



City Hall
 1616 Humboldt Avenue
 West St. Paul, MN 55118
 651-552-4180
www.wspmn.gov

CONDITIONAL USE PERMIT APPLICATION

Filing Fee: \$275
 Escrow Amount: \$400 (Residential)
 \$800 (Commercial)
 TOTAL FEES: \$ 675

Office Use Only	
Case No:	<u>20-07</u>
Date Received:	<u>06/26/2020</u>
Receipt #	_____
60 Day Date:	<u>08/25/2020</u>

Street Address of Parcel: 50 Signal Hills Center West St. Paul, MN 55118

Name of Applicant: Dominium Development and Acquisitions, LLC Phone # 763-354-5638

Address of Applicant: 2905 Northwest Blvd, Suite 150 Plymouth, MN 55441 Email: Nandersen@dominiuminc.com

Name of Owner: RPS Legacy Desoto, LLC Phone # 651-587-4030

Address of Owner: 2935 County Drive, Suite 100, Little Canada, MN 55117 Email: david@rpslegacy.com

Legal/PID # 420170055080, 420170055051 & 420170050012

Present Zoning: B-4 Shopping Center

Proposed Use of Parcel: The proposed use is for 393 units of Family and Senior Housing

Zoning Section Authorizing CUP: 153.126 (B) - Structures over 3 stories in height and 153.126 (D) - 16+ Dwelling Units

What will be the effect of the proposed use on the health, safety, and welfare of the occupants of the surrounding parcels? The Signal Hills Family and Senior building will create safe housing for all residents.

What will be the effect on existing and anticipated traffic conditions, including parking facilities and adjacent streets? There will be aboveground and underground parking on-site. Speck Consulting concluded that the magnitude of new trips generated at any one

intersection did not raise any significant concern, and the project is not expected to change overall traffic flow or operations.

What will be the effect of the proposed use on the Comprehensive Plan? The proposed use conforms with the 2040 Comprehensive Plan

EXHIBITS REQUIRED

A. An electronic copy as well as four (4) 22x34 and twenty (20) 11x17 paper copies, of a map or plat showing the property on which the Conditional Use Permit is requested, and all parcel within 150 feet of the boundaries of the subject parcel.

B. An electronic copy as well as four (4) 22x34 and twenty (20) 11x17 paper copies in sets and folded plans, showing application information as follows:

- a. Proposed and existing topography and drainage.
- b. A complete plan prepared and signed by a registered Civil Engineer, Architect, and/or Landscape Architect showing:
 - i. The parking layout, access provisions, structure locations, landscaping, drainage, trees, and shrubbery including types, locations, and sizes,
 - ii. Any fences, walls, or other screening, including height and type of material,
 - iii. All lighting provisions including type, location, and lumens affecting the surrounding parcels and streets,
 - iv. Curb type and location on site, and
 - v. Proposed plans for sidewalk to service, parking, recreation and service areas within the site.

ACKNOWLEDGE AND SIGNATURE

The undersigned hereby represents upon all penalties of law, for the purpose of inducing the City of West St Paul to take action herein requested, that all statements herein are true and that all work herein mentioned will be done in accordance with the Ordinances and all Codes of the City of West St Paul and the State of Minnesota.

Judy Seibel
Signature of Owner (Required)

651.484.0070
Phone Number

NJR
Signature of Applicant (If different)

763-354-5638
Phone Number

NOTE: All Materials relevant to this Application must be filed on or before the dates listed on Operating Procedures for Applicants page.

The Planning Commission holds its regular meeting at 7:00pm on the third Tuesday of each month.

LAPSE OF CONDITIONAL USE PERMIT:

An approved Conditional Use Permit shall lapse and become null and void six months following the date on which the Conditional Use Permit was approved, unless prior to the expiration of six months a building permit is issued by the Building Official and construction is commenced and diligently pursued toward completion on the subject site, or a Certificate of Occupancy is issued by the Building Official. A Conditional Use Permit may be renewed once for a period of one year by the City Council.

FEES:

1. The fees to be paid by each applicant for each zoning request shall be as prescribed by the City Council. Fees shall be payable at the time applications are filed with the City Planner and are not refundable unless the application is withdrawn prior to being sent for legal publication and notice. There shall be no fee in the case of applications filed in the public interest by the City Council or by the Planning Commission. Fees shall include application fee, filing fees, consultant, legal, planning, and engineering fees.

2. Applicants shall deposit with the City, together with the application filing fees, the sums required by Council resolution toward prepayment of the Consultants and Attorney's expenses and all costs to be billed and charged to the City. The prepayment amounts shall be a credit toward all reasonable fees and expenses charged by the Consultants to the City in the investigation report and recommendation to the City Council concerning the application. All reasonable expenses and fees in excess of the deposit, shall be paid by the applicant to the City within 30 days of final action on the matter by the City. If not paid within 30 days, the account shall be deemed delinquent. If the fees and expenses incurred by the City from the Consultants are less than the amount of deposit, such excess shall be returned to the applicant upon final action by the City in said manner.



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SITE PLAN APPLICATION

Filing Fee: \$275.00
 Escrow Amount: \$1,300.00
 Total Fees: \$ 1,575

OFFICE USE ONLY	
Case No:	<u>20-07</u>
Date Received:	<u>06/26/2020</u>
Receipt No:	<u>2020-0882</u>
60 Day Date:	<u>08/25/2020</u>

Street Address of Parcel: 50 Signal Hills Center West St. Paul, MN 55118

Name of Applicant: Dominium Development and Acquisitions, LLC
 Address of Applicant: 2905 Northwest Blvd
Suite 150 Plymouth, MN 55441

Phone # 763-354-5638
 Email: nandersen@dominiuminc.com

Name of Owner: RPS Legacy Desoto, LLC
 Address of Owner: 2935 County Drive, Suite 100

Phone # 651-587-4070
 Email: david@rpslegacy.com

SITE INFORMATION

Legal/PID # of the Property Involved: 420170055060, 420170055051 & 420170050012

Present Zoning: B-4 Shopping Center

Proposed Use of Parcel: The proposed use is for 393 units of Family and Senior Housing

What will be the effect(s) on existing and anticipated traffic conditions, including parking facilities on adjacent streets: The proposed use will have enough parking so all residents will be able to park on site.
A traffic study was conducted, and the new use will have a minimal impact on traffic compared to
the existing shopping center and bank when they were occupied.

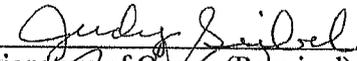
EXHIBITS REQUIRED

An electronic copy as well as four (4) 22x34 and twenty (20) 11x17 copies in sets and folded plans, showing application information as follows:

- a. A survey, scaled and dimensioned, site plan showing pertinent existing conditions, such as: parking layout, access provisions, structure locations, drainage, lot area, and yard dimensions, including but not limited to the surrounding parcels within 150 feet.
- b. A complete set of preliminary drawings prepared and signed by a registered civil engineer, architect, and/or landscape architect showing:
 - i. A site plan indicating parking layout, access provisions, structure locations, any fences, walls, or other screening, including height and type of material, landscaping, drainage, trees and shrubbery, including types, locations, and sizes,
 - ii. Building elevations, including finishes on all buildings on all sides,
 - iii. All lighting provisions on site, including type, location, and lumens affecting the surrounding parcels and streets,
 - iv. Curb type and location on site, and
 - v. Proposed plans for sidewalk to service, parking, recreation, and service areas within the site.
- c. Stormwater Management information, including:
 - i. Modeling showing proposed rates are meeting the existing rates for the Atlas-14, 10- and 100-year storm events,
 - ii. Existing and proposed drainage area maps,
 - iii. Utility plan showing existing and proposed storm sewer (if applicable) to verify modeling,
 - iv. Site grading plan,
 - v. If proposing infiltration, soil borings should be submitted to confirm adequate separation,
 - vi. If disturbing more than one acre, water quality modeling showing a 50% total phosphorus removal from runoff
 - vii. If creating more than an acre of net new impervious, volume control calculations to show 1" over the net increase in impervious being infiltrated.

ACKNOWLEDGE AND SIGNATURE

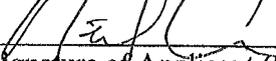
The undersigned hereby represents upon all penalties of law, for the purpose of inducing the City of West St Paul to take action herein requested, that all statements herein are true and that all work herein mentioned will be done in accordance with the Ordinances and all Codes of the City of West St Paul and the State of Minnesota.



Signature of Owner (Required)

651.484.0070

Phone Number



Signature of Applicant (If different)

763-354-5638

Phone Number

NOTE: All Materials relevant to this Application must be filed on or before the dates listed on the Operating Procedures for Applicants page. The Planning Commission holds its regular meeting at 7:00pm on the third Tuesday of each month.

LAPSE OF SITE PLAN: An approved site plan shall lapse and become null and void six months following the date on which the Plat was approved, unless prior to the expiration of six months a building permit is issued by the Building Official and construction is commenced and diligently pursued toward completion on the subject site. An approved Site Plan may be renewed once for a period of one year by the City Council.

