

## ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Morning Star Redevelopment **FILE #** 18-069-134
  2. **APPLICANT:** Pdmc LLC **HEARING DATE:** June 21, 2018
  3. **TYPE OF APPLICATION:** Conditional Use Permit and Variance
  4. **LOCATION:** 739 Selby Ave, NE corner at Grotto
  5. **PIN & LEGAL DESCRIPTION:** 02.28.23.11.0062, Holcombe's Addition, Lots 16 – 25, Block 3
  6. **PLANNING DISTRICT:** 8 **PRESENT ZONING:** T2
  7. **ZONING CODE REFERENCE:** §61.202(b); §61.601; §61.501
  8. **STAFF REPORT DATE:** June 11, 2018 **BY:** Tony Johnson
  9. **DATE RECEIVED:** June 4, 2018 **60-DAY DEADLINE FOR ACTION:** August 3, 2018
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- A. **PURPOSE:** Conditional use permit for building height up to 45 ft. and variance to allow alley maneuvering for 30 parking spaces.
- B. **PARCEL SIZE:** 109.7 ft. of frontage on Grotto x 400 ft. of frontage on Selby Avenue = 43,880 sq. ft. With half of the width of the alley included for density purposes the total area is 47,880 sq. feet.
- C. **EXISTING LAND USE:** Institutional - Church
- D. **SURROUNDING LAND USE:**  
North: One- and Two- Family Residential (RT2)  
East: Multi-Family Residential (RM2)  
South: Multi-Family Residential, Vacant Parcel (RM2, B2)  
West: Mixed-Use (B3)
- E. **ZONING CODE CITATION:** § 61.202(b) authorizes the Planning Commission to grant variances when related to permits considered by the Planning Commission at the same public hearing. § 61.601 lists the findings that must be made in order to grant variances from the strict enforcement of the provisions of the Zoning Code. § 61.501 lists general conditions that must be met by all conditional uses.
- F. **PARKING:** The applicant is proposing a new mixed use building that would include senior housing and space for Morning Star Baptist Church, for which Zoning Code § 63.207 requires a minimum of 42 off street parking spaces and a maximum of 71 surface parking spaces. The applicant is proposing 30 surface spaces principally for the church and 66 underground spaces within the building, for a total of 96 parking spaces, thus meeting the minimum parking requirement and not exceeding the maximum amount of surface parking allowed for this mixed-use building.
- G. **HISTORY/DISCUSSION:** On February 21, 2018, The Mayor and the City Council approved the applicant's request to rezone the parcel from B2 Community Business to T2 traditional neighborhood (ORD 18-2), in order to facilitate the development of a new church and senior housing. At the time of the rezoning application the applicant submitted a conceptual site plan that was substantially similar to the plan submitted as a part of this application. On May 22, 2018, the applicant went to site plan review and it was determined that a variance to use the alley as a maneuvering lane would be necessary in addition to a conditional use permit to increase the height to 45 feet. The alley access for the structured parking facility was conditionally approved at site plan review.
- H. **DISTRICT COUNCIL RECOMMENDATION:** The District 8 Planning Council has not made a recommendation at the time of this staff report.
- I. **FINDINGS:**
  1. The applicant is seeking a variance to allow the alleyway to be used as a maneuvering lane for 30 parking spaces. Zoning code § 63.310 allows alley access for non-residential property across from residentially zoned property to be granted through site plan review under certain

circumstances and it limits the use of the alleyway as a maneuvering lane to 7 or fewer spaces. Zoning Code § 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of the Zoning Code based on the following required findings.

- a) *The variance is in harmony with the general purposes and intent of the zoning code. This finding is met.* An intention of the zoning code is to lessen congestion in the public streets by providing for off-street parking of motor vehicles and for off-street loading and unloading of commercial vehicles. The variance is necessary in order to allow the alleyway to be used as a maneuvering lane for the church's off-street surface parking lot, because the surface parking is in a commercial zoning district and the surface parking lot exceeds 7 spaces. The alleyway is 20' wide, which is the minimum maneuvering lane width required for a parking lot with 90 degree parking stalls. The 20' alleyway is wide enough to accommodate two directions of traffic through the alleyway, and as a part of the application, the applicant has submitted a traffic study from SRF which indicates that there were no issues identified with the site plan and proposed parking layout. The structured parking on site is intended to only serve the senior housing portion of the new mixed-use development, so without the surface parking lot the church would not have access to any off-street parking facilities.

Another intention of the zoning code is to regulate the location, construction, reconstruction, alteration and use of buildings, structures and land. On February 21, 2018, the Mayor and City Council approved the applicants request to rezone the parcel to T2 traditional neighborhood. The traditional neighborhood zoning districts have additional design standards including §66. 341 (b)(1) that states that parking should be located to the rear of the principal building. The proposed placement parking behind the principal structure is consistent with this design standard. Placement of the parking to the rear of the structure is an efficient use of space considering the limited parcel depth, the 20' width of the alley, and scale of the proposed structure.

- b) *The variance is consistent with the comprehensive plan. This finding is met.* Policy LU-1.49 calls for continuing to promote principals of traditional urban form in the design of new and renovated commercial buildings. Although the proposed senior housing and church are not commercial uses, the traditional neighborhood zoning districts are commercial districts and thus have designs standards that promote the traditional urban form commercial buildings, including the placement of parking to the rear of the principal structure.
- c) *The applicant has established that there are practical difficulties in complying with the provision; that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties. This finding is met.* The traditional neighborhood design standard in §66.341(b) states that the placement parking should be to the rear of the principal building. There is only about 25 feet between the alleyway and the wall of the principal structure. The limited space between the alleyway and the proposed structure necessitates the use of the alleyway as a maneuvering lane, if parking surface parking is to be provided in compliance the design standard in §66.341(b), the parking should be to the rear of the building.
- d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner. This finding is met.* The traditional neighborhood design standards specify that surface parking should be to the rear of the parcel and the subject parcel has a limited parcel depth of 109.7 ft. Developing a surface parking lot to the rear of the principal structure and that complies with the zoning code dimensional standards for the parking stalls and a two way maneuvering lane without the use of the alley would significantly reduce the developable area on the site, and is impractical considering the limited depth of the parcel.
- e) *The variance will not permit any use that is not allowed in the zoning district where the affected land is located. This finding is met.* Accessory surface parking is a permitted use in the T2 zoning district.

