b If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
c $C_u = D_{60}/D_{10}$ $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$
d If soil contains ≥ 15% sand, add "with sand" to group name.
e Gravels with 5 to 12% fines require dual symbols:
GW-GM well-graded gravel with silt
GW-GC well-graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
f If fines are organic, add "with organic fines" to group name.
g If soil contains ≥ 15% gravel, add "with gravel" to group name.
h Sands with 5 to 12% fines require dual symbols:
SW-SM well-graded sand with silt
SW-SC well-graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay
i If Atterberg limits plot in hatched area, soil is a CL-ML, silty clay.
k If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.
l If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.
m If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.
n PI ≥ 4 and plots on or above "A" line.
o PI < 4 or plots below "A" line.
p PI plots on or above "A" line.
q PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	OC	Organic content, %
WD	Wet density, pcf	S	Percent of saturation
MC	Natural moisture content, %	SG	Specific gravity
LL	Liquid limit, %	C	Cohesion, psf
PL	Plastic limit, %	ϕ	Angle of internal friction
PI	Plasticity index, %	qu	Unconfined compressive strength, psf
P200	% passing No. 200 sieve	qp	Pocket penetrometer strength, tsf

Particle Size Identification

Boulders	over 12"
Cobbles	3" to 12"
Gravel	
Coarse	3/4" to 3"
Fine	No. 4 to 3/4"
Sand	
Coarse	No. 4 to No. 10
Medium	No. 10 to No. 40
Fine	No. 40 to No. 200
Silt	< No. 200, PI < 4 or below "A" line
Clay	< No. 200, PI ≥ 4 and on or above "A" line

Relative Density of Cohesionless Soils

Very loose	0 to 4 BPF
Loose	5 to 10 BPF
Medium dense	11 to 30 BPF
Dense	31 to 50 BPF
Very dense	over 50 BPF

Consistency of Cohesive Soils

Very soft	0 to 1 BPF
Soft	2 to 3 BPF
Rather soft	4 to 5 BPF
Medium	6 to 8 BPF
Rather stiff	9 to 12 BPF
Stiff	13 to 16 BPF
Very stiff	17 to 30 BPF
Hard	over 30 BPF

Drilling Notes

Standard penetration test borings were advanced by 3 1/4" or 6 1/4" ID hollow-stem augers unless noted otherwise. Jetting water was used to clean out auger prior to sampling only where indicated on logs. Standard penetration test borings are designated by the prefix "ST" (Split Tube). All samples were taken with the standard 2" OD split-tube sampler except where noted.

Power auger borings were advanced by 4" or 6" diameter continuous flight solid-stem augers. Soil classifications and strata depths were inferred from disturbed samples augered to the surface and are therefore somewhat approximate. Power auger borings are designated by the prefix "B".

Hand auger borings were advanced manually with a 1 1/2" or 3 1/4" diameter auger and were limited to the depth from which the auger could be manually withdrawn. Hand auger borings are indicated by the prefix "H".

BPF: Numbers indicate blows per foot recorded in standard penetration test, also known as "N" value. The sampler was set 6" into undisturbed soil below the hollow-stem auger. Driving resistances were then counted for second and third 6" increments and added to get BPF. Where they differed significantly, they are reported in the following form: 2+12 for the second and third 6" increments, respectively.

WH: WH indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WR: WR indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

TW indicates thin walled undisturbed tube sample.

Note: All tests were run in general accordance with applicable ASTM standards.