FEES

- 1. The fees to be paid by each applicant for each zoning request shall be as prescribed by the City Council. Fees shall be payable at the time applications are filed with the Zoning Administrator and are not refundable unless the application is withdrawn prior to being sent for legal publication and notice. There shall be no fee in the case of applications filed in the public interest by the City Council or by the Planning Commission. Fees shall include application fee, filing fees, consultant, legal, planning, and engineering fees.
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REZONING/TEXT AMENDMENT APPLICATION

Filing Fee: \$325
 Escrow Amount: \$800
 Total Fees: \$1,125

OFFICE USE ONLY	
Case No: <u>20-07</u>	
Date Received: <u>06/26/2020</u>	
Receipt No: <u>2020-0882</u>	
60 Day Date: <u>08/25/2020</u>	

Street Address of Property: 50 Signal Hills Center West St. Paul, MN 55118

Name of Applicant: Dominium Development and Acquisitions, LLC
 Address of Applicant: 2905 Northwest Blvd
Suite 150 Plymouth, MN 55441

Phone # 763-354-5638
 Email: nandersen@dominiuminc.com

Name of Owner: RPS Legacy Desoto, LLC
 Address of Owner: 2935 County Drive, Suite 100
Little Canada, MN 55117

Phone # 651-587-4030
 Email: david@rpslegacy.com

Legal/PID # 420170055060, 420170055051 & 420170050012

Present Zoning: B-4 Shopping Center
 Present Use: Shopping Center

Proposed Zoning: PMD with B4 + R4
 Proposed Use: Multifamily / Commercial

What changed or changing condition(s) made the passage of this amendment necessary?
The existing site has a vacant shopping center and bank building.

What is the effect of the proposed amendment?
The proposed zoning will allow for 393 units of housing

What error, if any, in the existing ordinance would be corrected by the proposed amendment?

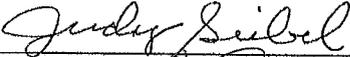
What other circumstances justify the amendment? The 2040 comprehensive plan guides the property
for mixed-use which allows for multi-family development with densities of 20-40 units per acre.

EXHIBITS REQUIRED

1. An electronic copy as well as four (4) 22x34 and twenty (20) 11x17 paper copies in sets and folded, of a map or plat showing the lands proposed to be rezoned and all lands within 350 feet of the boundaries of the property proposed to be rezoned.
2. Written proof of ownership or legally recognized financial interest of the property on which the rezoning is requested.

ACKNOWLEDGE AND SIGNATURE

The undersigned hereby represents upon all penalties of law, for the purpose of inducing the City of West St Paul to take action herein requested, that all statements herein are true and that all work herein mentioned will be done in accordance with the Ordinances and all Codes of the City of West St Paul and the State of Minnesota.

 _____ Signature of Owner (Required)	<u>651.484.0070</u> _____ Phone Number
 _____ Signature of Applicant (If different)	<u>763-354-5638</u> _____ Phone Number

NOTE: All Materials relevant to this Application must be filed on or before the dates listed on the Operating Procedures for Applicants page. The Planning Commission holds its regular meeting at 7:00pm on the third Tuesday of each month.

FEES

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PLATTING APPLICATION

Filing Fee: \$275 + \$2 each lot
 Escrow Amount: \$600 (1-2 lots)
 \$1,600 (3 or more lots)
 Total Fees: \$ 1,600 + \$275 + \$6 =
 \$1,881

OFFICE USE ONLY	
Case No: <u>20-07</u>	
Date Received: <u>06/26/2020</u>	
Receipt No: <u>2020-0882</u>	
60 Day Date: <u>08/25/2020</u>	

CONTACT INFORMATION

Name of Applicant: Dominium Development and Acquisitions, LLC Phone # 763-354-5654
 Address of Applicant: 2905 Northwest Blvd Suite 150 Email: eric.ondahl@Dominiuminc.com
Plymouth, MN 55441

Name of Owner: RPSLegacyDesoto, LLC Phone # 651-587-4030
 Address of Owner: 2935 County Drive, Suite 100 Email: david@rpslegacy.com
Little Canada, MN 55117

Name of Surveyor: Loucks Phone # 763.496.6762
 Address of Surveyor: 7200 Hemlock Lane Suite 300 Email: Mstanislawski@loucksinc.com
Maple Grove, MN 55369

Name of Engineer: Loucks Phone # 763.496.6751
 Address of Engineer: 7200 Hemlock Lane Suite 300 Email: strebesch@loucksinc.com
Maple Grove, MN 55369

PLAT INFORMATION

Legal/PID # of the Property Involved: 420170055060, 420170055051 & 420170050012
 Total Acreage: 29.00 Proposed Number of Lots: 3
 Proposed Name of Plat: WSP LEASED HOUSING

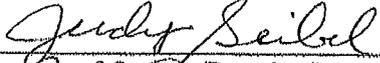
Plat meets all minimum subdivision requirements. If not, explain: _____

EXHIBITS REQUIRED

1. An electronic copy as well as four (4) 22x34 and twenty (20) 11x17 copies of the proposed plat/final plat in sets.

ACKNOWLEDGE AND SIGNATURE

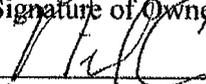
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Signature of Owner (Required)

651.484.0070

Phone Number



Signature of Applicant (If different)

763-354-5038

Phone Number

NOTE: All Materials relevant to this Application must be filed on or before the dates listed on the Operating Procedures for Applicants page. The Planning Commission holds its regular meeting at 7:00pm on the third Tuesday of each month.

LAPSE OF PLAT: An approved Plat shall lapse and become null and void six months following the date on which the Plat was approved, unless prior to the expiration of six months the Plat is recorded at Dakota County

FEES

1. The fees to be paid by each applicant for each zoning request shall be as prescribed by the City Council. Fees shall be payable at the time applications are filed with the Zoning Administrator and are not refundable unless the application is withdrawn prior to being sent for legal publication and notice. There shall be no fee in the case of applications filed in the public interest by the City Council or by the Planning Commission. Fees shall include application fee, filing fees, consultant, legal, planning, and engineering fees.
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**CITY OF WEST ST. PAUL, MN
NOTICE OF PUBLIC HEARING**

The listed items below will be a Public Hearing at the Planning Commission Meeting Tuesday, July 21, 2020 at 6:30 pm and a Public Hearing at the City Council Meeting Monday, July 27, 2020 at 6:30 p.m.:

PC Case 20-07 – Multiple applications for the construction of two apartment buildings totaling to 393 units at 1201 Robert St. #50 (K-Mart Site) and 100 Signal Hills Ave (Signal Bank Site) – Dominion Development

If you have any questions regarding the hearing item listed above, please contact Melissa Sonnek, City Planner at (651) 552-4134.

For Informational Purposes Only – Not for Publication

Shirley Buecksler
City Clerk

Published: July 12, 2020
St. Paul Pioneer Press

Posted: July 7, 2020
Municipal Center

To: **Planning Commission**
From: **Melissa Sonnek, City Planner**
Date: **July 21, 2020**

CUP, Site Plan, Rezoning, and Plat for 1201 Robert St #50 and 100 Signal Hills Ave

REQUEST:

Dominium Development and Acquisitions is requesting the review of multiple applications for the redevelopment of the K-Mart and Signal Bank on the northern portion of the Signal Hills mall campus. The proposed redevelopment includes two apartment buildings, one senior (55+ age restriction) building and one family (non-age restricted) building totaling to 393 units.

Applications for Review:

- Conditional Use Permit – Structures above 35ft in height & Structures with 16+ dwelling units
- Site Plan – Construction of two apartment buildings (senior – 247 units and family 146 units)
- Rezoning from B4 – Shopping Center to PMD – Planned Mixed-Use Development, with R4- Multi-Family Residential and B4 – Shopping Center underlying zoning
- Preliminary and Final Plat – creation of three lots, dedicated right of way and easements

Attachments:

Applications/narrative/notice

Memos from Environmental Comm., WSP and WSB Engineering, Dakota Co, Plat Commission, and MnDot Traffic study and submitted plans



CURRENT USES AND ZONING:

	Use	Zoning
Subject Property	Big Box Retail & Bank	B4 – Shopping Center
Properties to North	Single Family Homes	R1 Single Family
Properties to East	Condos & Retail/Auto	R4 – Multi Family & B3- Gen. Business
Properties to South	Signal Hills Shopping Mall	B4 – Shopping Center
Properties to West	Single Family Homes	R1 - Single Family

Proposal

The proposal includes the demolition of the existing K-Mart and Signal Bank buildings, for two apartment buildings totaling to 393 units.

Family Building

The western four-story building will contain 146 units that would be non-age restricted. This building would be a mix of one, two, and three bedroom units, offering 293 (166 surface & 127 underground) parking stalls (2:1 parking ratio). The western building will contain amenities such as a community/party room with a kitchen, an indoor children play room, a fitness center, an outdoor patio with seating, a pool, a bocce ball/bags court, shared dog park, and outdoor playground.

Senior Building

The eastern five-story building will contain 247 units that will be restricted to ages 55+. This building will also be a mix of one, two, and three bedroom units with a total of 301 (151 surface stalls & 150 underground) parking stalls (1.22:1 parking ratio). The senior building will contain similar indoor amenities such as the communal party room and fitness center, but instead of a child play area, it will have a salon, card playing/craft room, movie theater, and salon. The outdoor area will have a smaller court yard area more suitable for walking and bench seating as well as a shared dog park.