- f) *The variance will not alter the essential character of the surrounding area. This finding is met.* Allowing the alleyway to be used as a maneuvering lane for a surface parking lot off the alley is in keeping with the development pattern of other multifamily housing projects in the immediate area. There are three other multifamily apartments in close proximity to the site with surface parking lots that use the alley as a maneuvering lane, and therefore the proposed parking layout would not alter the essential character of the surrounding area.
2. A conditional use permit is being proposed to increase the maximum height to 45 feet. The vast majority of the structure has a large enough setback to meet the maximum height requirements. The conditional use permit is necessary to increase the height for a small portion of the structure that is on the fourth floor north east corner of the building. The church steeple is exempt from building height requirements. §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 subject parcel is located in a mixed use corridor and thus is in an appropriate location for a mix of uses at higher densities. The conditional use permit will allow for the development of one additional senior housing unit, which is consistent with policy LU-1.2 of the Saint Paul comprehensive plan, which calls for permitting high density residential development in mixed use corridors. The proposed use is also consistent with policy 26 of the District 8 neighborhood plan which calls for increasing housing options for seniors wish to continue living in the neighborhood.
- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets. This condition is met.* The proposed senior housing has dedicated structured parking facilities that are accessed through the alleyway. The alleyway is 20 feet wide and therefore it can accommodate to two directions of traffic. As a part of the application, the applicant submitted a memo from SRF, which states that they found no issues with the proposed site plan and that the proposed development is expected to only generate 17 a.m peak hour trips.
- (c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare. This condition is met.* The portion of the building that necessitates the conditional use permit application for height is adjacent to the western exterior property line on the Grotto side of the development. The height of the proposed development is in keeping with the other 3 to 4 multifamily and mixed use developments along the Selby Avenue corridor, and will not be detrimental to the existing character of the immediate neighborhood.
- (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district. This condition is met.* The proposed structure complies with height requirements on the southern, eastern, and northern walls of by setting the building back from the property lines proportionally to the increased height. Because the building is being setback from these property lines, the building mass is being pushed away from the lower density residential uses to the north of the proposed development and also away from the multifamily apartment east of the proposed structure. The small portion of the building that requires the conditional use permit is abuts the public right-of-way, and will have little to no impact on the adjacent properties. The increased height will not impede the orderly development and improvement of surrounding properties.
- (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located. This condition is met.* The use complies with all other applicable regulations.

- J. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of a conditional use permit for building height up to 45 ft. and variance to allow alley maneuvering for 30 parking spaces at 739 Selby Avenue subject to the following additional condition:
1. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plan submitted and approved as part of this application.



**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 #: \_\_\_\_\_  
 Fee: \_\_\_\_\_  
 Tentative Hearing Date: \_\_\_\_\_

PD=8

6-21-18

#022823 110062

**APPLICANT**

Name PDMC, LLC Email dkolpin@mesabacapital.com  
 Address 755 Selby Avenue Suite A  
 City Saint Paul State MN Zip 55104 Daytime Phone (612) 840-9801  
 Name of Owner (if different) Reverend Carl Walker  
 Contact Person (if different) Della Kolpin Phone (612) 840-9801

**PROPERTY LOCATION**

Address/Location 739 Selby Avenue  
 Legal Description Lot 16, 17, 18, 19, 20, 21, 22, 23, 24 and 25, Block 3, Holcombe's Addition to Saint Paul, Ramsey County, Minnesota  
 Current Zoning T2  
 (attach additional sheet if necessary)

**TYPE OF PERMIT:**

Application is hereby made for a Conditional Use Permit under provisions of  
 Chapter 660, Section 331, Paragraph \_\_\_\_\_, 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 page 2

Required Site Plan is attached

Applicant's Signature

*[Handwritten Signature]*

Date

MAY 29, 2018

City Agent

*[Handwritten Signature]*



# APPLICATION FOR ZONING VARIANCE

Department of Safety and Inspections  
375 Jackson Street, Suite 220  
Saint Paul, MN 55101  
General DSI Line: 651-266-9008

### Zoning office use only

File no. \_\_\_\_\_

Fee \_\_\_\_\_

Tentative hearing date: \_\_\_\_\_

### APPLICANT

Name Della Kolpin Company PDMC, LLC  
 Address 775 Selby Avenue 755 Suite A  
 City Saint Paul St. MN Zip 55104 Daytime phone (612) 840-9801  
 Property interest of applicant (owner, contract purchaser, etc.) purchaser  
 Name of owner (if different) Morning Star Missionary Baptist Church

### PROPERTY LOCATION

Address 739 Selby Avenue  
 Legal description: Lot 16, 17, 18, 19, 20, 21, 22, 23, 24 and 25, Block 3, Holcombe's Addition to Saint Paul, Ramsey County, Minnesota  
*(attach additional sheet if necessary)*  
 Lot size 43,577 SF Present zoning T2 Present use Church  
 Proposed Use Mixed Use with church & senior living

### Variance[s] requested:

Alley maneuvering for more than (7) parking spaces directly off of an alley.

**Supporting Information:** Supply the necessary information that is applicable to your variance request, provide details regarding the project, explain why a variance is needed. Attach additional sheet as necessary. Clearly state how each of the required six findings are met (list them).

1. Site Plan
2. Traffic and Parking Study completed by SRF Consulting

Applicant's signature \_\_\_\_\_

Date May 29, 2018

City agent pdd 5/30/18

RE: Alley maneuvering for more than (7) parking spaces directly off an alley.  
Morning Star Redevelopment  
Morning Star Missionary Baptist Church & Senior Housing  
739 Selby Avenue  
Saint Paul, Minnesota 55401

PDMC, LLC would like to submit the following information regarding alley maneuvering for more than (7) vehicles directly off an alley at our proposed redevelopment located at 739 Selby Avenue, Saint Paul. We are formally submitting the follow information to support our formal request, under the provisions of zoning code Section 63.310. - Entrances and exits.

**Site Plan Overview:**

- The redevelopment site plan has 30 surface parking stalls to the north adjacent to the alley and 61 below grade parking stalls.
- Surface Parking
  - 3 stalls will be for the Senior Housing; (1) for Senior Housing Shuttle bus, (1) resident move-in/move out and (1) for handicap van
  - 27 surface parking stalls will be for Morning Star Missionary Baptist Church.

**Comprehensive Plan Overview:**

PDMC, LLC has completed a rezone for 739 Selby Avenue from B2 community business to T2 traditional neighborhood in March 2018.

- LU 1.49 Continue to promote principles of traditional urban form in the design of new or renovated commercial buildings.
- LU 1.52 Prioritize the development of compact commercial areas accessible b pedestrians and transit users over commercial areas more readily accessed by automobile. Discourage new and expanded auto-oriented uses.

**Traffic and Site Plan Review Process**

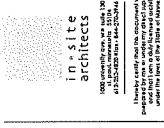
The development team completed a site plan review and traffic study for the proposed redevelopment in Fall 2017. The final report is submitted as part of our variance package, dated May 24, 2018.

- Site Plan Review notes from SFT Consulting - A review of the proposed development site plan was completed to identify any issues and recommend potential improvements regarding access, sight distance, traffic control, and/or circulation. Based on this review, no issues were identified with the site plan.
- Transportation Planning & Safety Division assisted in developing the scope of work for the parking & traffic study, as well, reviewed and commented on the draft report. In May 2018, the City staff responded that they are in general agreement with the findings.
- Site Plan Review with Department of Safety and Inspection, May 22, 2018 – At the meeting, no issues or concerns were voices regarding the submitted site plan.

