

**From:** [Williams, Josh \(CI-StPaul\)](#)  
**To:** [Englund, Cherie \(CI-StPaul\)](#)  
**Subject:** FW: Zoning Committee written comments: #18-036-924 Larpenteur Crossing Sarin Devt.  
**Date:** Wednesday, April 11, 2018 3:10:30 PM

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**From:** Anne Fundakowski [mailto:[anne.fundakowski@gmail.com](mailto:anne.fundakowski@gmail.com)]  
**Sent:** Wednesday, April 11, 2018 1:58 PM  
**To:** Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)>  
**Subject:** Re: Zoning Committee written comments: #18-036-924 Larpenteur Crossing Sarin Devt.

My address is: 1529 Pascal St N, Saint Paul, MN 55108.  
Thank you very much.  
-Anne Fundakowski

On Wed, Apr 11, 2018 at 1:50 PM, Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)> wrote:

Email comments are fine. I do however need a street address to accept comments into the public record. If you will just reply with your address, I will pass on your email below as comments to the Zoning Committee.

**From:** Anne Fundakowski [mailto:[anne.fundakowski@gmail.com](mailto:anne.fundakowski@gmail.com)]  
**Sent:** Wednesday, April 11, 2018 12:52 PM  
**To:** Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)>  
**Subject:** Zoning Committee written comments: [#18-036-924 Larpenteur Crossing](#) Sarin Devt.

Josh,

Could I submit written comments for this topic through this email? If not, would you please let me know where I can send them?  
Would it be beneficial for me or my husband to attend the hearing on Thursday?  
Thank you for your time and help.

Regards,  
Anne Fundakowski

***Written Comments:***

We are current residents of the Como Park neighborhood from Pascal St N (just south of Hoyt). With the location of our residence, Hamline Ave and Larpenteur Ave intersection is on our primary routes.

From our standpoint there are 2 main concerns with the redevelopment plans for the corner lot

of Hamline Ave and Larpenteur Ave:

1. Drive-thru creating substantial traffic on Hamline Ave
2. Building location will remove “Eyes on the Street” from this corner

### **Drive-thru creating substantial traffic on Hamline Ave**

Currently, Hamline Ave is a main corridor for the neighborhood, and many people use it on a regular basis. Due to this, the intersection of Hamline and Larpenteur can become an extremely busy intersection. Combining residential traffic with people trying to access SuperAmerica, Macs Fish and Chips, and Midtown Cleaners, already creates a recipe for disaster. The intersection might be able to handle increased traffic due to a new/improved business. However, funneling enough customers to keep a drive-thru beneficial through this corridor (Hamline) will only guarantee massive congestion.

There are multiple situations that create additional congestion:

1. Cars turning into SuperAmerica from northbound Hamline Ave
  - a. People wait on Hamline until they can cross traffic. This can stop northbound traffic due to people waiting to turn east on Larpenteur. If a drive-thru overflows into Hamline Ave, the corridor would narrow even more, and people would not be able to get through at all.
2. Cars waiting “in-line” to enter Super America from southbound Hamline Ave
  - a. When SuperAmerica is very busy some cars will wait at the entrance. This forces southbound drivers on Hamline to either wait in the intersection or dodge around them.
3. Cars turning into Macs Fish & Chips or Midtown Cleaners from Northbound Hamline Ave
  - a. If cars can to enter the property immediately, this would only cause extra congestion due to more drivers utilizing this route.
4. Cars turning into Macs Fish and Chips or Midtown Cleaners from southbound Hamline Ave
  - a. Drivers come south on Hamline and stop just south of the Larpenteur light. They wait there and block traffic until they can get into these locations. Because Larpenteur is a more heavily traveled road, this is the most likely route people will use to access a drive-thru. When someone sits in this location, traffic either completely stops and others can’t get through the light, or drivers try to quickly dodge the stopped car.

### **Building location will remove “Eyes on the Street” from this corner**

The plan shown at the District 10 Land Use Committee meeting shows the building sitting immediately adjacent to the sidewalks of both Hamline and Larpenteur. Unless this building has windows facing Larpenteur and Hamline, the sidewalk alongside the building no longer has an audience. It becomes a less safe-feeling location and discourages foot-traffic. An example of this situation is the Walgreens on Larpenteur and Lexington. It is uncomfortable to walk alongside this Walgreens due to lack of windows. It would benefit the neighborhood to have windows facing the sidewalk, if the building must be right next to it.

**From:** [Williams, Josh \(CI-StPaul\)](#)  
**To:** [Englund, Cherie \(CI-StPaul\)](#)  
**Subject:** FW: Hamline Larpenteur project  
**Date:** Wednesday, April 11, 2018 3:51:46 PM

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**From:** Craig Norman [mailto:craiganorman@gmail.com]  
**Sent:** Wednesday, April 11, 2018 10:18 AM  
**To:** Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>  
**Subject:** Re: Hamline Larpenteur project

Hi Josh,

Thanks for the information.

To paraphrase our Fair lingo: this is congestion on a stick. With just SA across the street from this project, things can get interesting during rush hour. Adding another busy driveway on the other side will really mess things up. Cars trying to enter the drive through from south bound Hamline will bring everyone else to a stop. The congestion will send traffic through the neighborhood - either trying to avoid the mess at Hamline Larpenteur, or trying to enter the drive through from the north bound side. Cars already zip down Idaho, barely slowing down at the stop sign at Huron, where children wait for the bus.

Even forgiving almost 40 feet of the 60 foot required buffer, the drive lanes would be still very narrow and the added congestion of cars leaving the drive through (across the entering lane!) and cars trying to enter the parking lot from east bound Larpenteur would only add to the problems already discussed on Hamline.

I have no doubt that both businesses would be popular, but the congestion caused by this project would be difficult for the entire neighborhood.

I vote no.

Thank You,

Craig Norman  
1651 Huron Street

On Apr 9, 2018, at 5:54 PM, Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)> wrote:

Hi Craig, sorry about the delay.

Attached is a copy of my staff report to Zoning Committee, which I will present to them this Thursday. The report includes plans provided by the applicant.

If you want to provides comments, please either send those to me via email, or plan on attending the hearing this Thursday (3:30 pm, City Council chambers, City Hall (3<sup>rd</sup> floor)).

Josh

**From:** Craig Norman [<mailto:craiganorman@gmail.com>]  
**Sent:** Thursday, April 5, 2018 10:38 PM  
**To:** Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)>  
**Subject:** Re: Hamline Larpenteur project

Hi Josh,  
You were going to email me the information on the project at Hamline and Larpenteur with the drive through. I think you said Dunkin donut.