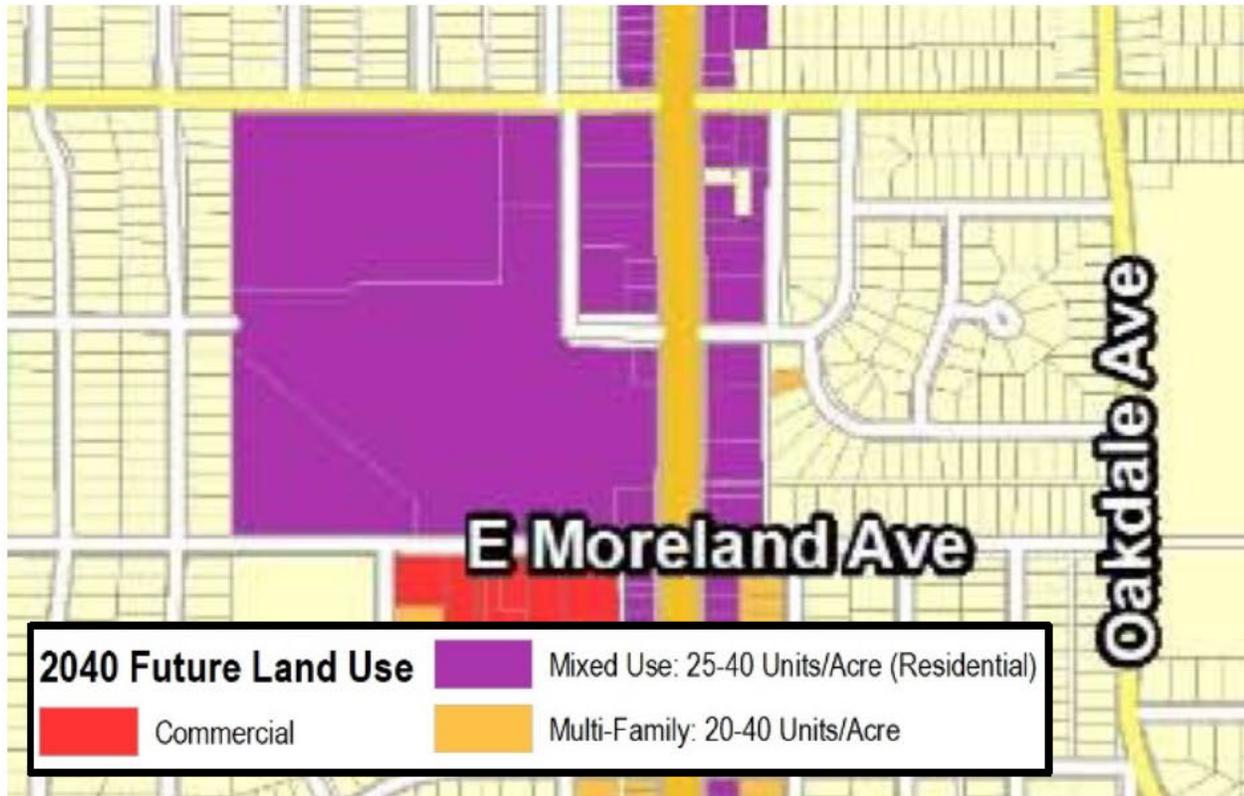


1) CONDITIONAL USE PERMIT ANALYSIS:

Within the R4 – Multi-family Residential district, both buildings measuring higher than 35 ft. and containing 16+ units are conditional uses.

Long Term Planning Document Review

The 2040 Comprehensive plan designated the Signal Hills area to likely redevelop by 2030 as mixed use with 20-40 units per acre (see image below – Pg. 13 of 2040 Comp Plan). As this project proposes roughly 35 units per acre, both density and use align with the 2040 Comprehensive Plan.



Multi-Family Demand

According to the recently completed (March 2020) Housing Study for Dakota County, affordable housing remains increasingly difficult to find. Despite the development of 3,900 new rental units throughout the County between 2014 and 2018, the waitlist for affordable housing units in 2019 contained over 1,400 names and vacancy rates remain around 1.8% (5% is considered a healthy market).

Proximity to Amenities

This site offers close proximity to several retail and restaurant options within walking distance, as well as multiple bus routes along Butler, Livingston, and Robert St.

2) SITE PLAN ANALYSIS:

Setbacks

Building

The proposed site plan complies with all building setbacks as detailed by the code.

	Code Setbacks	Proposed Setbacks Family (west) Building	Proposed Setbacks Senior (east) Building
Front <i>(Butler Ave)</i>	50/53 ft. 50 +1/2 ft./each ft. over 50ft.	75 ft.	75 ft.
Rear	40/41.5 ft. 40 +1/2 ft./each ft. over 50ft.	50 ft.	70 ft.
Side <i>Abutting Corner</i>	40/41.5 ft. 40 +1/2 ft./each ft. over 50ft.	N/A	85 ft.
Side (West) <i>Abutting Residential</i>	40/41.5 ft. 40 +1/2 ft./each ft. over 50ft.	50 ft.	N/A

Parking

The proposed site plan complies with parking setbacks as detailed by the code, unless noted by the *.

	Code Setbacks	Proposed Setbacks Family (west) Building	Proposed Setbacks Senior (east) Building
Front <i>(Butler Ave)</i>	20 ft.	12 ft. *	10 ft. *
Rear	10 ft.	12 ft.	10 ft.
Side <i>Abutting Corner</i>	20 ft.	N/A	2.3 ft. *
Side (West) <i>Abutting Residential</i>	20 ft.	50 ft.	N/A

*Note – parking setbacks were increased to allow for full drive aisle width and parking stall depths.

Parking Counts

Family Building

Both buildings will offer both surface and underground parking options. The family building (west) will offer a total of 293 parking stalls, 127 underground and 166 surface stalls. Code requires a 2:1 parking ratio, meaning two parking stalls for each unit. This site is actually exceeding the code requirements, calculating to just over 2 stalls per unit.

Senior Building

The senior building (east) will offer a total of 301 stalls, 150 underground and 151 surface stalls. This site falls below the 2:1 parking requirement; however, it is typical to see lower parking counts for senior apartments. This in combination with the fact that there are several public transit options close to this site, allows the site to function appropriately with a lower parking count.

For example, the Dakota (900 Robert St.) has roughly the same parking ratio 1.20:1. The Winslow (Darts – 1631 Marthaler Ln) has a ratio of 1.4:1. Both of these are affordable independent senior projects that have been approved.

Drive Aisle and Parking Stall Dimensions

Drive aisles and parking stall widths are consistent with code requirements throughout the site.

Similarly, the majority of the site's parking stall depths comply with the code minimum of 20 ft. With the exception of the two parking rows in the center of the site, these two rows measure 18ft in depth.

The City has previously approved parking stalls with a 18ft depth as the average car today compared to when the code was written has become much smaller.

Curbing

The existing parking lot includes B612 curbing as required by code.

Traffic Study

Due to the change in use and to ensure the success of the project, the applicant conducted a traffic study in the fall of 2019. In short, the traffic study concluded that for this setting, the multi-family residential use would create less traffic than a big box retail store (K-Mart) would (see table below for data specifics for this site).

	Daily Trips (Entering)	Daily Trips (Exiting)	Total Trips
Existing Use (Big Box Retail)	2,358	2,358	4,716
Proposed Use (Multi-Family Res.)	695	695	1,390
Change in Trips Generated	-1,663	-1,663	-3,326

As a relevant and recent example, the approved HyVee store is expected to average 9,600 trips on a daily basis (as detailed in the Town-Center-Two traffic study).

Site Access – Butler Avenue

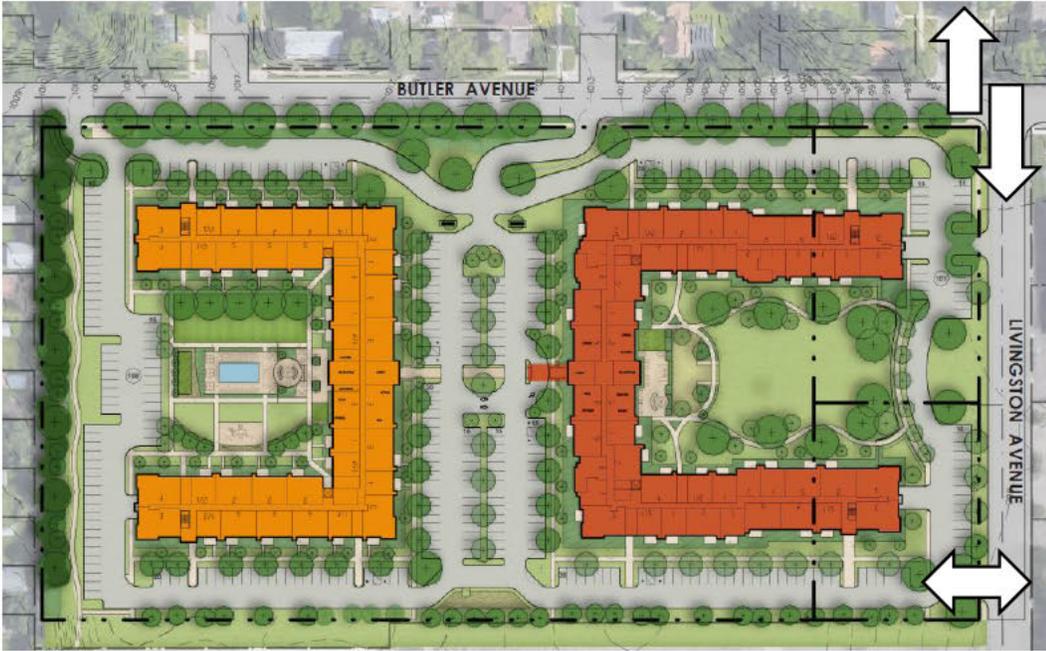
The existing site west access behind the K-Mart building was requested by Dakota County to be closed, to decrease the number of curb cuts and the amount of potential intersection conflict. The primary access to the site from Butler Avenue will be just south of where Gorman Avenue intersects with Butler.