RE: Conditional Use Permit – height at Grotto Street  
Morning Star Redevelopment  
739 Selby Avenue  
Saint Paul, Minnesota 55104

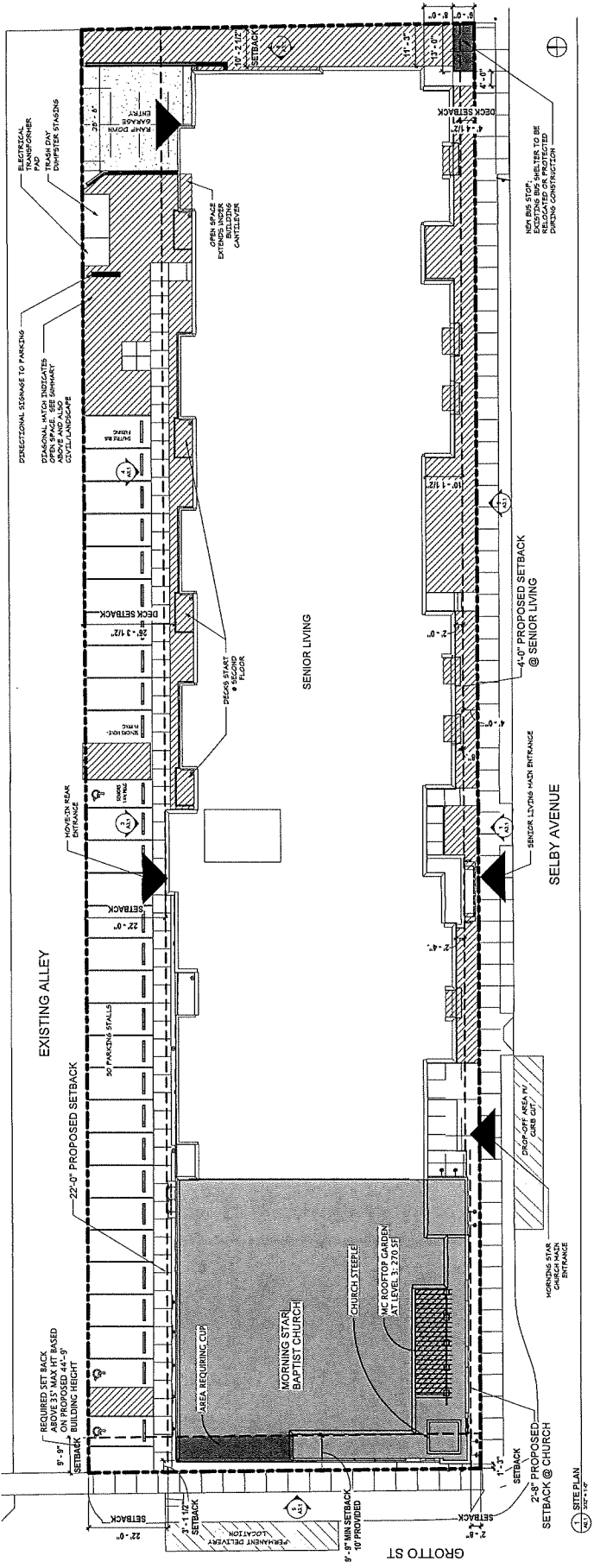
- To better architecturally emphasize the presence of Morning Star Missionary Baptist Church and its steeple at the corner of Selby Ave. and Grotto Street, the building steps back at the 4<sup>th</sup> floor in compliance with the T2 zoning height code.
- The northwest corner of the building at Grotto Street and the alley was designed to align with the lower three floors of the building. It becomes a backdrop to bring more prominence to the Church and their steeple.
  - Approximately 32' of wall length at the 4<sup>th</sup> floor sits within the 10'-0" setback needed for height compliance. (See shaded area on exterior elevations)
  - Alignment of the wall aids in structural requirements for the façade in both gravity and lateral force loading.
- The building directly west is of comparable size (three story with raised first floor) and multifamily use which maintains the scale along Selby and Grotto. It will not negatively impact the single family residential to the north.





NAME: [REDACTED]  
 LICENSE: [REDACTED] DATE: [REDACTED]  
 PROJECT NUMBER: [REDACTED]  
 DRAWN BY: [REDACTED]  
 CHECKED BY: [REDACTED]

CUP SUBMITTAL  
 MAY 29, 2018  
 ORIGINAL ISSUE: 04/16/18



REVISED	DESCRIPTION	DATE

ARCHITECTURAL SITE PLAN

Morning Star Redevelopment

739 Selby Avenue  
 St. Paul, MN

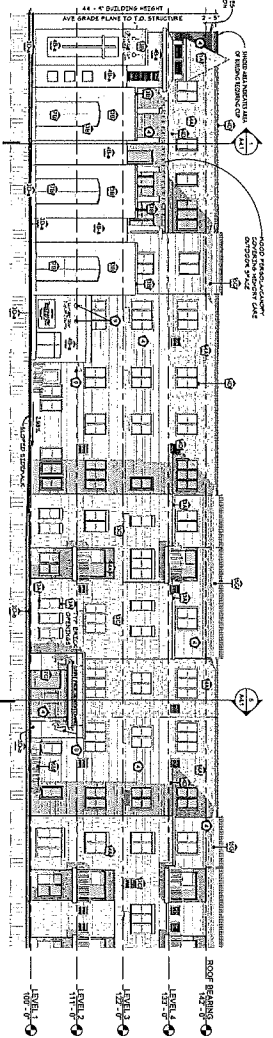
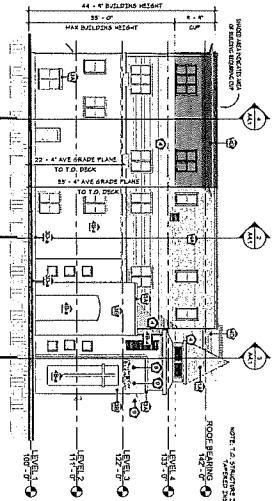
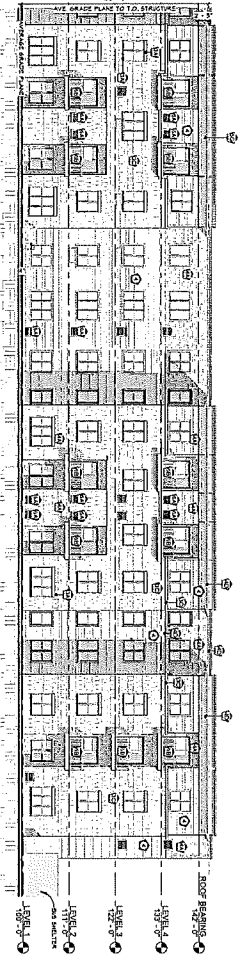
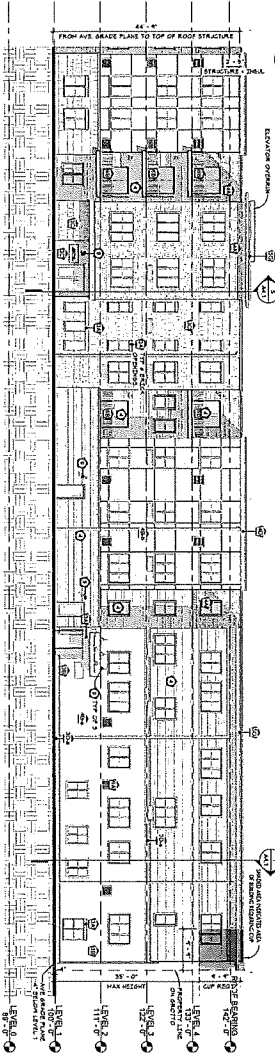
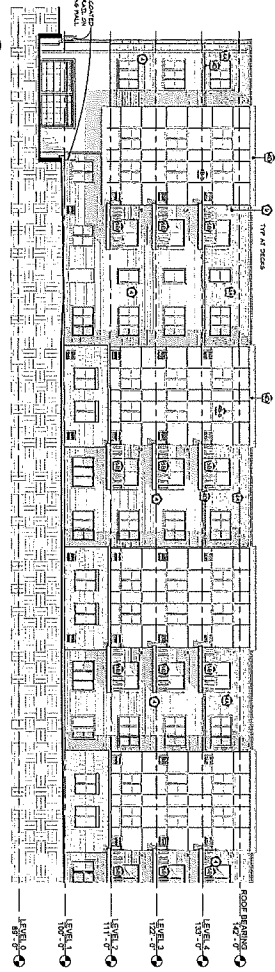
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KEY	DESCRIPTION
1	1/4" BRASS FINISH OR CUP
2	1" STAINLESS
3	GREEN CHALK SHADES
4	QUARTZ FLOOR
5	QUARTZ TILE
6	WOOD
7	BRICK
8	CONCRETE