Thanks,  
Craig

On Wed, Apr 4, 2018 at 2:10 PM Craig Norman <[craiganorman@gmail.com](mailto:craiganorman@gmail.com)> wrote:

Hi Josh,

Thanks for your help on this!

Craig

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Sincerely,  
Craig Norman

--

Sincerely,  
Craig Norman  
<18-036-924 ZC Packet.pdf>

April 10, 2018



Planning and Economic Development  
1400 City Hall Annex  
25 West Fourth Street  
St. Paul, MN 55102

Re: File #18-036-924  
Proposed Plan Macs Fish & Chip/Dunkin Donuts

Over the past 35 years I have seen the SE corner of Larpenteur and Hamline transition from a Clarks gas station to a video store, then to a donut shop and currently a fish & chips. I am concerned that the plan for a Macs Fish & Chips/Dunkin Donuts could increase traffic through the city alley. The alley is already very busy with residents living in two apartment buildings next door to Macs Fish & Chips.

The proposed plan has customers exiting East onto Larpenteur Ave. The Fish & Chips/Dunkin Donuts customer traffic could affect the flow of residential traffic exiting from the alley and right onto Larpenteur Ave. It would be good to finally see improvements to this Hamline/Larpenteur corner but I am concerned how this would affect an already busy alley.

Thanks,

A handwritten signature in black ink that reads 'Michael Becker'. The signature is written in a cursive, flowing style.

Michael Becker  
Huron St. resident  
651-488-2694



**District 10 Como Community Council**  
1224 Lexington Parkway North  
Saint Paul, MN 55103  
651.644.3889  
district10@district10comopark.org  
www.district10comopark.org

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April 10, 2018

Josh Williams  
Planning and Economic Development  
1400 City Hall Annex  
Saint Paul, MN 55102

Mr. Williams,

The Como Community Council Land Use Committee is extending conditional support to the request for a conditional-use permit for a drive-thru in the proposed development at 1300 Larpenteur Ave. We welcome the redevelopment of that corner and believe that, in many ways, the proposal would be an improvement over the current situation.

However, after meeting with the developer, architect and residents, we believe improvements need to be made to drive-thru traffic flow patterns to increase queuing capacity and to minimize the risk of congestion and back-ups in the parking lot and extending onto Hamline Ave. (and potentially Larpenteur Ave. as well). In addition, the most-recent architectural drawing we saw would allow traffic to exit the drive-thru and parking lot via the alley on the east. We recommend that the implications of this be studied further, including the possibility of making the alley one-way northbound to prevent traffic from exiting through the residential part of that block.

Sincerely,

(signed)  
Kevin Dahm  
Chair

**From:** [Williams, Josh \(CI-StPaul\)](#)  
**To:** [Englund, Cherie \(CI-StPaul\)](#)  
**Subject:** FW: Zoning meeting for Larpenteur Hamline intersection  
**Date:** Thursday, April 12, 2018 11:30:18 AM

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

From: David Wagner [[mailto:david\\_wags@comcast.net](mailto:david_wags@comcast.net)]  
Sent: Wednesday, April 11, 2018 4:31 PM  
To: Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)>  
Subject: Zoning meeting for Larpenteur Hamline intersection

Josh,

I am sending my opinions on the proposed re-development for the Hamline Ave corner intersecting with Larpenteur. Based on the photo rendering I am being shown as well as the proposed changes, I would like to state a few concerns addressing the proposal.

1. I am concerned that the egress proposed between the new site and the neighbor going from 60' to 20' leaves the neighbor with a devalued property to say the least. It's hard enough to live on a busy street much less end up next to a potential increase in traffic, exhaust pollution, and noise, as well as safety. An opaque fence atop a brick wall will not fix the drop in value for the immediate neighbors. I am also concerned about the adjacent alley and see that as an issue warranting discussion. We all know cars will take what they deem as the "quickest way out".
2. The lack of green space in the pictured proposal is alarming. I see nothing but a concrete building, parking lot and blacktop. This is not a warm community feel by any means. It is also highly concerning environmentally, thus I would argue the need for permeable pavers that will filter runoff prior to it reaching our precious Lake Como, which already suffers from caustic runoff, as well as a rain garden feature to improve filtration.
3. I object to the drive-through lane for several reasons. Pedestrian safety, noise and exhaust pollution from running vehicles, and traffic lanes on an already difficult corner. Observing the back up of traffic that now happens at the tight Walgreens through lane should be taken as a lesson learned for a tight, busy traffic corner. Imagine the state fair traffic adding to the congestion and this becomes a liability to the neighborhoods not an asset.

I appreciate the opportunity to engage in the dialogue surrounding the proposal as it affects where I call home, the beautiful Como Park. Please keep the surrounding district 10 updated on any further discussions and changes. A meeting that is timed to meet the needs of working neighbors would also be a nice gesture to further dialogue.

Thank you for your time and attention on this matter.

Theresa Wagner  
Sent from my iPad

**From:** [Williams, Josh \(CI-StPaul\)](mailto:Williams, Josh (CI-StPaul))  
**To:** [Englund, Cherie \(CI-StPaul\)](mailto:Englund, Cherie (CI-StPaul))  
**Subject:** FW: File 18-036-924  
**Date:** Thursday, April 12, 2018 11:41:21 AM

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**From:** Michael Kuchta [mailto:mnkuchta@centurylink.net]  
**Sent:** Thursday, April 12, 2018 9:36 AM  
**To:** Williams, Josh (CI-StPaul) <josh.williams@ci.stpaul.mn.us>  
**Subject:** File 18-036-924

Mr. Williams,

As a Saint Paul and Como resident, I urge the zoning committee to reject the conditional-use permit requested for the drive-thru proposed for the Lexington Crossing Dunkin Donuts at Larpenteur at Hamline.

I attended the presentation by the developer April 9 at the District 10 Land Use Committee. The proposal keeps getting worse each time the architect redraws the plan. The original plan -- which had the drive-thru exiting onto Larpenteur (if the vehicle could navigate other vehicles entering and exiting from Larpenteur) -- was risky enough. The latest plan -- which has cars exiting the drive-thru either by pulling a U-turn in the parking lot or by exiting through the alley -- is a disaster waiting to happen.

The alley option on the east end of the lot undoubtedly will turn that residential alley into a thoroughfare, which is an unwelcome likelihood and unsafe for everyone. The U-turn option is a promise to:

- a) create gridlock in the parking lot as drive-thru cars and parked cars compete for limited space and
- b) create gridlock at the entrance/exit from Hamline, as cars compete to:

- enter the parking lot
- cut in front of other cars to enter the drive-thru
- compete to leave the parking lot as other cars are entering and/or cutting in front of them
- and figure out how to turn right or left onto Hamline in the midst of this low-speed demolition derby

Meanwhile, that says nothing about how pedestrians are supposed to navigate the parking lot or sidewalk as cars cut in and out. And we can only guess what will happen out on Hamline as cars try to:

- commute north and south
- turn out of the Dunkin Donuts parking lot while other cars are turning in
- compete for space with cars entering or leaving the Super America across the street

This drive-thru proposal has the potential to rival the fiasco we see every day at the



Starbucks on Snelling and Marshall. We should have learned our lesson from that.