Site Access – Livingston Avenue

An additional access for the site will be on the southeastern portion of the site off Livingston Ave.

As a part of the site plan review, both Dakota County and the City would like to recommend that the applicant alter the site to allow for a re-alignment of the Livingston intersection to a proper “t” rather than an off-set intersection.



Pedestrian/Sidewalk Connectivity

As can be seen in the image below (*in blue*), there are several existing sidewalk and public transit options around the site. However, with Butler Ave. being a county road, both the county and the city request that the applicant expand the existing 4ft sidewalk to an 8ft wide trail (see WSP Engineering memo).



Internal Site Connectivity

As can be seen in the image below (*in purple*), there are a lot of connections throughout the site to offer both recreational and transportation options.



Lighting

The submitted lighting plans do show a minimal amount of lighting at varying property lines. As this is not permitted by code, City Staff is requiring as a condition of approval that all lighting levels must not exceed zero foot-candles at all abutting property lines, and no direct glare may extend into the public street, public open space, or neighboring properties.

Landscaping and Screening

Setback areas, in part, are to be used as a buffer. Landscaping is a large factor in screening. The code outlines that there is to be one tree per every 40 lineal feet of property line. For this site as a whole, this roughly calculates to 99 trees; the applicant is proposing a total of 151 deciduous trees as well as 35 coniferous trees, 136 ornamental trees, 1,293 shrubs, and 935 perennials/annuals.

Additionally, when redevelopment and tree removal occurs the code requires a minimum of 30% replacement of the quality trees removed. The applicant is proposing to remove approximately 229 caliper inches of quality trees, which with the 30% replacement requirement, the applicant is required to replant 69 caliper inches (roughly 28 trees if measuring at 2.5 caliper inches). As detailed above, the proposed landscaping exceeds the minimum code requirements.

Screening for Residential Property

The code requires screening for all property lines adjacent to single-family properties. The subject property directly abuts single-family homes to the west. The west property line currently contains mature trees that are detailed on the submitted plans to be maintained, the property line also contains various sections of retaining wall. Therefore, City Staff is recommending as a condition of approval that any/all screening must comply with section 153.032 (E)4.

During the neighborhood meeting, it was voiced by the adjacent neighbors there were in attendance would prefer a fence to assist in the screening between properties. The code allows for either fencing or

landscaping. If a fence is determined to be the preferred option, the code details that all fencing north of the front building façade shall be no higher than 4 ft., all fencing south of the front building façade shall be 6 ft. in height.

Irrigation

The landscape plan states that an irrigation will be provided as required by code by the contractor. Staff is recommending a condition of approval requiring an irrigation plan upon application of a building permit.

Environmental Committee Review

The Environmental Committee held an informal review of the proposed landscape plan as they were unable to hold a regular meeting due to a lack of quorum. Detailed comments can be found in the attached memo.

The committee members were generally pleased with the proposal and are recommending approval of the plans with following additions:

- Strongly encourage the developer to use “pollinator friendly” native plants that are not treated with “neonicotinoids”,
- Consider the addition of a green roof to treat stormwater onsite, and
- Encourage that all exterior lighting is Dark Sky compliant.

Staff is recommending as a condition of approval that the applicant consider to the additions and recommendations of the Environmental Committee per the memo dated July 15, 2020.

Construction Materials/Design

Section 153.031 of the zoning code, which outlines residential site plan requirements, does not detail specific building materials or design standards as is outlined for commercial buildings. However, the code does require that exterior building materials be comprised of siding, stucco, brick, glass, or other comparable material. The applicant is proposing a combination of brick, decorative concrete masonry units, glass, lap and panel siding. The submitted plans state that all lap and panel siding are to be field painted. Since the code does not allow the application of color post production, City staff is recommending as a condition of approval that all siding be factory painted rather than field painted.



Rendering of Senior Building as presented to EDA Board on 07/13/2020

Signage

The proposed plans do not include signage at this time. Staff is recommending a condition of approval requiring that all signage meet the requirements of Section 153 of the Zoning Ordinance.

Engineering/Storm water Review

The site plan was reviewed by an engineering consultant to specifically review storm water run-off and the proposed underground stormwater retention system.

The engineering consultant listed a number of recommendations regarding obtaining proper permits as well as items to address prior to permitting. City Staff is requiring as a condition of approval, that the applicant adhere to/address all items outlined in the WSB Engineering Memo dated July 14, 2020.

3) REZONING:

The subject property is currently zoned B4 – Shopping Center. The applicant is requesting to rezone the property from B4 – Shopping Center to PMD – Planned Mixed-Use Development, with R4 – Multi-family Residential (apartment portion of site) and B4 – Shopping Center (Signal Hills Mall portion of site) as underlying uses. Note that the Signal Hills mall portion of the property is not presently being redeveloped, but is included in the plat and rezoning applications.

The recently adopted 2040 Comprehensive Plan Update designates the subject property as “Mixed-use” which allows for both commercial and multi-family residential development. In addition, the Comprehensive Plan specifically calls out the Signal Hills property as a “Likely Redevelopment Area” by 2030 and suggests denser residential development (20-40 units per acre) for the property to meet Met Council 2040 housing unit growth projections. Therefore, the request to rezone the property to PMD complies with the Comprehensive Plan.

4) PLAT ANALYSIS:

Since the subject property is currently unplatted, the City is requiring that the applicant plat the entire property as a part of the redevelopment project. As stated in the rezoning section, the Signal Hills mall portion of the property is not presently being redeveloped, but is included in the plat and rezoning applications.

The entire Signal Hills property, including the mall, the K-Mart building, and the Signal Bank building totals to roughly 29 acres and contains several different lots. The platting process will clean up the site’s legal description and formally designate three separate lots, one for each apartment building and one for the mall site. City Staff is recommending as a condition of approval that the plat be recorded at the County within one year of approval and prior to the submittal of a building permit.

WSP Engineering Review

The West St. Paul Engineering Department reviewed the submitted plats and requested the following (see memo dated July 9, 2020):

1. Request that the applicant realign Livingston Avenue along the northeast NE corner of the property, to square up the Livingston and Butler intersection,
2. Request an 8ft wide trail along Butler Avenue as well as a 5ft wide sidewalk along Livingston, as is outlined in the West St. Paul Pedestrian & Bicycle Plan, and
3. Request a minimum of 10ft wide utility and drainage easements along property lines that abut public streets and 5ft easements for interior property lines.

City Staff is recommending as a condition of approval that the applicant adhere to the items outlined in the West St. Paul Engineering memo, dated July 9, 2020.

Dakota County Plat Commission

The Dakota County Plat Commission reviewed the proposed preliminary plat at their meeting on July 8th, 2020 and recommended approval of the preliminary plat subject to the following (see memo dated July 9, 2020):

1. Due to inadequate access spacing, the Commission will only allow for one access on Butler Ave. as detailed in the meeting as the Gorman Ave. access,
2. Require 40ft of right-of-way dedication, proposed plans detail 30ft,
3. Highly recommend an 8ft wide trail along Butler Ave. as outline in the Dakota County Pedestrian and Bike Trail Plan,
4. Recommend the realignment of the southern portion of Livingston Ave. with the northern portion to increase the overall safety of traffic movements at the intersections.

MNDOT Review

Since Robert St. is a state road, MnDot reviewed the proposed plat. The review makes note of several items such as noise along state highways, multimodal and transit connections, water and drainage requirements and permitting process. City Staff is recommending as a condition of approval that the applicant address the items outlined in the MnDot memo dated July 15, 2020.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the CONDITIONAL USE PERMIT to allow structures above 35 ft. in height and structures with 16+ dwelling units in a R4 – Multiple Family Residential District subject to the following condition:

1. Council approval of the corresponding site plan, rezoning, and plat applications.

Staff recommends APPROVAL of the SITE PLAN to allow for the construction of two apartment buildings at 1201 Robert St. #50 and 100 Signal Hills Ave. subject to the submitted plans and the following conditions:

1. Council approval of the corresponding conditional use permit, rezoning and plat applications,
2. The applicant shall apply for and obtain all applicable building and sign permits,
3. The applicant shall ensure that all lighting levels will not exceed zero foot candles at all abutting property lines, and no direct glare shall extend into the public street, public open space, or neighboring properties,
4. The applicant shall ensure that any/all screening complies with section 153.032 (E)4 of the zoning ordinance,
5. The applicant shall ensure that an irrigation plan is submitted upon application of a building permit,
6. The applicant shall ensure that all siding be factory painted rather than field painted,
7. All signage must comply with section 153 of the zoning ordinance,

8. The applicant shall consider the recommendations of the Environmental Committee per the attached memo dated July 15, 2020,
9. The applicant shall consider the recommendations outlined in the West St. Paul Engineering memo dated July 9, 2020,
10. The applicant shall adhere to/address all items outlined in the WSB Engineering memo dated July 14, 2020,
11. The applicant shall adhere to the items outlined in the Dakota County Plat Commission memo dated July 9, 2020, and
12. The applicant shall address the items outlined in the MnDot memo dated July 15, 2020.