KEY	DESCRIPTION
1A	ARCHITECTURAL SYMBOLS
2A	COPYING/ALTERATIONS/E-REVISIONS
3A	BRICK COURSE #1 CHURCH
4A	ARCHITECTURAL CAST STONE BASE #2 CHURCH
5A	FIBER CEMENT PANEL/VIEWER'S CHURCH
6A	FIBER CEMENT FINISH
7A	GREEN STEEL TUB
8A	ALUMINUM FINISH SYSTEM
9A	ALUMINUM STORAGE SYSTEM
10A	DECORATIVE WALL-MOUNTED LIGHT FIXTURE

KEY	DESCRIPTION
1	1/4" BRASS FINISH OR CUP
2	1" STAINLESS
3	GREEN CHALK SHADES
4	QUARTZ FLOOR
5	QUARTZ TILE
6	WOOD
7	BRICK
8	CONCRETE

**ZONING 12**  
 35' MAX HEIGHT + 11' SETBACK PER 1' OF HEIGHT OVER MAX  
 45' MAX HEIGHT WITH CUP



# Morning Star Redevelopment

739 Selby Avenue  
 St. Paul, MN

10-site  
 architects  
 1000 Franklin Ave #444-445  
 St. Paul, MN 55105  
 Phone: 612.291.1000  
 Fax: 612.291.1001  
 Website: www.10-site.com

NAME: \_\_\_\_\_  
 DESIGN: \_\_\_\_\_  
 DATE: \_\_\_\_\_

CUP SUBMITTAL  
 MAY 29, 2018

ORIGINAL ISSUE NUMBER:  
 REVISIONS:  
 No. Description Date

1802  
 ARCHITECT: \_\_\_\_\_  
 AGENCY: Checker  
 Morning Star  
 Redevelopment

EXTERIOR ELEVATIONS  
 A3.1

**To:** Della Kolpin  
PDMC, LLC

**From:** Emily Gross, PE, Associate  
Matt Pacyna, PE, Principal

**Date:** May 24, 2018

**Subject:** Morning Star Traffic and Parking Study

## Introduction

As requested, SRF has completed a parking and traffic study for the proposed senior housing development at 739 Selby Avenue in Saint Paul, Minnesota (see Figure 1: Project Location). The main objectives of the study are to identify existing traffic and parking conditions within the study area, evaluate potential impacts of the proposed development, and recommend improvements to address any issues, if necessary. The following information provides the assumptions, analysis, and study recommendations offered for consideration.

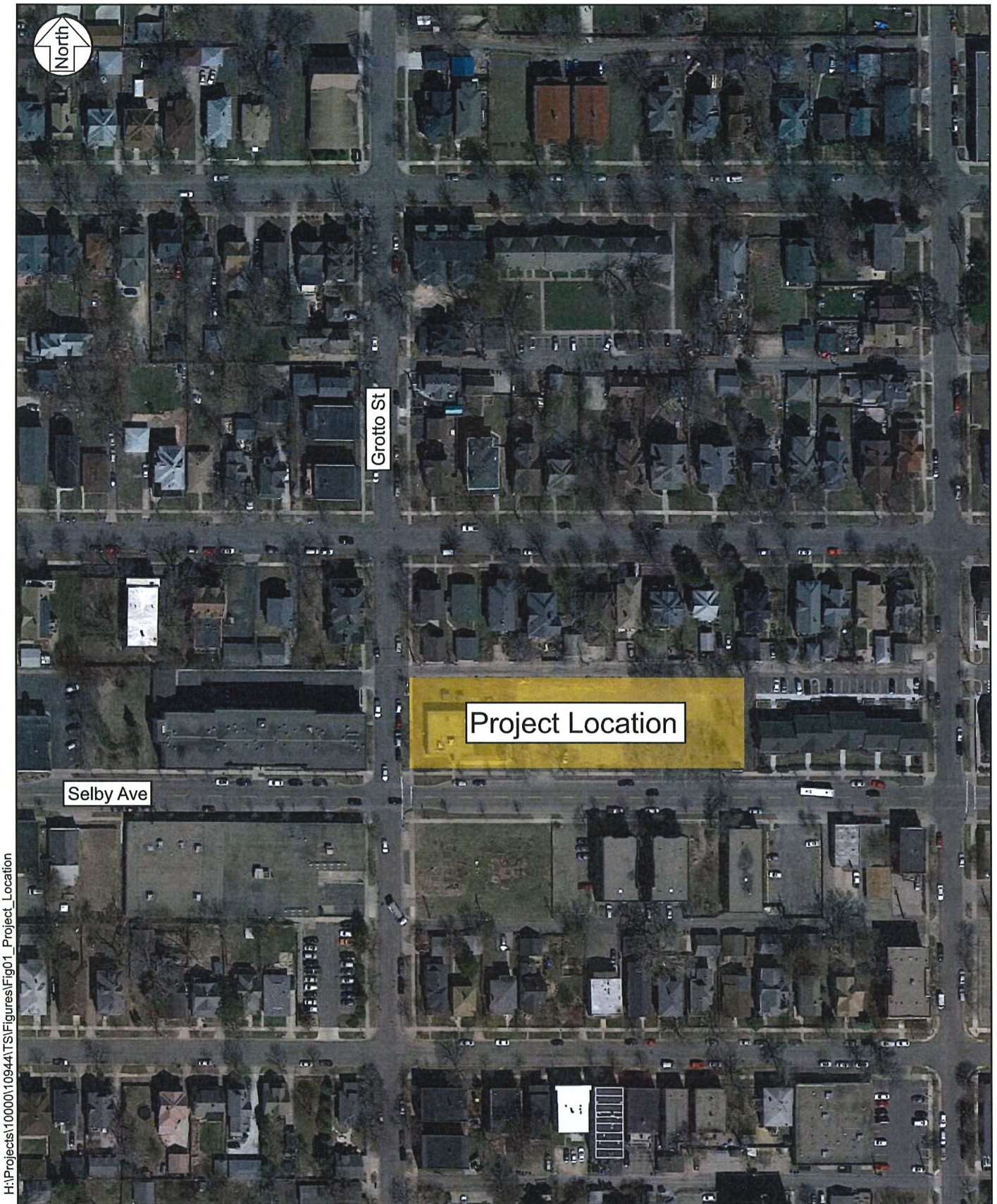
## Existing Conditions

The existing conditions were reviewed to establish a baseline to compare and determine future impacts associated with the proposed development. The evaluation of existing conditions includes a.m. and p.m. peak period intersection turning movement counts, field observations, an intersection capacity analysis, and parking analysis.