I would welcome redevelopment at this corner. It would be great if Mac's Fish and Chips could get a new building. There is much to this proposal that would be an improvement over the existing situation. However, it is clear from the architect's struggles that there is no way to make a drive-thru work in this space. Please reject the conditional use permit under all circumstances. Thank you,

Michael Kuchta  
1522 N. Grotto

**From:** [Williams, Josh \(CI-StPaul\)](#)  
**To:** [Englund, Cherie \(CI-StPaul\)](#)  
**Subject:** FW: Public hearing - drive thru Hamline/Larpenteur  
**Date:** Thursday, April 12, 2018 12:54:08 PM

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Did I send you this one?

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

From: Danica Goshert [<mailto:goshertd@yahoo.com>]  
Sent: Wednesday, April 11, 2018 11:06 PM  
To: Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)>  
Subject: Public hearing - drive thru Hamline/Larpenteur

I'd like to register my comment as opposing a conditional permit for a drive thru at this location. The Starbucks on Snelling/Marshall has been an excellent reason why. Cars are often backed up into the street - even during times when the extra police hired to direct traffic aren't there - and people park illegally in the bike lanes. Drivers disregard the traffic direction when leaving the lot. They were just undergoing a test to redirect traffic as a way to address the problem, which persists. It is only a matter of time before a pedestrian or cyclist is injured here.

Let's use the benefit of experience and not repeat the same mistake. We pump gas outdoors all year around - it is not difficult to fetch coffee and a donut if needed.

Danica Goshert  
St Paul

**From:** [Williams, Josh \(CI-StPaul\)](#)  
**To:** [Englund, Cherie \(CI-StPaul\)](#)  
**Subject:** FW: Larpenteur Crossing ZF# 18-036924  
**Date:** Thursday, April 12, 2018 12:13:36 PM  
**Attachments:** [Z Larpentuer Crossing 4-10-18.pdf](#)

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Updated site plan. Please print out copies of pages 5 and 6.

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**From:** Hung Ly [mailto:[bacho2099@gmail.com](mailto:bacho2099@gmail.com)]  
**Sent:** Tuesday, April 10, 2018 11:20 AM  
**To:** Williams, Josh (CI-StPaul) <[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)>; 'Wayne Stark' <[Waynes@starkengineer.com](mailto:Waynes@starkengineer.com)>  
**Cc:** Dubruiel, Paul (CI-StPaul) <[paul.dubruiel@ci.stpaul.mn.us](mailto:paul.dubruiel@ci.stpaul.mn.us)>; Anderson, Tia (CI-StPaul) <[Tia.Anderson@ci.stpaul.mn.us](mailto:Tia.Anderson@ci.stpaul.mn.us)>; 'Leang Sarin' <[lhsarin@gmail.com](mailto:lhsarin@gmail.com)>  
**Subject:** RE: Larpenteur Crossing

Hi Josh/Tia,

Enclosed you will find our revised site plan and reduced the building for the Larpenteur crossing development. We have 60'-0" drive thru setback and 6'-0" buffer landscape from the south property.

Josh please update your staff report base on our revised set of plan for our meeting this coming Thursday.

Greatly Appreciated it.

Thanks.

Best Regards,

Hung Ly, Architect

**HL ARCHITECTS**  
**2924 W. St. Germain Street**  
**St. Cloud, MN 56301**  
**Cell: 320-237-7411**

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**From:** Williams, Josh (CI-StPaul) [mailto:[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)]  
**Sent:** Monday, April 9, 2018 5:59 PM  
**To:** [hungly@charter.net](mailto:hungly@charter.net); Wayne Stark  
**Subject:** Larpenteur Crossing

Mr. Ly and Mr. Stark,

Attached please find my staff report and recommendations for the Larpenteur crossing application.

If it would be helpful, I am happy to walk you through the process in advance of the hearing this Thursday.

Josh



**Josh Williams**

***Senior Planner***

Planning and Economic Development

25 W. Fourth Street

Saint Paul, MN 55102

P: 651.266.6659

[josh.williams@ci.stpaul.mn.us](mailto:josh.williams@ci.stpaul.mn.us)