Staff recommends APPROVAL of the REZONING of 1201 Robert St. and 100 Signal Hills Ave. from B4 – Shopping Center to PMD, Planned Mixed-Use Development with R4 – Multi-Family and B4 – Shopping Center underlying zoning subject to the following condition:

1. Council approval of the corresponding Conditional Use Permit, Site Plan, and Plat applications.

Staff recommends APPROVAL of the PRELIMINARY/FINAL PLAT for 1201 Robert St. and 100 Signal Hills Ave. subject to the submitted plat drawings and the following conditions:

1. Council approval of the corresponding conditional use permit, site plan, and rezoning applications,
2. The applicant shall revise the final plat per the recommendations outlined in the attached memos from the West St. Paul Engineering, Dakota County Plat Commission and MnDot,
3. Upon submittal of the final plat, the applicant shall include 10 foot drainage/utility easements along the property lines that abut a roadway, and a 5 foot drainage/utility easement along property lines that abut another lot, and
4. The final plat shall be recorded within one year of approval and prior to application of a building permit.

TO: City Planner
THROUGH: Asst. Parks & Recreation Dir.
FROM: Environmental Committee
DATE: July 15, 2020



SUBJECT:

Case 20-07 – Site Plan Review for the Construction of Two Apartment Buildings

BACKGROUND INFORMATION:

Due to the current COVID-19 crisis, the Environmental Committee (EC) did not meet in July. That being said, the EC is still reviewing the landscaping for any submitted site plan remotely. Members recently reviewed the Site Plan submitted by Dominion Development for the construction of two affordable apartment buildings located at the current K-Mart and Signal Bank Buildings. The total number of units is 393 units, 247 units within an independent senior building and 146 units within a non-age restricted affordable apartment building.

Four of the seven Committee members submitted their comments regarding the plans. Overall, Members liked that there was some stormwater management addressed, but would like to see more done and perhaps reduce impervious surface area. They were very happy to see the numbers required trees was actually exceeded and that the landscaping was very thorough and complete, with a nice variety and selection of plantings. Other comments by Members included the addition of Dark Sky compliant lighting, a green or white roof, recycling of stormwater, and guarantee that landscape plan is actually followed. Members are recommending approval of the plans with the following recommendations:

- They strongly encourage the developer to use “pollinator friendly” native plants that were not treated with “neonicotinoids”.
- The addition of a green roof to treat stormwater onsite or white roof to reduce urban heat island effect.
- Strongly encourage all exterior lighting to be Dark Sky compliant

RECOMMENDATION:

Environmental Committee members approve the Construction of two apartment complexes on the Signal Hills site, with the recommendations listed above.

COMMISSIONER COMMENTS:

1. How wonderful to hear that this area will finally be redeveloped. I would follow the suggestions we always seem to give about native plants and pollinator friendly.
2. My concern is that the landscape plan will be pared down once the project is in place. Hence, I would recommend that before any Certificate of Occupancy for the development is issued, an inspection of the property must be completed to ensure the landscape plan was completed as presented to, and approved by, the Council and Environmental Committee.
3. The plan looks good. I'm glad they are adding so many trees. I am wondering about the amount of parking I see in the plan- is that much blacktop necessary or is this code? This site used to be a wetland and it would be great to add a water feature of some kind- pond, etc. Reducing blacktop would also be my recommendation.
4. Would it be possible to implement some rainwater recycling on the site for both of these projects for the irrigation like the Minnesota Twins do? Instead of completely relying on water supply from the City for irrigation and getting rid of excessive rainwater, would it be possible to explore rainwater recycling for at least a part of the water needs for the landscape?

Dark Sky lighting

White roofs, green roofs,

Rain gardens to assist with rain capture

Use native plants whenever possible that are neonic-free

Energy-efficient lighting

Non-toxic building materials

Water-saving features, if possible

Love that so many trees and other vegetation that will be in the final design

Memorandum

To: Ross Beckwith, PE
Melissa Sonnek

From: Kendra Fallon, EIT
Jake Newhall, PE

Date: July 14, 2020

Re: Signal Hills Dominion Stormwater Review
WSB Project No. 013770-000

The following documents were submitted on June 29, 2020 by Loucks and were reviewed for compliance with the City of West St. Paul (City), Lower Mississippi River Watershed Management Organization (LMRWMO), and MPCA Engineering Guidelines:

- Exhibit A – Family Site Plans
- Exhibit A – Senior Site Plans
- 05749D-DA-FPLAT-03-10-20
- 05749D-DA-PPLAT-03-10-20
- Exhibit C – Stormwater Management Plan

The project will disturb over an acre of land which requires a NPDES permit and triggers water quality and rate control requirements. The following comments should be addressed as the project moves forward:

General

1. A NPDES permit will be required prior to construction. Applicant should list existing impervious area on site within the drainage report or on the plans to confirm the net change in impervious.
 - a. Erosion control plans and a SWPPP should be submitted for review.
2. A maintenance agreement including an operations and maintenance plan for the underground filtration basins should be included in future submittals.
3. Rational method storm sewer sizing calculations and a catch basin drainage area map should be submitted to confirm storm sewer is being sized for the 10-year storm event.
4. The drainage report notes that MIDS modeling was used to confirm 50% TP removal requirement was being met. Applicant should submit MIDS inputs and results to confirm.

Plans

1. The plans note to see details for the Contech Stormfilter systems, however, there were no details provided.
2. There is a run of storm sewer south of the proposed Family Building which is not being routed to the underground filtration systems. Applicant should note why that storm sewer is bypassing the underground filtration systems (depth of storm sewer, etc.).
3. A sump should be added to CBMH 107 if sumps are intended to provide the required pretreatment for the underground filtration systems. If not, some other form of pretreatment prior to the underground filtration systems must be provided.
4. Applicant should confirm if a catch basin is needed on the southwest side of the road across from CBMH 113 at an apparent low point.

- a. Additionally, if the green space near the building will drain to the roadway applicant may consider removing CB 113A.
5. It is recommended that a catch basin be added to the curb line just north of the southeast garage entrance (on the storm sewer pipe from CB 140 to CBMH 141).
6. The EOF for low points within the parking lot should be called out on the plans.
7. There is a trench drain called out on sheet C4-2 near the northeast garage entrance, however, there is not a trench drain shown.
8. Connections to City storm sewer or any storm sewer within the City right-of-way should be updated to RCP. It is recommended RCP be used under all driving surfaces.
 - a. The pipe size for all existing storm sewer being connected into should be called out on the plans.

Modeling

1. The underground filtration systems should be modeled as ponds rather than reaches and should be representative of the details in the plans when provided.
 - a. Applicant should include information on the design rate through the filtration media in the Contech Stormfilter system to confirm modeling.
2. The 10-day snowmelt event should be modeled, and the results should be included in future submittals.
3. There is a portion of proposed drainage area E3 which appears to drain directly to Livingston Avenue. If that is correct the proposed drainage area map and HydroCAD model should be updated accordingly.

We request the applicant respond with how each comment above has been addressed. Please reach out with any questions concerning the comments provided in this memo.

To: **Planning Commission and City Council**
Through: **Melissa Sonnek, City Planner**
From: **Cody Joos, Engineering Tech II**
Date: **July 9th, 2020**

Dominium Plat Review

REVIEW:

The Engineering Department has completed a review of the above listed plat.

STAFF RECOMMENDATION:

1. Request that the applicant realign Livingston Avenue along the northeast NE corner of the property, to square up the Livingston and Butler intersection,
2. Request an 8ft wide trail along Butler Avenue as well as a 5ft wide sidewalk along Livingston, as is outlined in the West St. Paul Pedestrian & Bicycle Plan, and
3. Request a minimum of 10ft wide utility and drainage easements along property lines that abut public streets and 5ft easements for interior property lines.



Dakota County Surveyor's Office

Western Service Center • 14955 Galaxie Avenue • Apple Valley, MN 55124
952.891-7087 • Fax 952.891-7127 • www.co.dakota.mn.us

July 9, 2020

City of West St. Paul
1616 Humboldt Ave.
West St. Paul, MN 55118

Re: **WSP FAMILY LEASED HOUSING**

The Dakota County Plat Commission met on July 8, 2020, to consider the preliminary plat of the above referenced plat. The plat is adjacent to CSAH 4 (Butler Ave.) and is therefore subject to the Dakota County Contiguous Plat Ordinance.

The preliminary plat includes a redevelopment project of portions of the Signal Hills Mall site that proposes a senior building with 247 units and an apartment building with 146 units. The access spacing guidelines are 1/8-mile along CSAH 4 (Butler Avenue). The proposed plat includes two access locations to CSAH 4. As discussed, with inadequate access spacing, the Plat Commission will allow only the one access at Gorman Avenue. The right-of-way needs along CSAH 4 are 50-feet of half right of way. With the existing buildings and conditions in the area, the Plat Commission is requiring only 40-feet of half right way. The plat needs to dedicate an additional 10-feet of right of way to meet the 40-foot requirement.