## Data Collection

Intersection turning movement counts were collected the week of September 18, 2017 at the Selby Avenue/Grotto Street intersection during the a.m. and p.m. peak periods. The peak hours were found to be 8:00 a.m. to 9:00 a.m. and 5:15 p.m. to 6:15 p.m.

Observations were completed to identify various roadway characteristics within the study area (i.e. roadway geometry, posted speed limits, and intersection controls). Selby Avenue is an east/west two-lane undivided roadway with on-street parking on both the north and south sides of the road and a 30 mile per hour (mph) posted speed limit. Grotto Street is a north/south two-lane undivided roadway with on-street parking on both the east and west sides of the road and a 30 mph posted speed limit. Selby Avenue is an A-minor arterial roadway with Grotto Street is a local residential street. The Selby Avenue/Grotto Street intersection is unsignalized with side-street stop control on Grotto Street allowing free-flow movements on Selby Avenue. Existing geometrics, traffic controls, and volumes within the study area are shown in Figure 2.



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**Project Location**  
Morning Star Traffic and Parking Study  
City of Saint Paul

10944.00  
January 2018

**Figure 1**

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**Existing Conditions**  
 Morning Star Traffic and Parking Study  
 City of Saint Paul

Figure 2

There are Metro Transit bus stops on Selby Avenue for Route 21, which is a local high frequency bus-route with five (5) to 15-minute headways throughout the day. This route connects to Uptown, via Lake Street/Marshall Avenue/Selby Avenue, as well as the University of St. Thomas, Midway Center, St. Paul College, and Union Depot. There are two bus stops near the proposed development. One is located on the north side of Selby Avenue, approximately 380 feet east of Grotto Street. The other bus stop is on the south side of Selby Avenue, approximately 80 feet west of Grotto Street. The bus stop on the north side of Selby Avenue has a shelter.

### Intersection Capacity Analysis

A capacity analysis was conducted to determine how traffic is currently operating at the study intersections. All intersections were analyzed using Synchro/SimTraffic software (V9) and the Highway Capacity Manual (HCM). Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation and LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through LOS D is considered to be acceptable traffic flow conditions in the Twin Cities metropolitan area.

**Table 1. Level of Service Criteria for Unsignalized Intersections**

LOS Designation	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

For side-street stop controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes.

Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (poor levels of service) on the side-street approaches.

Results of the existing operations analysis shown in Table 2 indicate that the Selby Avenue/Grotto Street intersection currently operates at an acceptable overall service level during the a.m. and p.m. peak hours. No significant queuing or side-street delay on Grotto Street issues were observed.

**Table 2. Existing Intersection Capacity Analysis**

Intersection	LOS (Delay)					
	A.M. Peak Hour			P.M. Peak Hour		
	Overall	NB Grotto Street	SB Grotto Street	Overall	NB Grotto Street	SB Grotto Street
Selby Avenue/Grotto Street	A (2 sec.)	B (12 sec.)	B (12 sec.)	A (2 sec.)	C (15 sec.)	B (13 sec.)

**Parking Review**

To understand the current parking demand in the study area, SRF conducted parking utilization surveys during the following three (3) time periods:

1. Sunday, September 17, 2017 at 11:30 a.m. coincides with a worship service at the adjacent Morning Star Missionary Church
2. Wednesday, September 20, 2017 at 7:30 p.m. coincides with a bible study class at the adjacent Morning Star Missionary Church
3. Thursday, September 21, 2017 at 4:15 p.m. represents a typical weekday evening

Parking counts were collected at the existing Morning Star Missionary Church parking lot (off-street), as well as on-street parking within one block of the proposed development along Selby Avenue and Grotto Street. The parking data, summarized in Table 3, indicates that all three parking surveys had similar parking utilization rates. The highest parking utilization occurring on Sunday, during the worship service. Based on the data collected, approximately 75 percent of the parking spaces near the proposed development are not utilized. The removal of the Morning Star Missionary Church parking lot is not expected to provide parking issues in the area.

**Table 3. Parking Utilization Survey Summary**

Parking Location	Parking Supply	Sunday 11:30 a.m.		Wednesday 7:30 p.m.		Thursday 4:15 p.m.	
		Occupied Spaces	Percent Utilized	Occupied Spaces	Percent Utilized	Occupied Spaces	Percent Utilized
<b>Off-Street Parking</b>							
Morningstar Church Lot	70	10	14%	5	7%	1	1%
<b>On-Street Parking</b>							
Selby Ave. (west of Grotto St.)	21	5	24%	6	29%	13	62%
Selby Ave. (east of Grotto St.)	37	14	38%	12	32%	9	24%
Grotto St. (north of Selby Ave.)	21	8	38%	5	24%	7	33%
Grotto St. (south of Selby Ave.)	17	2	12%	4	24%	2	12%
<b>Total</b>	<b>166</b>	<b>39</b>	<b>23%</b>	<b>32</b>	<b>19%</b>	<b>32</b>	<b>19%</b>

## Proposed Development

As shown in Figure 3, the Morning Star Senior Housing development is located at 739 Selby Avenue and includes 96 to 100 senior housing rental units. The facility is designed to accommodate a variety of services including independent living, assisted living, memory care, and extended care suites. For purposes of this study, the proposed development was assumed to consist of 100-units, half independent living and half a combination of assisted living, memory care, or extended care suites.

The proposed development site is currently utilized as an off-street surface parking lot for the Morning Star Missionary Church. Access is proposed via the alley that is north and runs parallel to Selby Avenue. Access to the alley is provided at both Grotto Street and St. Albans Street east of the site. Approximately 30 parking spaces are proposed along the alley, as well as 61 spaces, including two (2) accessible parking spaces, in a below grade parking garage. A permanent delivery area for both the church and senior housing is also located along Grotto Street south of the Alley. In addition, a drop-off area for the senior living facility is proposed along Selby Avenue near the main entrance

The surface parking spaces are planned to be used by both the Morning Star Missionary Church and the senior living facility. The Morning Star Missionary Church plans to reserve one space for the church van, one space for the senior pastor, two spaces for support staff, and approximately 15 to 25 spaces for attendees (note that the church is anticipating expanding the current sanctuary seating from approximately 120 seats to 188 seats). The senior living facility plans to utilize one space for the senior living facility shuttle, two accessible parking spaces, and one space reserved at all times for residents moving in and moving out.