The Most Livable  
City in America

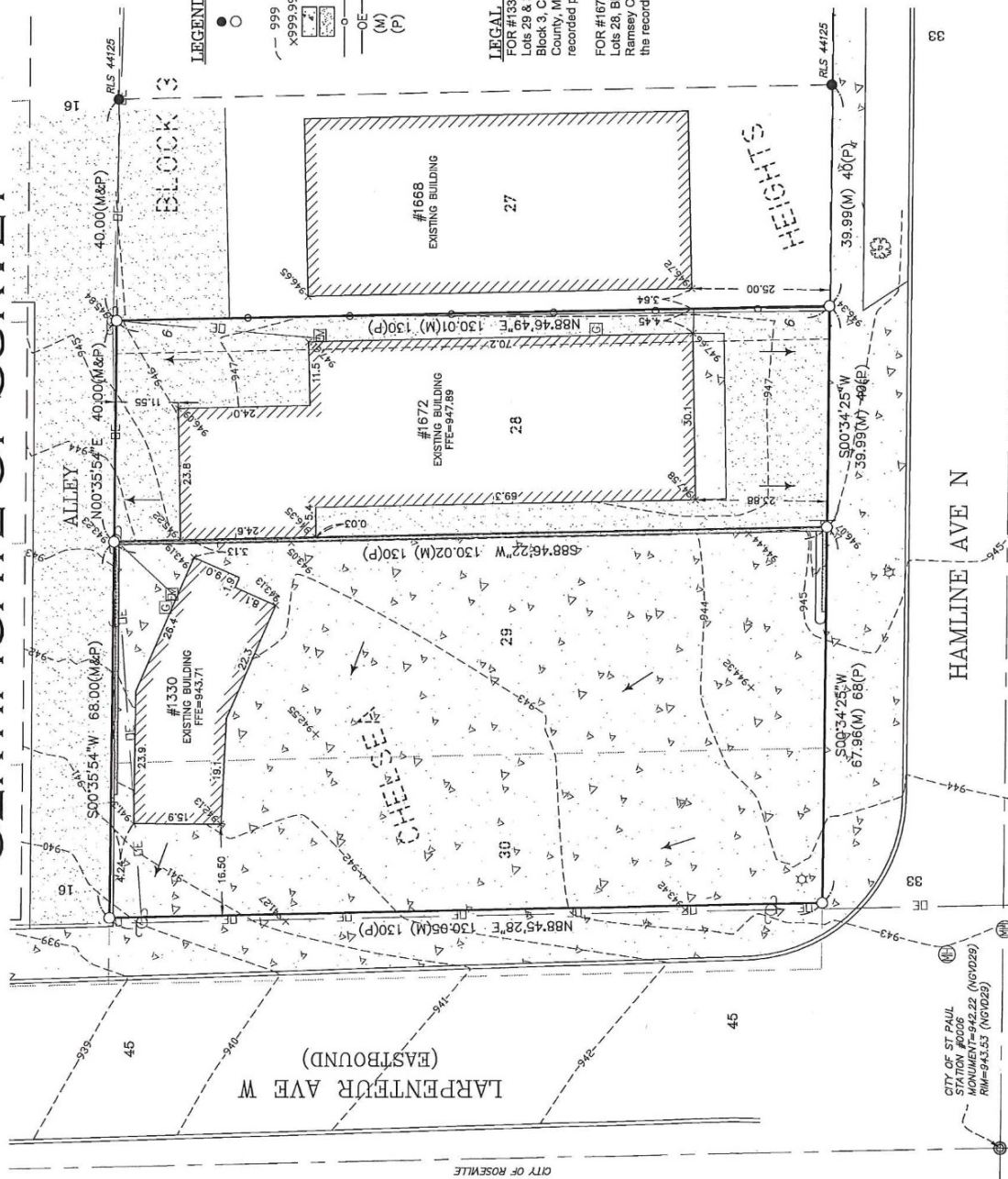


Making Saint Paul the Most Livable City in America



# CERTIFICATE OF SURVEY

Call 48 Hours before digging  
**GOPHER STATE ONE CALL**  
 Twin Cities Area 651-454-0002  
 MN. Toll Free 1-800-252-1166



- LEGEND**
- DENOTES FOUND PROPERTY IRON
  - DENOTES SET 1/2" X 18" REBAR WITH PLASTIC CAP "PLS 25105"
  - DENOTES EXISTING CONTOUR LINE
  - DENOTES EXISTING ELEVATION
  - DENOTES CONCRETE SURFACE
  - DENOTES BITUMINOUS SURFACE
  - DENOTES CHAINLINK FENCE
  - DENOTES OVER-HEAD ELECTRIC
  - (M) DENOTES MEASURED DISTANCE
  - (P) DENOTES PLATTED DISTANCE
  - DENOTES BOUNDARY LINE
  - DENOTES LOT LINE
  - DENOTES DRAINAGE FLOW
  - DENOTES SIGN/POST
  - DENOTES LIGHT POLE
  - DENOTES MANHOLE
  - DENOTES ELECTRIC METER
  - DENOTES GAS METER
  - DENOTES DECIDUOUS TREE
  - DENOTES POWER POLE
  - DENOTES RETAINING WALL

**LEGAL DESCRIPTION**  
 FOR #1330 LARPENNEUR AVE:  
 Lots 29 & 30, subject to Larpenneur Ave, Block 3, CHELSEA HEIGHTS, Ramsey County, Minnesota, according to the recorded plat thereof.

FOR #1672 HAMLINE AVE:  
 Lots 28, Block 3, CHELSEA HEIGHTS, Ramsey County, Minnesota, according to the recorded plat thereof.

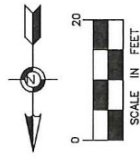
**BUILDING SETBACKS**  
 ZONING: B2 = COMMUNITY BUSINESS HOUSE:  
 FRONT = 0 FT  
 REAR = 0 FT  
 SIDE = 0 FT, 6 FT WHEN ADJOINING A RESIDENTIAL DISTRICT

**LOT SIZE**  
 FOR #1330 LARPENNEUR AVE:  
 TOTAL LOT AREA 8,838 SQ. FT. ±

FOR #1672 HAMLINE AVE:  
 TOTAL LOT AREA 5,107 SQ. FT. ±

**NOTES**

- THE BASIS OF THE BEARING SYSTEM IS ASSUMED.
- NO SPECIFIC SOIL INVESTIGATION HAS BEEN COMPLETED.
- NO TITLE INFORMATION WAS PROVIDED FOR THIS SURVEY. THIS SURVEY DOES NOT PURPORT TO SHOW ALL EASEMENTS OF RECORD.
- EXISTING UTILITIES AND SERVICES SHOWN HEREON OWNER LOCATED EITHER PHYSICALLY ON THE GROUND DURING THE SURVEY OR BY REASONING COORDINATES MADE AVAILABLE TO US BY RESPONDING UTILITIES AND SERVICE COMPANIES. SERVICES MAY BE PRESENT, VERIFICATION AND LOCATION OF UTILITIES AND SERVICES SHOULD BE OBTAIN FROM THE OWNERS OF RESPECTIVE UTILITIES BY CONTACTING GOPHER STATE ONE CALL AT (651) 454-0002 PRIOR TO ANY DESIGN, PLANNING OR EXCAVATION.