As discussed, the Plat Commission highly recommends a new 8-foot trail with this proposed development to accommodate existing and future pedestrians and bikers along CSAH 4. This proposed development increases the need for a modern 8-foot trail, which also aligns with the Dakota County Pedestrian and Bike Trail Plan.

The Plat Commission also noted that with this larger redevelopment project, it would be good opportunity to realign the Livingston Avenue/CSAH 4 intersections. The southern portion of Livingston Avenue could realign with the northern portion of Livingston to increase the safety of traffic movements at these intersections.

The Plat Commission has approved the preliminary plat provided that the described conditions are met. The Ordinance requires submittal of a final plat for review by the Plat Commission before a recommendation is made to the County Board of Commissioners.

Traffic volumes on CSAH 4 are 4,900 ADT and are anticipated to be 5,200 ADT by the year 2030. These traffic volumes indicate that current Minnesota noise standards for residential units could be exceeded for the proposed plat. Residential developments along County highways commonly result in noise complaints. In order for noise levels from the highway to meet acceptable levels for adjacent residential units, substantial building setbacks, buffer areas, and other noise mitigation elements should be incorporated into this development.

No work shall commence in the County right of way until a permit is obtained from the County Transportation Department and no permit will be issued until the plat has been filed with the County Recorder's Office. The Plat Commission does not review or approve the actual engineering design of proposed accesses or other improvements to be made in the right of way. Nothing herein is intended to

restrict or limit Dakota County's rights with regards to Dakota County rights of way or property. The Plat Commission highly recommends early contact with the Transportation Department to discuss the permitting process which reviews the design and may require construction of highway improvements, including, but not limited to, turn lanes, drainage features, limitations on intersecting street widths, medians, etc. Please contact Gordon McConnell regarding permitting questions at (952) 891-7115 or Todd Tollefson regarding Plat Commission or Plat Ordinance questions at (952) 891-7070.

Sincerely,

A handwritten signature in black ink that reads "Todd B. Tollefson". The signature is written in a cursive style with a prominent horizontal line above the first name.

Todd B. Tollefson
Secretary, Plat Commission

c: Matt Hodges (Dominium Inc.)

July 15, 2020

Melissa Sonnek
City Planner
City of West St. Paul
1616 Humboldt Avenue
West St. Paul, MN 55118

SUBJECT: MnDOT Review # P20-042
Signal Hills Shopping Center Redevelopment
SW Quad MN 952(S. Robert St.) & Butler Avenue West.
West St. Paul, Dakota County

Dear Ms. Sonnek :

Thank you for the opportunity to review the **Signal Hills Shopping Center Redevelopment**. MnDOT has reviewed the documents and has the following comments:

Noise:

MnDOT's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities having the authority to regulate land use shall take all reasonable measures to prevent the establishment of land use activities, listed in the MPCA's Noise Area Classification (NAC), anywhere that the establishment of the land use would result in immediate violations of established State noise standards.

MnDOT policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such developed areas. The project proposer is required to assess the existing noise situation and take the action deemed necessary to minimize the impact to the proposed development from any highway noise.

If you have any questions regarding MnDOT's noise policy please contact Natalie Ries in Metro District's Noise and Air Quality Unit at 651-234-7681 or Natalie.Ries@state.mn.us.

Transit:

There are bus stops along eastbound Butler Ave near Humboldt and along southbound Livingston Ave. Please coordinate with Metro Transit to mitigate impacts to operations at these

An equal opportunity employer

stops. Metro Transit requests the developer contact them at Transit-BusOps-StreetSup-AssistManagers@metc.state.mn.us so they can work together to make sure to avoid possible impacts and disruptions to the stop as well making sure the stop is up to proper specifications when project is complete.

If you have any questions regarding this comment, please contact Jason Junge, Multimodal Planning, Jason.Junge@state.mn.us or 651-234-7878.

Multimodal:

Metro Bike/Ped recommends that all driveway entries to the development from the public Right-of-Way consider driveway intersection treatments that encourage turning vehicles to yield to sidewalk users. The concrete sidewalk should continue at typical sidewalk elevation across the driveway and the driveway itself should raise up to meet the elevation of the sidewalk. The driveway entry off of Butler in the senior housing site plan shows a curb line across the sidewalk, which presents accessibility issues. Please correct this. MnDOT recommends the developer consider direct sidewalk connections to the shopping center to the south.

For questions regards the above comments, contact Jesse Thorsen, Metro Multimodal, at 651-234-7788 or Jesse.Thorsen@state.mn.us.

Water Resources:

A MnDOT drainage permit will be required to ensure that current drainage rates to MnDOT right-of-way will not be increased. The drainage permit application, including the information below, should be submitted online to: <https://dotapp7.dot.state.mn.us/OLPA>

The following information must be submitted with the drainage permit application:

- 1) A grading plan showing existing and proposed contours.
- 2) Drainage area maps for the proposed project showing existing and proposed drainage areas. Any off-site areas that drain to the project area should also be included in the drainage area maps. The direction of flow for each drainage area must be indicated by arrows.
- 3) Drainage computations for pre and post construction conditions during the 2, 10, 50 and 100 year rain events.
- 4) Time of concentration calculations.
- 4) An electronic copy of any computer modeling used for the drainage computations.
- 5) See also the attached Drainage Permits Checklist for more information.

Once a drainage permit application is submitted, a thorough review will be completed and additional information may be requested. Please direct questions concerning drainage issues to Jason Swenson (651-234-7539) or Jason.Swenson@state.mn.us of MnDOT's Water Resources section.

Permits:

In addition to the drainage permit mentioned above, any use of, or work within or affecting, MnDOT right of way will require a permit.

Permits can be applied for at this site: <https://olpa.dot.state.mn.us/OLPA/>.

Please direct questions regarding permit requirements to Buck Craig of MnDOT's Metro Permits Section at 651-234-7911 or Buck.Craig@state.mn.us.

Review Submittal Options

MnDOT's goal is to complete reviews within 30 calendar days. Review materials received electronically can be processed more rapidly. Do not submit files via a cloud service or SharePoint link. In order of preference, review materials may be submitted as:

1. Email documents and plans in PDF format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. Documents can be zipped as well. If multiple emails are necessary, number each message.
2. PDF file(s) uploaded to MnDOT's external shared internet workspace site at: <https://mft.dot.state.mn.us>. Contact MnDOT Planning development review staff at metrodevreviews.dot@state.mn.us for uploading instructions, and send an email listing the file name(s) after the document(s) has/have been uploaded.
3. Mailed or hand delivered documents in PDF format on a flash drive or CD-ROM to:
MnDOT – Metro District Planning Section
Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113
4. Printed documents via mail or hand delivery to the address above. Include one set of full-size plans.

If you have any questions concerning this review, please contact me at (651) 234-7797.

Sincerely,



Cameron Muhic
Senior Planner

Copy sent via E-Mail:

Buck Craig, Permits
Chris Chatfield, Water Resources
Molly Kline, Area Engineer
Almin Ramic, Traffic
Casey Crisp, Surveys
Mackenzie Turner Bargaen, Multimodal
Jason Junge, Transit

Lance Schowalter, Design
Jason Swenson, Water Resources
Mohamoud Mire, Area Coordinator
Natalie Ries, Noise
Benjamin Klismith, Right-of-Way
Jesse Thornsen, Multimodal
Russell Owen, Metropolitan Council

J. Michael Orange

1211 Bidwell Street, West St. Paul, Minnesota 55118-2211

City of West St. Paul Planning Commission
James Hartshorn, Community and Economic Development Director,
jhartshorn@wspmn.gov
Melissa Sonnek, City Planner, msonnek@wspmn.gov
RE: Proposed Dominion project for the K-Mart site, PC Case #20-07 - Conditional Use
Permit, Site Plan, Rezoning, Preliminary, And Final Plat Review For The Construction Of Two
Apartment Buildings At 1201 Robert St. And 100 Signal Hills Ave.
July 17, 2020

Dear Mr. Hartshorn and Ms. Sonnek:

I have reviewed the information provided by the City yesterday regarding the proposed Dominion project for the K-Mart site and have numerous comments and questions. I'm hoping that you can help me with these matters in time for me to participate at the Planning Commission's meeting on 7/21/20.

I am delighted to see the redevelopment of a site that has been a blight on our community for so many years. I am also delighted that the proposed development addresses the dire need for affordable housing. That said, I believe the project can be significantly improved to the benefit of the future residents, the neighborhood, and the City.

- **City subsidy:** I understand the need for and support public subsidies for this project. However, I believe the parking supply is excessive (refer to the next bullet points). Reduce the parking and total project costs drop as well as the need for public subsidy.
- **Excessive parking supply:** Studies of parking demand for affordable housing call for 0.5 stalls per unit.¹ The project is proposing 2.1 stalls per unit; far more than needed. For senior housing, a ratio of 0.4 stalls per bedroom is a standard.² The project includes about 50% more than that number at 0.6 per bedroom.³ The staff report notes that parking for the family housing exceeds somewhat the City's minimum 2 stall-per-unit standard. However, that standard does not reflect current and certainly not future conditions and demands. Ride sharing and ride hailing services are fast

¹ Source: <https://www.ssti.us/2018/10/planners-reevaluate-parking-requirements-for-affordable-housing/>

² "Senior Housing Trip Generation and Parking Demand Characteristics," Stephen B. Corcoran, P.E., presented at the Institute of Transportation Engineers 66th Annual Meeting. Source: <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.431.5480&rep=rep1&type=pdf>

³ City staff did not have the exact number of bedrooms available at the date of this report. The estimate is based on an earlier design that was released to the public.