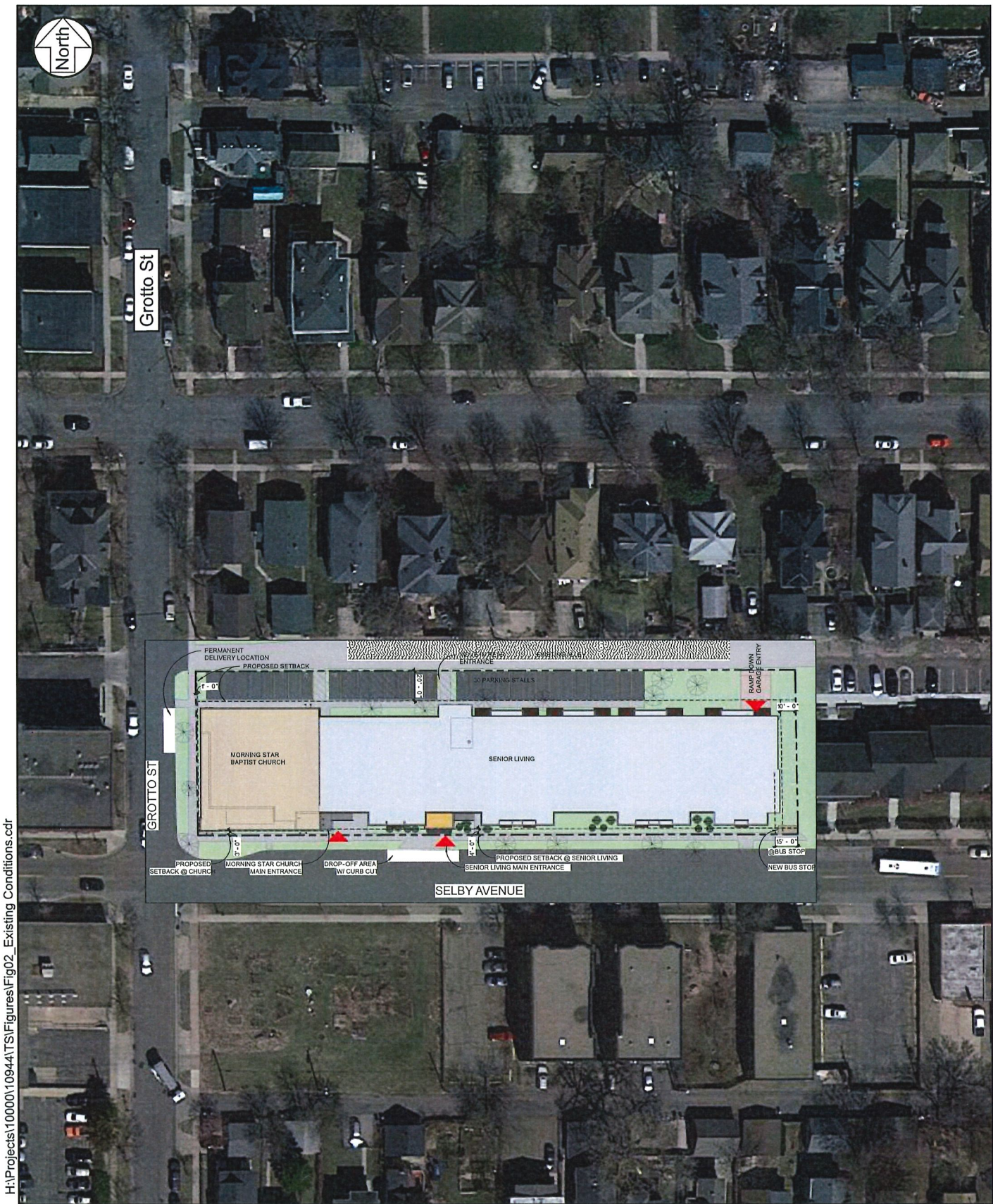
## Traffic Forecasts

To account for traffic impacts associated with the proposed development, a trip generation estimate for the weekday a.m. and p.m. peak hours and a daily basis was developed. The trip generation estimate for the proposed development, shown in Table 4, was developed using the *ITE Trip Generation Manual, 9th Edition*. Results of the trip generation analysis indicate that the proposed development is expected to generate approximately 17 a.m. peak hour, 24 p.m. peak hour, and 305 daily trips. It should be noted that due to the level of transit service and walkability of the area, a 10 percent modal reduction was applied to the proposed development trips to account for residents/employees/visitors that are expected to arrive/depart via walking or transit.

**Table 4. Trip Generation Estimate**

Land Use Type (ITE Code)	Size	A.M. Peak Hour		P.M. Peak Hour		Daily Trips
		In	Out	In	Out	
Senior Adult Housing-Attached (252)	50 units	3	7	7	6	172
Assisted Living (254)	50 beds	5	2	5	6	133
<b>Total Proposed Site Trips</b>		<b>8</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>305</b>
Vehicle Trips (90%)		7	8	10	11	275
Walking/Transit-Use Trips (10%)		1	1	2	1	30





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**Proposed Site Plan**  
 Morning Star Traffic and Parking Study  
 City of Saint Paul

10944.00  
 January 2018

**Figure 3**

The proposed development is assumed to open in 2019. Therefore, traffic forecasts were developed for year 2020 build conditions (one year after opening). An annual growth rate of one-half percent was applied to the existing peak hour volumes to develop year 2020 background traffic volumes. The total site-generated vehicle trips were distributed to the study area based on the directional distribution shown in Figure 4, which was developed based on engineering judgement and existing travel patterns. The resultant year 2020 build condition traffic forecasts, which include general background growth and traffic generated by the proposed development is shown in Figure 5.

## Year 2020 Build Conditions

### Intersection Capacity Analysis

To determine if the existing roadway network can accommodate the year 2020 build traffic forecasts, a detailed intersection capacity analysis was completed. The study intersections and proposed access locations were analyzed using a combination of HCM and Synchro/SimTraffic.

Results of the year 2020 build intersection capacity analysis shown in Table 5 indicate that all study intersections are expected to operate at an acceptable overall LOS A during the a.m. and p.m. peak hours with the existing geometric layout and traffic control. Side-streets are expected to operate at LOS C or better. In addition, no delays or queuing issues are expected at the study intersections. Given the minimal overall impact of the year 2020 build condition forecasts, no improvements are anticipated to be needed to accommodate the proposed development from an intersection capacity perspective.

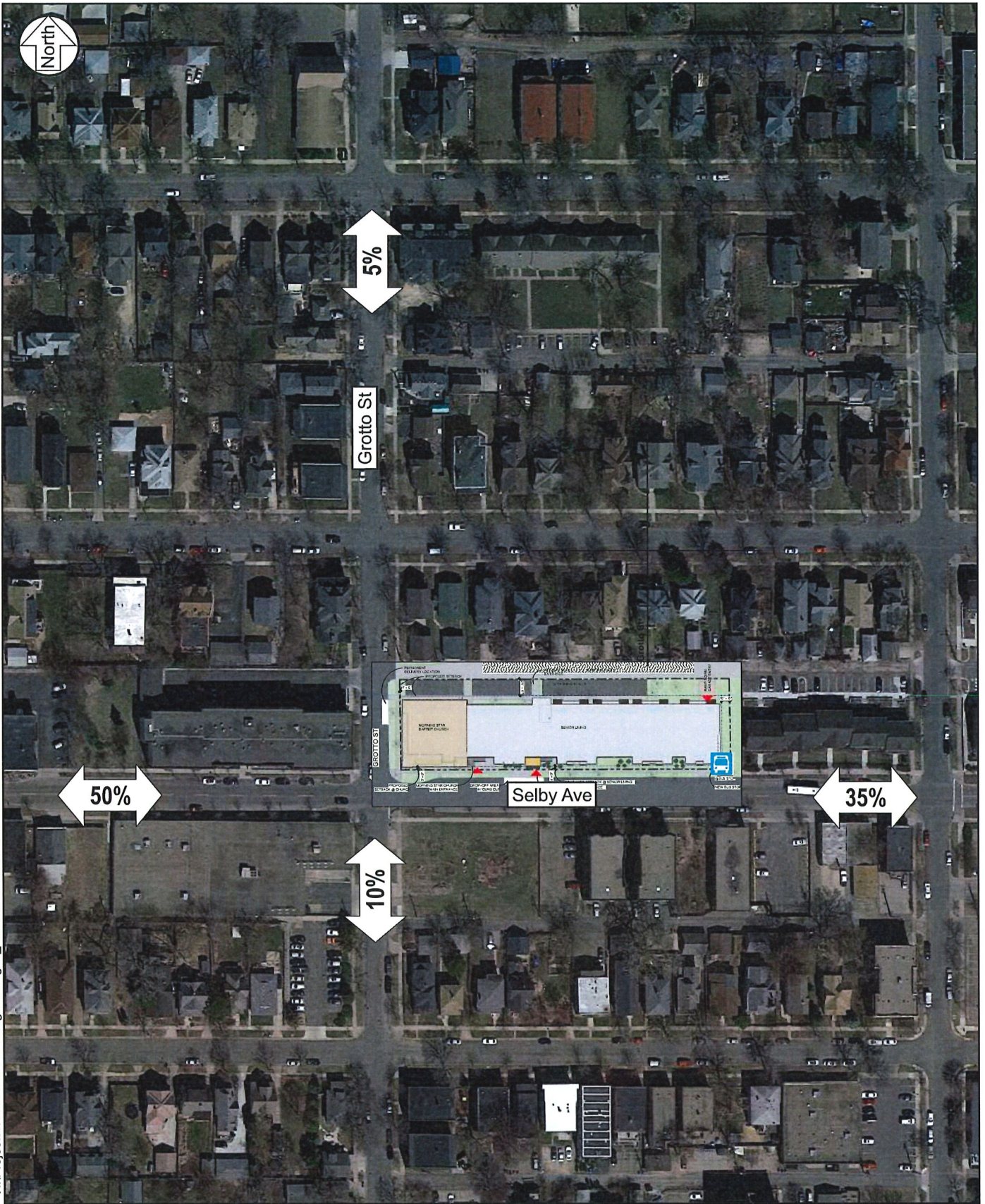
**Table 5. Year 2020 Build Intersection Capacity Analysis**