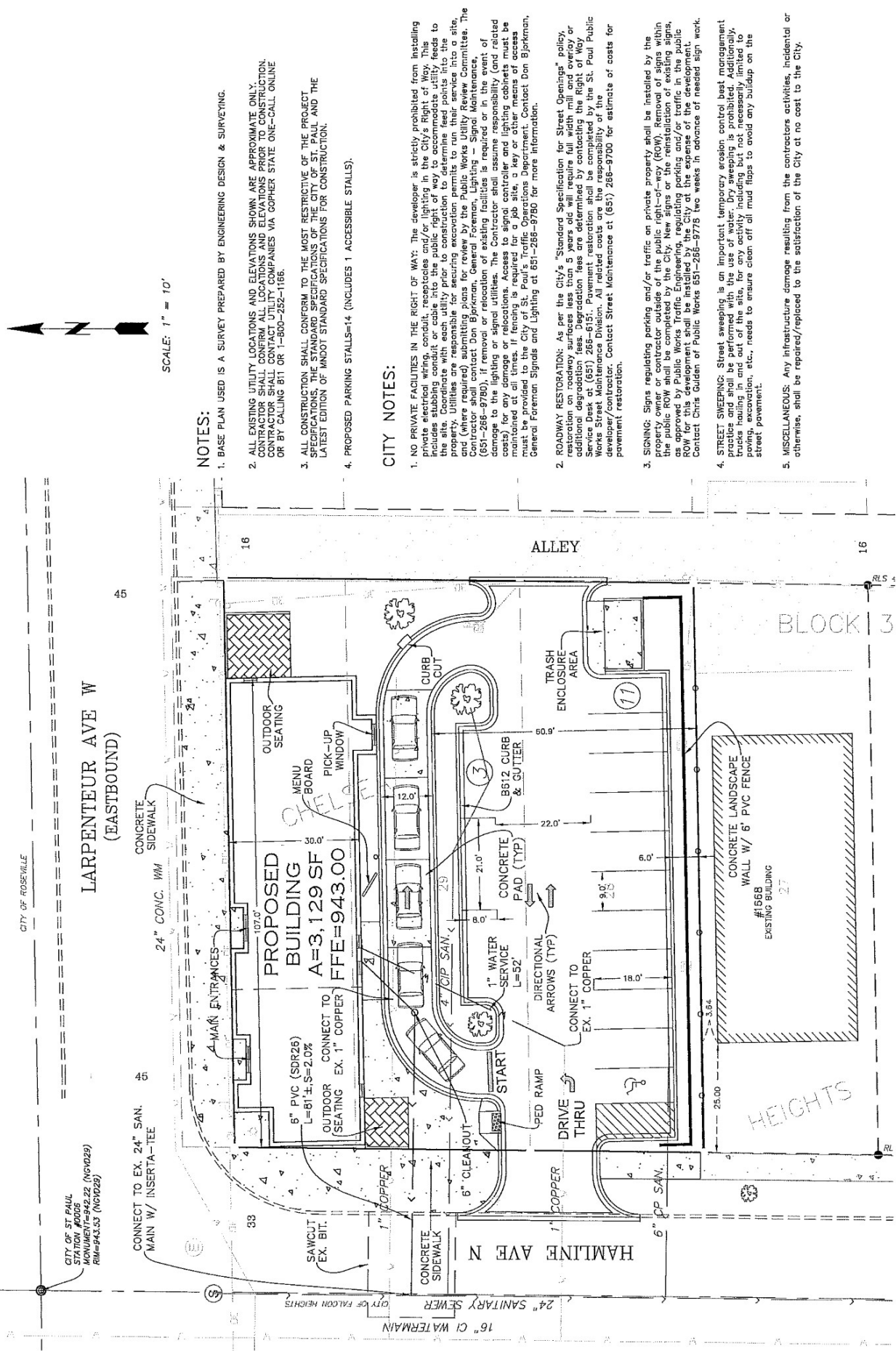
NO.	DATE	DESCRIPTION	BY

<b>ENGINEERING DESIGN &amp; SURVEYING</b> 6480 Wayzata Blvd. Minneapolis, MN 55426 OFFICE: (763) 545-2800 FAX: (763) 545-2801 EMAIL: info@edsdm.com WEBSITE: http://edsdm.com	JOB NAME: LEANG SHARN LOCATION: 1330 LARPENNEUR AVE W SAINT PAUL, MN 55108	FIELD WORK DATE: 02/12/18 FIELD BOOK NO.: EDS-15	DRAWN BY: EP CHECKED BY: VS SHEET NO. 1 OF 1
	I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.	DATE: 02/13/18 MAJOR SURVEYOR: L.S. NO. 25105 Surveyor	PROJECT NO.: 18-009



DATE	DESCRIPTION
4/17/18	REVISED
4/17/18	REVISED
4/17/18	REVISED

SITE AND UTILITY PLAN



- NOTES:**
1. BASE PLAN USED IS A SURVEY PREPARED BY ENGINEERING DESIGN & SURVEYING.
  2. ALL EXISTING UTILITY LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE ONLY. CONTRACTOR SHALL CONFIRM ALL LOCATIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. CONTACT ST. PAUL UTILITIES COMPANIES VIA GOPHER STATE ONE-CALL ONLINE OR BY CALLING 811 OR 1-800-252-1156.
  3. ALL CONSTRUCTION SHALL CONFORM TO THE MOST RESTRICTIVE OF THE PROJECT SPECIFICATIONS, THE STANDARD SPECIFICATIONS OF THE CITY OF ST. PAUL AND THE LATEST EDITION OF MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
  4. PROPOSED PARKING STALLS=14 (INCLUDES 1 ACCESSIBLE STALLS).

**CITY NOTES:**

1. NO PRIVATE FACILITIES IN THE RIGHT OF WAY: The developer is strictly prohibited from installing private electrical wiring, conduit, receptacles and/or lighting in the City's Right of Way. This includes stubbing conduit or cables into the public right of way to accommodate utility leads to the site. The contractor shall be responsible for securing excavation permits to run their service into a site, and (where required) submitting plans for review by the Public Works Utility Review Committee. The Contractor shall contact Don Bjorkman, General Foreman, Lighting - Signal Maintenance, (651-266-9780), if removal or relocation of existing facilities is required or in the event of damage to the lighting or signal utilities. The Contractor shall assume responsibility (and related costs) for any damage or relocations. Access to signal controller and lighting cabinets must be maintained at all times. The City of St. Paul's Traffic Operations Department, Contact Don Bjorkman, General Foreman Signals and Lighting at 651-266-9780 for more information.
2. ROADWAY RESTORATION: As per the City's "Standard Specification for Street Openings" policy, restoration on roadway surfaces less than 5 years old will require full width mill and overlay or additional degradation fees. Degradation fees are determined by contacting the Right of Way Service Desk at (651) 266-6151. Pavement restoration shall be completed by the St. Paul Public Works Street Maintenance Division. All related costs are the responsibility of the developer/contractor. Contact Street Maintenance at (651) 266-9700 for estimate of costs for pavement restoration.
3. SIGNING: Signs regulating parking and/or traffic on private property shall be installed by the property owner or contractor outside of the public right-of-way (ROW). Removal of signs within the public ROW shall be completed by the City. New signs or the restoration of existing signs, or the removal of signs, shall be completed by the City. The sign and/or the developer/public ROW for this development shall be installed by the City, the sign and/or the developer/public ROW for this development shall be installed by the City, two weeks in advance of needed sign work. Contact Chris Gulden of Public Works 651-266-9778.
4. STREET SWEEPING: Street sweeping is an important temporary erosion control best management practice and shall be performed with the use of water. Dry sweeping is prohibited. Additionally, trucks hauling in and out of the site, for any activity including but not necessarily limited to paving, excavation, etc., needs to ensure clean off all mud flaps to avoid any buildup on the street pavement.
5. MISCELLANEOUS: Any infrastructure damage resulting from the contractors activities, incidental or otherwise, shall be repaired/replaced to the satisfaction of the City at no cost to the City.