Proposed Dominion project for the K-Mart site

replacing private vehicle ownership. While currently dampened by the pandemic, this trend will continue into the future. Secondly, increasing economic inequity and opportunity are reducing incomes and the affordability of private vehicle ownership. Parking is expensive, especially garaged parking, which constitutes almost half of the supply. It can contribute about 17% of the rent.⁴ Climate change will, of course, further exacerbate economic and social pressures on families and seniors seeking affordable housing. Based on the above reduced parking demand, the project includes about 300 excess stalls, over 50% more than are warranted. Fortunately, the Zoning Code allows the City to modify the parking requirements as a part the of the development review process. The City should require the developer match parking supply to a more realistic demand (refer to the next bullet point).

- **Parking demand study:** Unfortunately, the transportation analysis the developer prepared for the project did not examine parking demand. I believe the City should require a parking demand study and incorporate the results into the approvals for the project. The study should quantify off-site parking availability that is accessible within a ¼ mile radius of the project boundaries and estimate transit usage for the three routes near the site. It should also consider the potential impact of bus rapid transit on Robert St. The staff report compared the parking ratio for the senior building to other senior housing developments in the City. While useful, none of the examples offer the significant pedestrian advantages of the project's proximity to commercial and transit.
- **Parking opt out:** Residents need to know where their rent payments go. The City should require that the owners disclose the cost of parking and require that residents have the option to forego reserved parking and its associated costs in order to make units more affordable for those who don't need one or more reserved stalls. The City provides ample free, on-street, public parking in the neighborhood to the west and north. On-street parking is the norm for cities.
- **Neighborhood access from W. Orme St.:** The applicant proposes to rezone the entire Signal Hills site. To do so, the applicant must have some degree of control over the entire site (e.g., agreement with the owner of the shopping center). I am not privy to ownership details. I raise this matter because, if the developer has some degree of control over the shopping center portion as well, then the City should require they reopen pedestrian access to the site from W. Orme St. This is an important pedestrian connection to the shopping center and transit access for the neighborhood to the west of the site.
- **Shopping center plan:** Rezoning should be accompanied by a plan. The earlier published concept plan for the project showed a large pond to the south of the buildings (presumably for stormwater management) and a greenway connection

⁴ Refer to: <https://www.planning.org/planning/2018/oct/peopleoverparking/>

Proposed Dominion project for the K-Mart site

between W. Orme St. and Livingston St. The concept plans developed for the Robert St. Renaissance Project emphasized both on-site stormwater management and a transit center. What is the status of planning for the shopping center portion of the overall site? This development has the potential to spark redevelopment of the shopping center site as well. It also provides the opportunity to anticipate future developments and incorporate any necessary provisions in the subject project (e.g., shared parking, stormwater management, pedestrian access, etc.).

- **Vehicular access:** I totally agree with the staff's concurrence with MNDOT and the County as regards requiring a re-alignment of the Livingston intersection to a proper "T" rather than an off-set intersection. The same should be true for the curb cut on Butler Ave. opposite Gorman St.
- **Energy efficient lighting:** I agree with the Environmental Committee's recommendation that the project include energy efficient lighting. Since it was not mentioned in the staff report, can I presume the project addresses this concern?
- **Stormwater management:** The WSB report mentioned an underground stormwater retention system. The WSB evaluation is based on the 10-year event. While this may be the current standard, it is an inadequate one. Our increasingly unstable climate is delivering 50, 100, and 500-year storms with a frequency well beyond their historical rates. The goal should be 100% on-site management of the stormwater demands of the future, not the past. Does this project accomplish that?
- **Green roof vs. solar:** The Environmental Committee recommended the project incorporate a green roof to increase on-site, stormwater management. I disagree for two reasons: I expect that the combination of replacing excess parking with landscaping plus the underground retention and filtration system could manage most stormwater events. Secondly, the roofs are a far more valuable resource for solar power (not to mention the difficulties of managing a green roof on a residential rental property). As grid electricity increases in cost, on-site solar continues to decrease. Minimizing the electricity costs for future affordable housing residents is certainly a worthy goal considering the very large public investment in this project. According to the City's Comprehensive Plan, "Solar development can bring environmental and economic benefits to a community through clean energy production, creation of local revenue, and improved property values" (Chapter 9, p. 6). There are many services the developer could use to evaluate the costs and benefits of such an addition.
- **Energy efficiency; why not LEED?** Public subsidies in developments offer perfect opportunities to implement sustainable green building design as called for in the City's Comprehensive Plan, "New developments are encouraged to consider sustainable green building design, conserve valuable energy and environmental resources, and protect air and water quality for future generations. The Leadership in

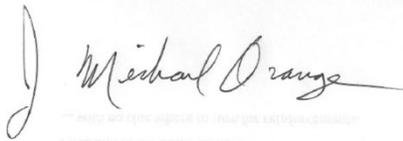
Proposed Dominion project for the K-Mart site

Energy and Environmental Design (LEED) program can help guide the creation of municipal programs that facilitate the community-wide application of sustainable design practices” (Chapter 9, p. 11).

- **GreenStep Cities Program:** The City participates in the GreenStep Cities Program. Best Practice #3, New Green Buildings, calls for the following: “Adopt a sustainable building policy for private buildings; include the SB 2030 energy standard; adopt language governing new development projects that: a. Receive city financial support, and/or b. Require city regulatory approval (planned unit development, conditional use permit, rezoning, variance). Provide a financial or other incentive to private parties who build new buildings that utilize the SB 2030 energy standard and/or a green building framework.” This development offers the perfect opportunity for the City to improve sustainability, advance in the GreenStep City Program, and serve as a model for other cities. If not now, when?

Thank you for your help on this project.

Sincerely,



Michael Orange

7-21-2020

1:00 P.M.

West St. Paul Planning Commission

Concerns: Dominion Development at Signal Hills

My wife and I have lived at 1160 Hall Ave. for 45 years. Our house is located directly behind what will be the south wing facing Hall Ave. Our property will be impacted by this project but accept the fact these buildings will be approved.

Our concern as a result of the wing being located 100' from the property line, is privacy and airflow.

I talked to a Dominion Rep last week and was given dimensions of 40' from the property line for parking and 100' to the building. At the end of the conversation, reference was made to fencing and removal of some trees. Looking at web site plan, what is the white line between trees and workforce housing? We opposed trees being removed as they afford us privacy. Also, we believe any fencing should be located 30'-35' from property line.

Thank you,

Tom & Jeanne Rodman

1160 Hall Ave.

West St. Paul City Council Meeting - 7/27

Subject: Fencing west of Dominion Development

We reside at 1160 Hall Ave. Hours before the Planning Commission Meeting on 7/21, a Dominion Rep advised us they had no plans to change the existing fencing. There would be a 4' fence added to their retaining wall. We were satisfied to hear the existing 8' privacy fence would remain. This fence was constructed at the time W-Mart was built and extends from Butler to Moreland. The Planning Commission on 7/21 decided the need for fencing on the west side of the development.

We are opposed to any changes to the existing fence, especially construction of a privacy fence on the property line. However, if there were a need to remove the existing 8' fence, we would agree to the placement of the privacy fence between the tree line and the proposed sidewalk. Should there be discussion to any other changes regarding existing fencing or removal of mature trees, either by West St. Paul personnel or Dominion, we request the matter be referred back to the Planning Commission for further discussion. This allows neighbors the opportunity to provide input.

Thank you

Tom & Jeanne Nordman

Technical Memorandum

To: Matt Hodges – Dominionium
From: Jonah Finkelstein, PE
Date: July 15, 2020
Re: Trip Generation Memorandum – West Saint Paul Residential Development

Purpose of Report and Study Objectives

The purpose of this study is to determine the expected traffic generation for the proposed residential development site located south of Butler Avenue between Hall Avenue and Livingston Avenue in West Saint Paul, Minnesota. The new land use will consist of a 137-unit apartment complex and 232 senior building in place of the existing shopping center.

Conclusions

The trip generation and distribution of the proposed residential complex was reviewed. Using standard trip generation data, the expected trip generation for the proposed development is:

- 1,390 daily trips to and from the site
- 84 new AM peak hour trips (32 entering and 52 exiting)
- 115 new PM peak hour trips (64 entering and 51 exiting)

No significant operational impacts are anticipated for the surrounding roadways and intersections due to the trips generated from this proposed development.

Existing Site

The proposed site is currently vacant but was originally a big box department store. The development shares its parking lot with the strip mall to the south though these connections are proposed to be removed with the new development.

Based on available data sources, the following Average Daily Traffic (ADT) volumes are present on the surrounding roadways:

- 5,200 vehicles per day on Butler Avenue west of S Robert Street
- 8,300 vehicles per day on Butler Avenue east of S Robert Street
- 13,300 vehicles per day on S Robert Street north of Butler Avenue
- 18,400 vehicles per day on S Robert Street south of Butler Avenue

Trip Generation

The existing and future traffic forecasts for the site are based on the data and methods published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. The ITE manual compiles studies from across the country to provide a national average of traffic for various land uses. Spack Consulting also collects current average traffic volumes for various land uses in the Twin Cities regional area for use in our studies. Local data is considered more relevant than the ITE national data as it is generally newer and accounts for our area's specific characteristics and driving habits. Per the procedure in the *Trip Generation Manual*, local trip generation data is used when possible and supplemented with national ITE data when local data is not available.