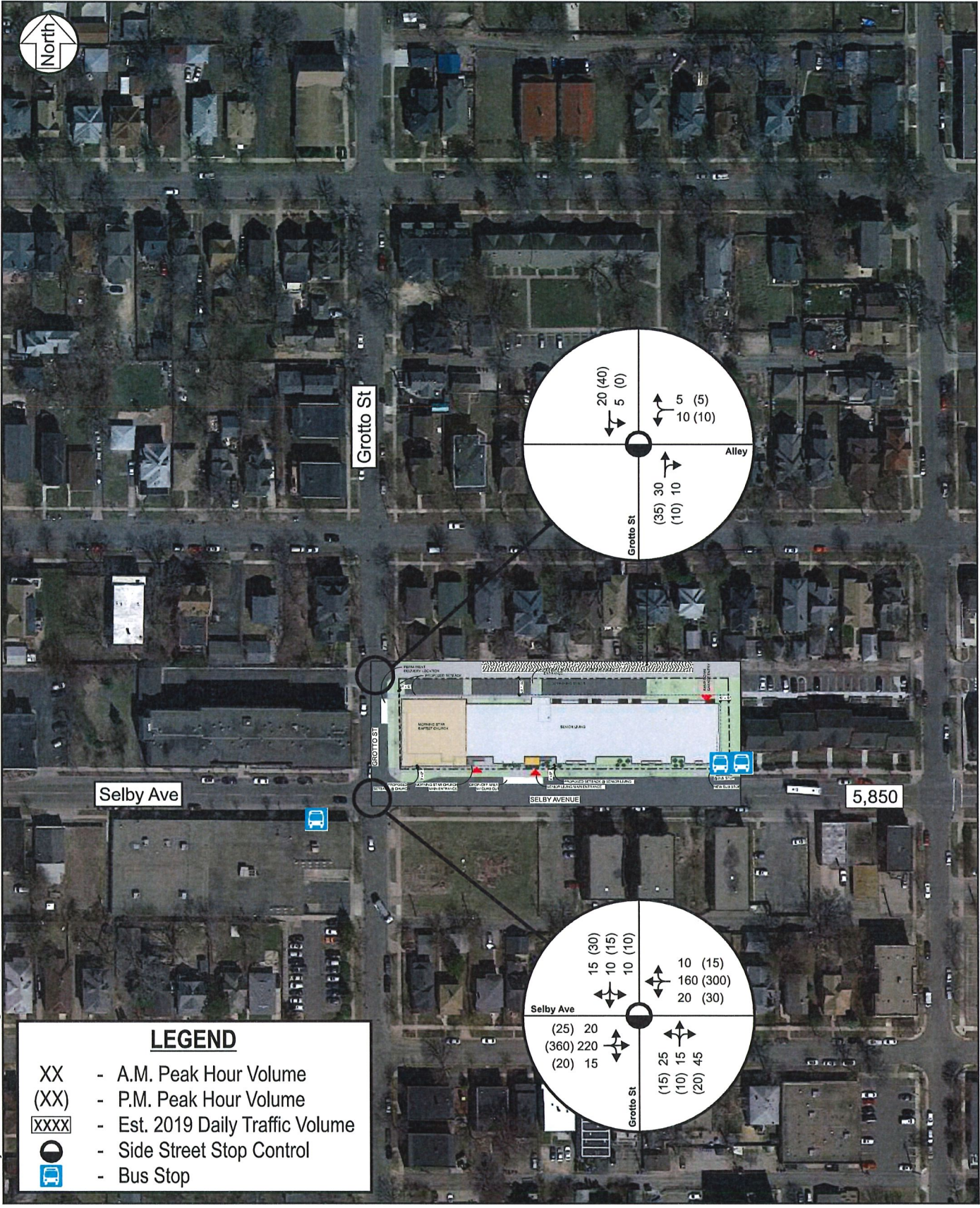
Intersection	LOS (Delay)					
	A.M. Peak Hour			P.M. Peak Hour		
	Overall	NB Grotto Street	SB Grotto Street	Overall	NB Grotto Street	SB Grotto Street
Selby Avenue/Grotto Street	A (3 sec.)	B (12 sec.)	B (12 sec.)	A (2 sec.)	C (16 sec.)	B (14 sec.)
Grotto Street/Alley Access	Overall	WB Alley Access	–	Overall	WB Alley Access	–
	A (1 sec.)	A (9 sec.)	–	A (1 sec.)	A (9 sec.)	–

### Pedestrian and Bicycle Facility Review

As previously mentioned, the proposed development is estimated to generate approximately two (2) pedestrian trips during the a.m. peak hour, three (3) pedestrian trips during the p.m. peak hour, and 30 daily pedestrian trips. Existing sidewalk is located on the north and south sides of Selby Avenue as well as the east and west sides of Grotto Street in the study area. It should also be noted that there are no existing bike lanes in the study area. However, the Saint Paul Bicycle Plan has identified Grotto Street for a future bicycle boulevard.

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There is a marked crosswalk on the east approach of the Selby Avenue/Grotto Street intersection. Pedestrians crossing to/from the Route 21 eastbound bus stop can cross at this designated location. The bus stop for Route 21 westbound is located on the north side of Selby Avenue. Therefore, pedestrians boarding/alighting at this stop to/from the proposed development would not need to cross the street to access the bus stop.