CITY OF ROSEVILLE

LARPEL TEUR AVE W  
 (EASTBOUND)

ALLEY

BLOCK 3

HAMLIN E AVE N

HEIGHTS

CITY OF ST PAUL  
 STATION #005  
 MONUMENT=942.22 (NG1025)  
 RIM=943.50 (NG1025)

CONNECT TO EX. 24" SAN.  
 MAIN W/ INSERTA-TEE

CONCRETE SIDEWALK

16" CI WATERMAIN

24" SANITARY SEWER

CONCRETE LANDSCAPE  
 WALL W/ 6' PVC FENCE  
 #1568  
 EXISTING BUILDING

PROPOSED  
 BUILDING  
 A=3,129 SF  
 FFE=943.00

6" PVC (SDR26)  
 L=61 ±, S=2.0%

CONNECT TO EX. 1" COPPER  
 (SEATING EX. BIT.)

CONCRETE PAD (TYP)  
 L=52

1" WATER SERVICE

6" CLEANOUT

CONCRETE SIDEWALK

CONCRETE PAD (TYP)  
 L=52

1" WATER SERVICE

6" CLEANOUT

CONCRETE SIDEWALK

CONCRETE PAD (TYP)  
 L=52

1" WATER SERVICE

6" CLEANOUT

CONCRETE PAD (TYP)  
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1" WATER SERVICE

6" CLEANOUT

CONCRETE PAD (TYP)  
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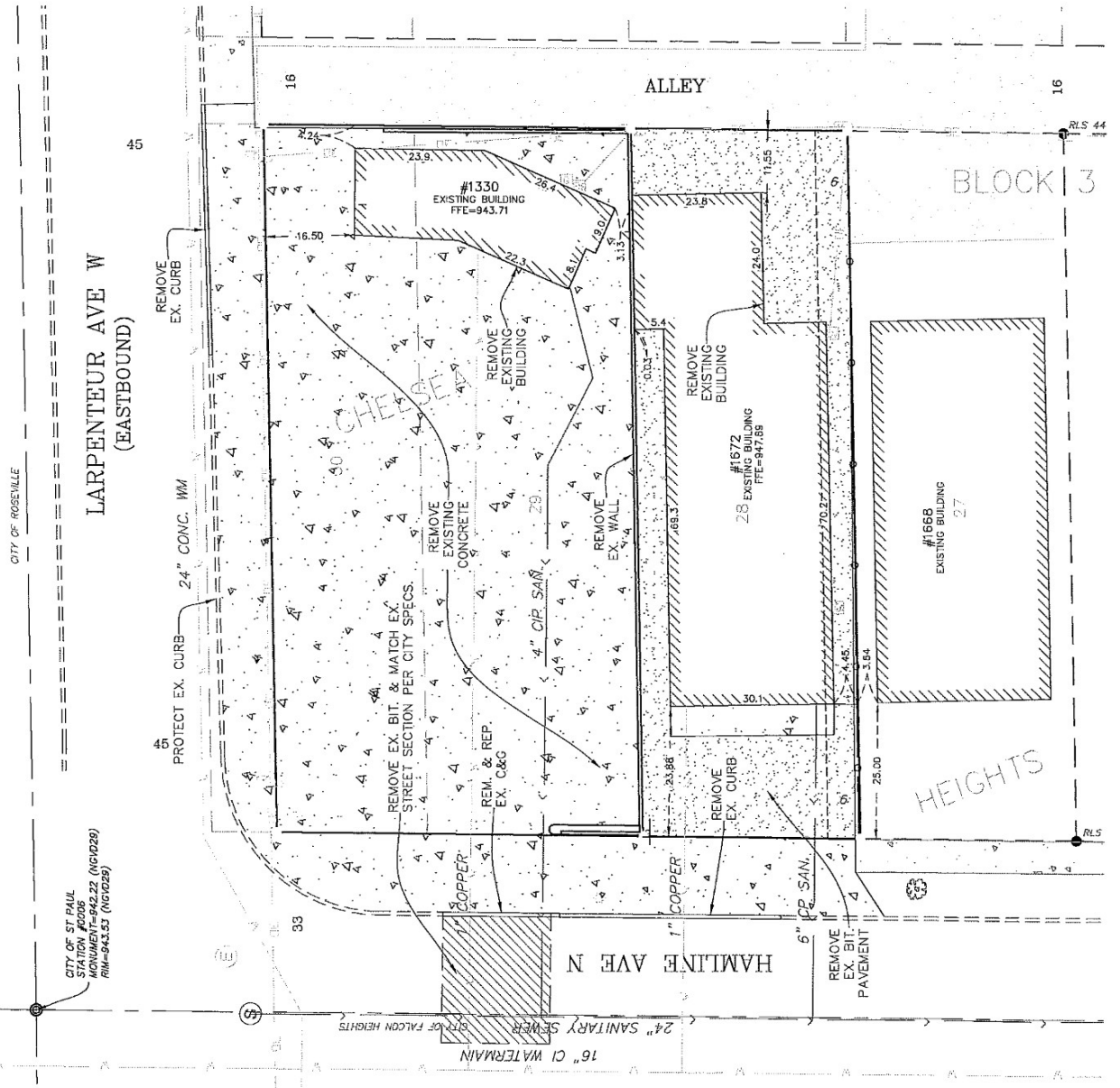
1" WATER SERVICE



- NOTES:**
1. BASE PLAN USED IS A SURVEY PREPARED BY ENGINEERING DESIGN AND SURVEYING.
  2. ALL EXISTING UTILITY LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE ONLY. CONTRACTOR SHALL CONFIRM ALL LOCATIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT UTILITY COMPANIES VIA GOPHER STATE ONE-CALL ONLINE OR BY CALLING 811 OR 1-800-252-1166.
  3. ALL CONSTRUCTION SHALL CONFORM TO THE MOST RESTRICTIVE OF THE PROJECT SPECIFICATIONS, THE STANDARD SPECIFICATIONS OF THE CITY OF ST. PAUL AND THE LATEST EDITION OF MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
  4. REMOVE EXISTING BUILDINGS, PAVEMENTS, AND WALLS AS NEEDED DURING CONSTRUCTION.