Table 1 presents the trip generation for proposed land uses.

Table 1 – Raw Trip Generation Comparison

Source	Description (source)	Daily Trips		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
ITE	Multifamily Housing (Mid-Rise) – 167-Units (ITE-221)	373	373	13	36	37	24
	Senior Adult Housing – Attached – 232-Units (ITE 252)	429	429	16	30	33	27
	TOTAL TRIP GENERATION	802	802	29	67	70	51
Local	Apartment	302	302	6	36	40	19
	Senior Adult Housing	393	393	26	16	24	32
	TOTAL TRIP GENERATION	695	695	32	52	64	51

As shown in Table 1, the local and ITE based peak hour trip generation results are similar. Therefore, based on recommended best practices, the trip generation forecasts based on local data are used in the analysis.

The proposed development change results in roughly 1,390 new daily trips, 84 new AM peak hour trips, and 115 pm peak hour trips when compared against the vacant lot.

To show the magnitude of change compared to the previous big box store land use the expected trip generation for the residential land use was compared against that of a department store. This comparison can be seen in Table 2.

Table 2 – Raw Trip Generation Comparison

Source	Description (source)	Daily Trips		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
Proposed Land Use	TOTAL TRIP GENERATION (Local)	695	695	32	52	64	51
Existing Land Use	Big Box Store (Local)	2,358	2,358	99	77	184	192
Net Change in Trip Generation		-1663	-1663	-67	-25	-120	-141

As Table 2 shows, when compared to the previously existing big box store land use, the proposed residential land use is expected to generate less traffic including:

- 3,326 less daily trips
- 92 less AM peak hour trips
- 261 less PM peak hour trips

Trip Generation Distribution

To be able to see the impact of site trips on surrounding intersections, trips need to be distributed throughout the roadway network. A trip distribution pattern for the generated traffic going to and from the proposed development accounting for the major highway connections surrounding the development and likely travel patterns is as follows:

- 30% of the generated traffic to/from the north on S Robert Street
- 20% of the generated traffic to/from south on S Robert Street
- 35% of the generated traffic to/from east on Butler Avenue
- 15% of the generated traffic to/from west on Butler Avenue

Traffic generated by the site development was assigned to the area roadways per this distribution pattern.

Intersection Impact Analysis

Using the trip generation and trip distribution, new trips for the proposed land use plan were routed through the following intersections:

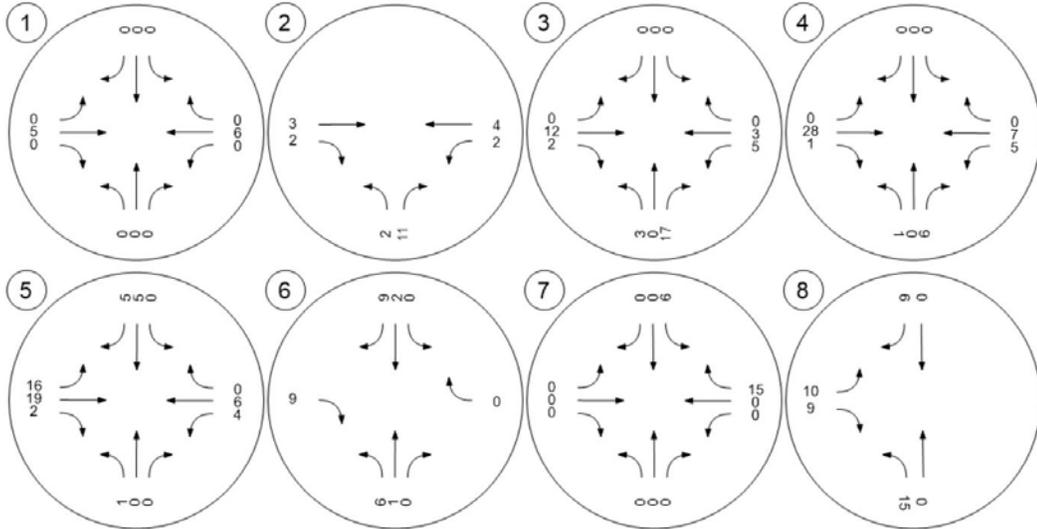
- Butler Avenue & Hall Avenue
- Butler Avenue & Western Site Access
- Butler Avenue & Eastern Site Access
- Butler Avenue & Livingston Avenue
- S Robert Street & Butler Avenue
- S Robert Street Orme Avenue
- Livingston Avenue & Orme Avenue
- Livingston Avenue & Site Access

Figure 1, below, present the routing of the new trips, associated with the residential development, through the study area.

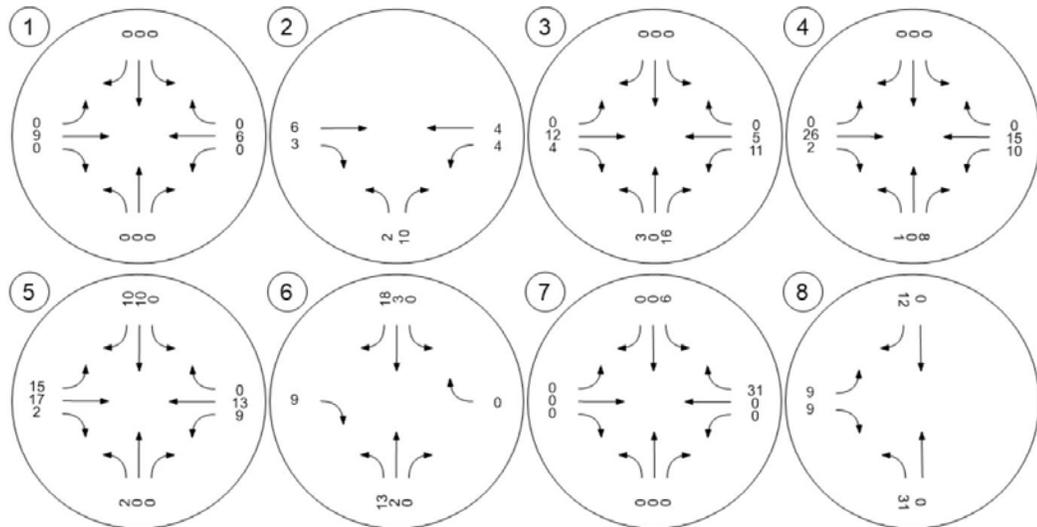
Figure 1 – Peak Hour Site Trips with Current Land Use Scenario



AM Peak Hour



PM Peak Hour



As seen in Figure 1, the highest hourly volume increase for any intersection movement due to the site traffic is 31 vehicles. This occurs at the westbound right turn at Livingston Avenue & Orme Avenue and the northbound left turn at Livingston Avenue & Site Access in the evening peak hour. This magnitude of new trips equates to an increase of roughly one vehicle every two minutes for that movement.

The West Saint Paul Planning Commission raised congestion concerns about the S Robert S & Orme Avenue intersection. At this intersection, the following volume increases are forecasted:

- Northbound left turn; six vehicles in the AM peak hour and 13 vehicles in the PM peak hour
- Southbound right turn; nine vehicles in the AM peak hour and 18 vehicles in the PM peak hour
- Eastbound right turn; nine vehicles in each of the peak hours

This magnitude of new trips at one intersection does not raise any significant impact concerns and is not expected to significantly change overall traffic flow or operations.

Site Plan Review

The proposed site plan was reviewed for traffic-related concerns. The following conditions are noted:

- Sidewalk Connections
 - Provide sidewalk extensions to the existing sidewalk along Butler Avenue.
 - Remove the internal crosswalks to the south of the development as they do not align with any receiving pedestrian infrastructure.
 - Construct a sidewalk along the west side of Livingston Avenue with connections to Butler Avenue and Orme Avenue. This will provide safe pedestrian connections to the south.
 - Provide a boulevard between Butler Avenue and the proposed sidewalk to allow room for snow storage and signage. This will also match the existing northern sidewalk configuration.
 - If mobility between buildings is expected to be high, additional crossing should be provided near the north and south end of each building.
- Site Access and
 - One new site access is proposed on Butler Avenue near Gorman Avenue. This access should line up with Gorman Avenue and limit the offset distance. As currently shown, the left turn movements between Gorman Avenue and the driveway overlap, creating travel path conflict concerns.
- Internal Routing and Operations
 - The offset stagger of the north-south aisles will help reduce speeds within the parking area. However, the staggers should be designed to ensure they allow safe passing of vehicles travelling in each direction to not create a bottleneck and that trucks can safely maneuver through the parking aisles.

-
- Safe loading and unloading zones should be provided for tenants in a location that does not obstruct overall traffic flow on site.
 - A designated trash pick-up and delivery area is not shown on the site plan. These locations should be placed such they do not block routing through the site.
 - Service vehicles, such as trash pick-up and deliveries should be scheduled outside of peak hours to help reduce the overall peak hour vehicle demand of the site.
 - Bicycle Infrastructure:
 - Bicycle parking, in a well-lit area near the main accesses of each building, should be provided for guests.
 - Long term bicycle storage should be provided for tenants inside of each development. This facility should provide basic bicycle maintenance tools such as a tire pump for basic maintenance needs.

Attachments

- A. Site Plan