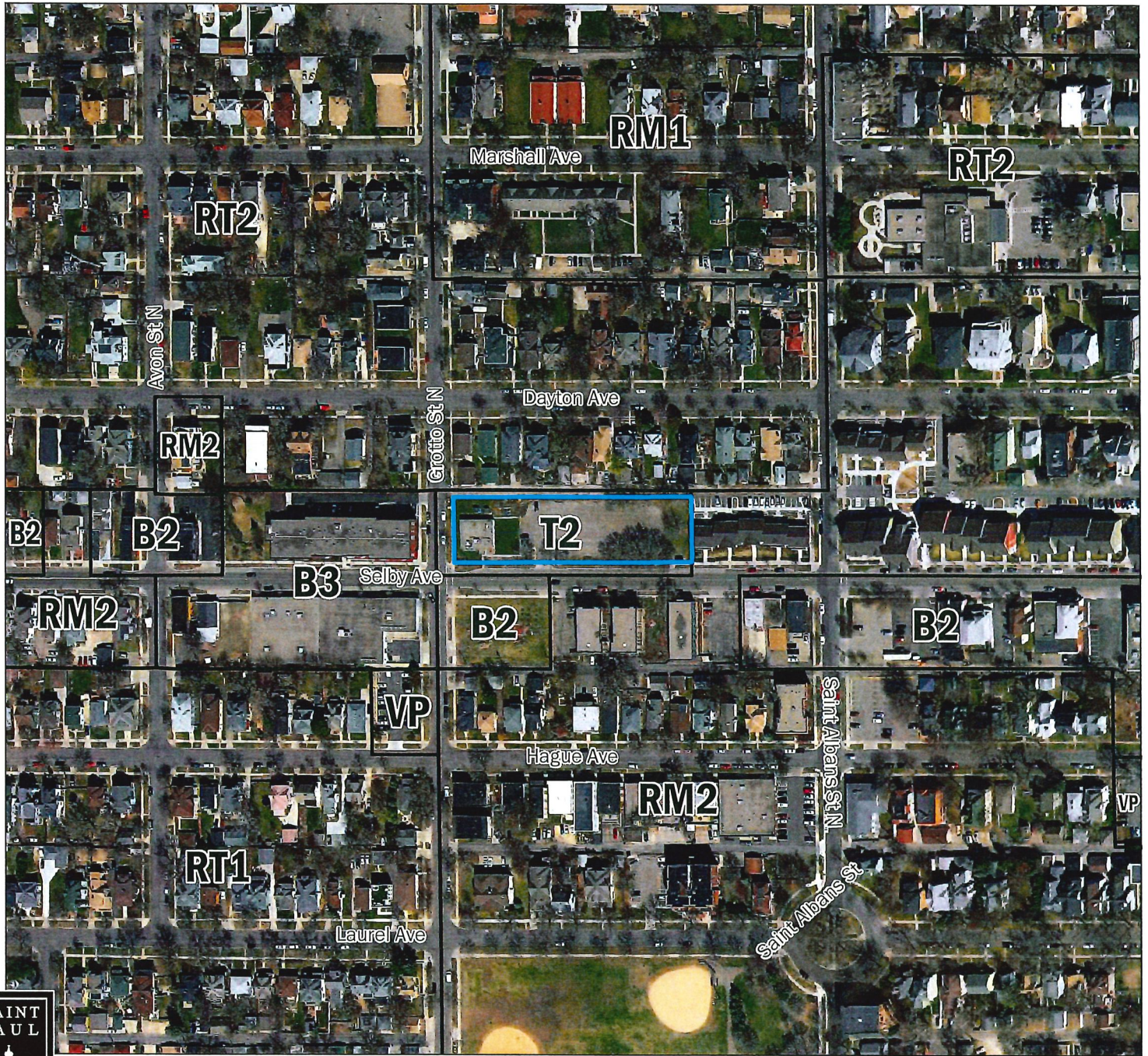
## Site Review

A review of the proposed development site plan was completed to identify any issues and recommend potential improvements with regard to access, sight distance, traffic control, and/or circulation. Based on this review, no issues were identified with the site plan.

## Summary and Conclusions

Based on the analysis, the following summary and conclusions are offered for your consideration:

- 1) The Selby Avenue/Grotto Street intersection currently operates at an overall acceptable level of service with side-street delays on Grotto Street LOS C or better during the a.m. and p.m. peak hours. No significant queuing or side-street delay on Grotto Street issues were observed.
- 2) The parking surveys indicate there is sufficient parking to accommodate the proposed development. The removal of the Morning Star Missionary Church parking lot is not expected to result in any parking issues in the area.
- 3) The proposed Morning Star Senior Housing development is located at 739 Selby Avenue and includes 96 to 100 senior housing rental units. Access is proposed via the alley that is north and runs parallel to Selby Avenue.
- 4) The proposed development is expected to generate approximately 17 a.m. peak hour, 24 p.m. peak hour, and 305 daily trips. It should be noted that due to the transit service and walkability of the proposed development, a 10 percent modal reduction was applied to the proposed development trips to account for residents/employees/visitors that are expected to arrive/depart via walking or transit.
- 5) Results of the year 2020 build intersection capacity analysis indicate that all study intersections are expected to operate at an overall acceptable level of service with side-street delays on Grotto Street LOS C or better during the a.m. and p.m. peak hours. No significant queuing or side-street delay on Grotto Street issues are expected.



FILE #18-069134 | AERIAL MAP

# Application of Morning Star Missionary Baptist

Application Type: CUP with Variance  
 Application Date: May 30th, 2018  
 Planning District: 8

Subject Parcel(s) Outlined in Blue



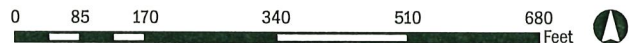
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FILE #18-069134 | LAND USE MAP

# Application of Morning Star Missionary Baptist

Application Type: CUP with Variance  
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## Subject Parcel(s) Outlined in Blue

- |                           |                                |                                |              |
|---------------------------|--------------------------------|--------------------------------|--------------|
| Farmstead                 | Office                         | Extractive                     | Airport      |
| Seasonal/Vacation         | Retail and Other Commercial    | Institutional                  | Agricultural |
| Single Family Detached    | Mixed Use Residential          | Park, Recreational or Preserve | Undeveloped  |
| Manufactured Housing Park | Mixed Use Industrial           | Golf Course                    | Water        |
| Single Family Attached    | Mixed Use Commercial and Other | Major Highway                  |              |
| Multifamily               | Industrial and Utility         | Railway                        |              |



FILE #18-069134 | ZONING MAP

# Application of Morning Star Missionary Baptist

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### Subject Parcel(s) Outlined in Blue

RL One-Family Large Lot	RM3 Multiple-Family	BC Community Business (converted)	I3 Restricted Industrial
R1 One-Family	T1 Traditional Neighborhood	B2 Community Business	F1 River Residential
R2 One-Family	T2 Traditional Neighborhood	B3 General Business	F2 Residential Low
R3 One-Family	T3 Traditional Neighborhood	B4 Central Business	F3 Residential Mid
R4 One-Family	T3M T3 with Master Plan	B5 Central Business Service	F4 Residential High
RT1 Two-Family	T4 Traditional Neighborhood	IT Transitional Industrial	F5 Business
RT2 Townhouse	T4M T4 with Master Plan	ITM IT with Master Plan	F6 Gateway
RM1 Multiple-Family	OS Office-Service	I1 Light Industrial	VP Vehicular Parking
RM2 Multiple-Family	B1 Local Business	I2 General Industrial	PD Planned Development
			CA Capitol Area Jurisdiction