**CITY NOTES:**

1. CONSTRUCTION IN RIGHT OF WAY: All work on curbs, driveways, and sidewalks within the public right of way must be done to City Standards and Specifications by a contractor licensed to work in the City right-of-way under a permit from Public Works Sidewalk Section (651-266-6105). Sidewalk grades must be carried across driveways.
2. RIGHT OF WAY RESTORATION: Restoration of asphalt and concrete pavements are performed by the Public Works Street Maintenance Division. The contractor is responsible for payment to the City for the cost of these materials. The contractor must contact Public Works Street Maintenance to set up a work order prior to beginning any removal in the street at 651-266-9700. Procedures and unit costs are found in Street Maintenance's "General Requirements - All Restorations" and are available at the permit office.
3. Adjoint streets and alleys must be swept to keep them free of sediment. Contractor must monitor conditions and sweep as needed or within 24 hours notice of City.
4. INSPECTION CONTACT: The developer shall contact the Right of Way Inspector Tom Johnston at 651-485-4398 one week prior to beginning work to discuss traffic control, pedestrian safety and coordination of all work in the public right of way. As part of the ROW permitting process, two weeks before any work begins that impacts the ROW in any way the developer shall submit a traffic control plan to the City. The plan shall be approved by the Project Manager or Construction Project Superintendent if this information is contained there may be a delay in obtaining permits for the work in the ROW. Said delays will be the sole responsibility of the developer.
5. SAFE WORK SITE REQUIREMENTS: The Contractor shall provide a continuous, accessible and safe pedestrian walkway that meets ADA and MN MUTCD standards if working in a sidewalk area, and traffic control per MN MUTCD requirements for work in the public right of way.
6. ENCROACHMENTS: Per Chapter 134 of the Legislative Code, no person shall construct or maintain any projection or encroachment within the public right-of-way. Construction of the driveway, sidewalk, or other structure shall be limited to equipment, personnel, devices and appliances that are removable following construction. Encroachment permits will not be granted for devices such as tie backs, rack bolts, H-piles, lagging, timbers, sheet piling, etc. that the owner is seeking to abandon in the ROW. Section 3201.3 of the Minnesota Building Code defers final authority of encroachments into public rights-of-way/public property to the local authority. City encroachments into public rights-of-way/public property may be allowed to encroach into City ROW no more than twelve (12) inches at depths below eight (8) feet as provided for in Minnesota Building Code Section 3202.1. Said encroachments would require an encroachment permit from the City per Chapter 134 of the Legislative Code. Encroachments installed in the ROW without authorization will be removed at no expense to the City/County/State.



CITY OF ST. PAUL  
 STATION #0006  
 MONUMENT=942.22 (NG1029)  
 RM=943.53 (NG1028)

CITY OF ROSEVILLE

LARPENTEUR AVE W  
 (EASTBOUND)

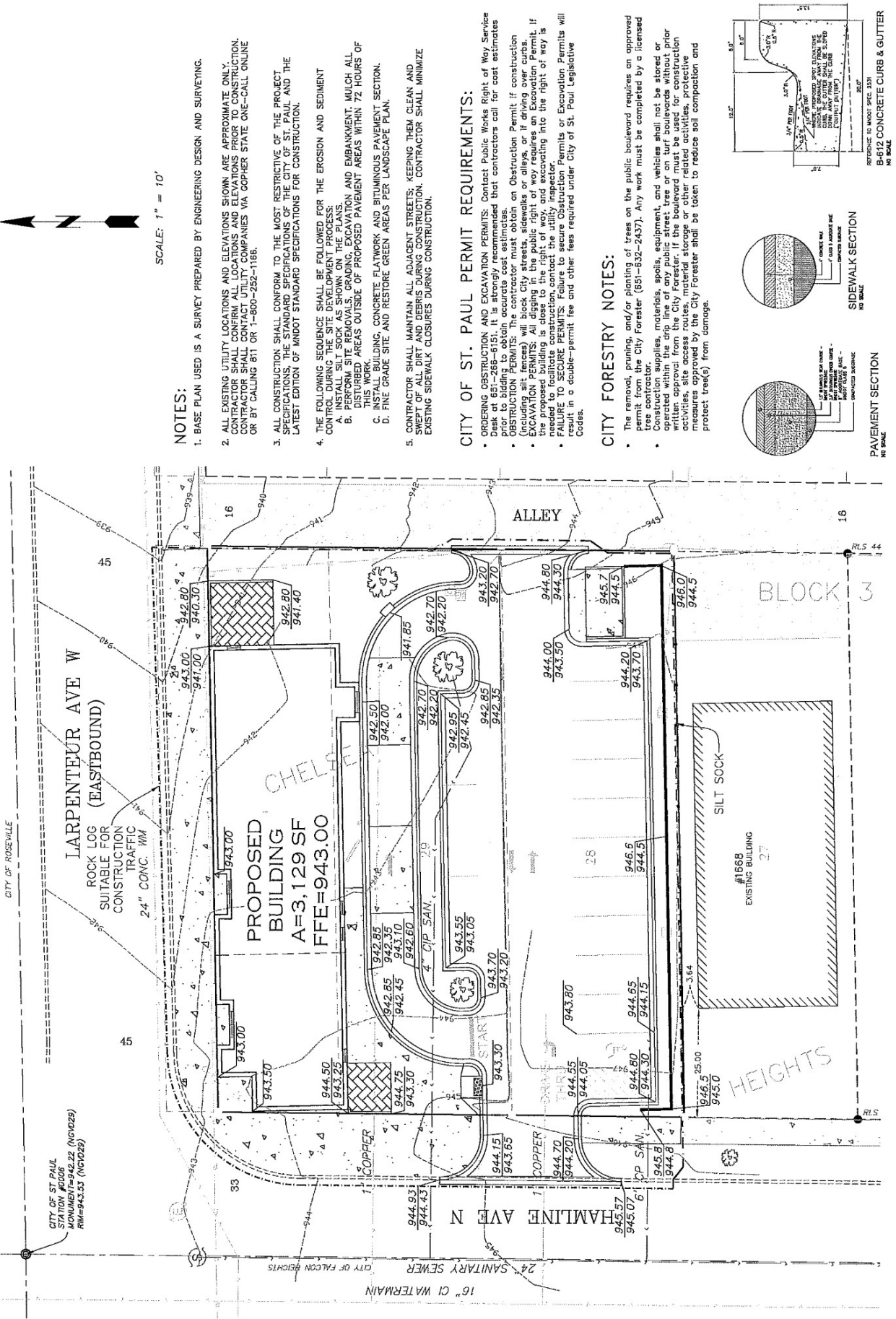
ALLEY

BLOCK 3

HAMLIN AVE N

HEIGHTS





SCALE: 1" = 10'

NOTES:

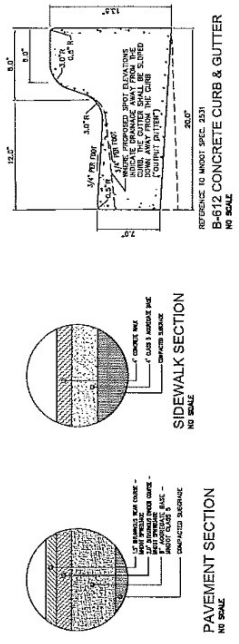
1. BASE PLAN USED IS A SURVEY PREPARED BY ENGINEERING DESIGN AND SURVEYING.
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3. ALL CONSTRUCTION SHALL CONFORM TO THE MOST RESTRICTIVE OF THE PROJECT SPECIFICATIONS, THE STANDARD SPECIFICATIONS OF THE CITY OF ST. PAUL AND THE LATEST EDITION OF MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
4. THE FOLLOWING SEQUENCE SHALL BE FOLLOWED FOR THE EROSION AND SEDIMENT CONTROL DURING THE SITE DEVELOPMENT PROCESS:
  - a. STABILIZE EXPOSED SOILS WITHIN 14 DAYS OF EXCAVATION.
  - b. PERFORM SITE REMOVALS, GRADING, EXCAVATION AND EMBANKMENT, MULCH ALL DISTURBED AREAS OUTSIDE OF PROPOSED PAVEMENT AREAS WITHIN 72 HOURS OF THIS WORK.
  - c. INSTALL BUILDING, CONCRETE FLATWORK AND BITUMINOUS PAVEMENT SECTION.
  - d. FINE GRADE SITE AND RESTORE GREEN AREAS PER LANDSCAPE PLAN.
5. CONTRACTOR SHALL MAINTAIN ALL ADJACENT STREETS, KEEPING THEM CLEAN AND UNOBSTRUCTED DURING CONSTRUCTION. CONTRACTOR SHALL MINIMIZE EXISTING SIDEWALK CLOSURES DURING CONSTRUCTION.

CITY OF ST. PAUL PERMIT REQUIREMENTS:

- ORDERING OBSTRUCTION AND EXCAVATION PERMITS: Contact Public Works Right of Way Service Desk at 651-265-6151. It is strongly recommended that contractors call for cost estimates prior to bidding to obtain accurate cost estimates.
- OBSTRUCTION PERMITS: The contractor must obtain an Obstruction Permit if construction activities will block City streets, sidewalks, alleys, or a driving other public right-of-way.
- EXCAVATION PERMITS: All digging activities require an Excavation Permit. If the proposed building is close to the right of way, and excavating into the right of way is needed to facilitate construction, contact the utility inspector.
- FAILURE TO SECURE PERMITS: Failure to secure Obstruction Permits or Excavation Permits will result in a double-permit fee and other fees required under City of St. Paul Legislative Codes.

CITY FORESTRY NOTES:

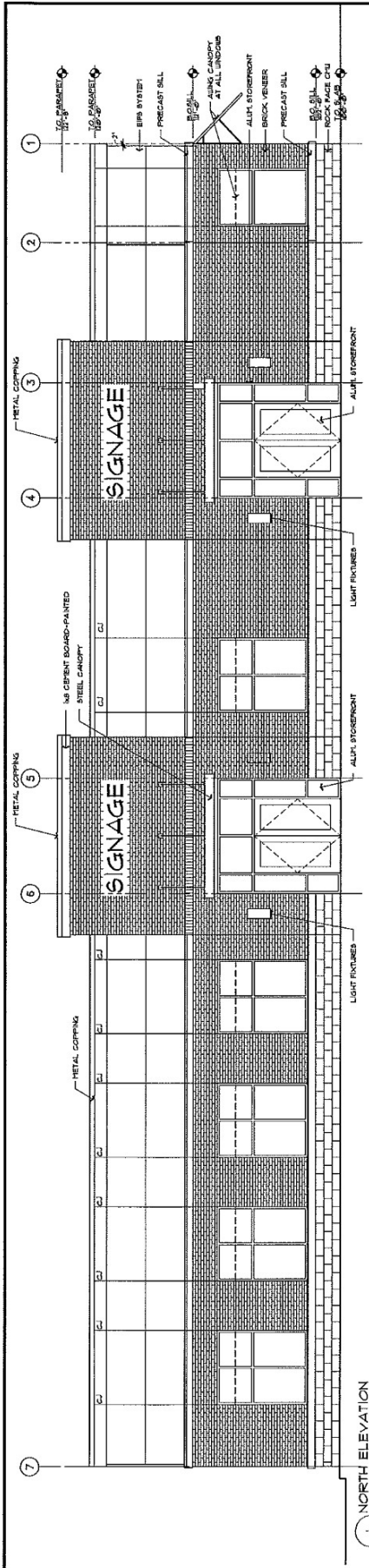
- The removal, pruning, and/or planting of trees on the public boulevard requires an approved tree contractor.
- Construction supplies, materials, spoils, equipment, and vehicles shall not be stored or operated within the drip line of any public street tree or on turf boulevards without prior written approval from the City Forester. If the boulevard must be used for construction purposes, materials storage or other related activities, protective measures approved by the City Forester shall be taken to reduce soil compaction and protect tree(s) from damage.



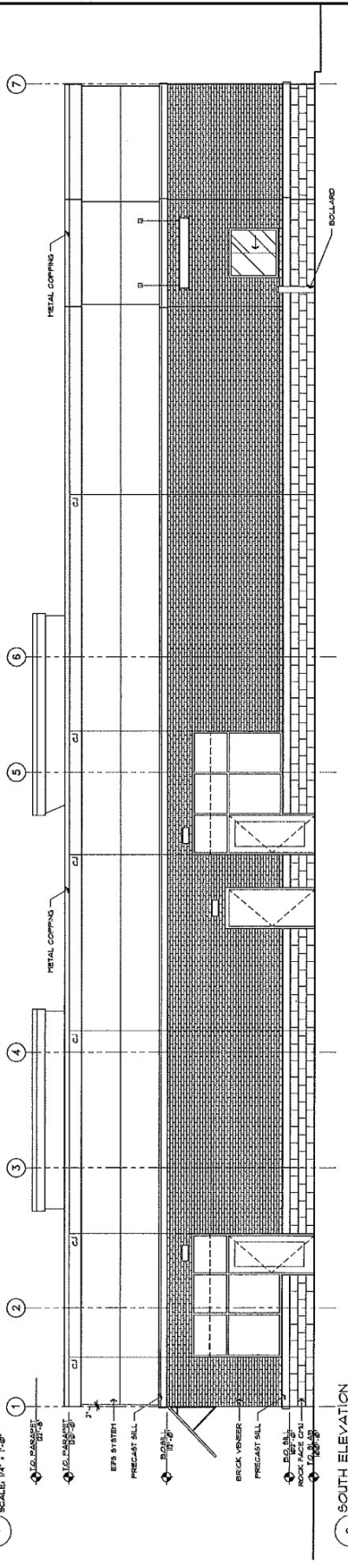




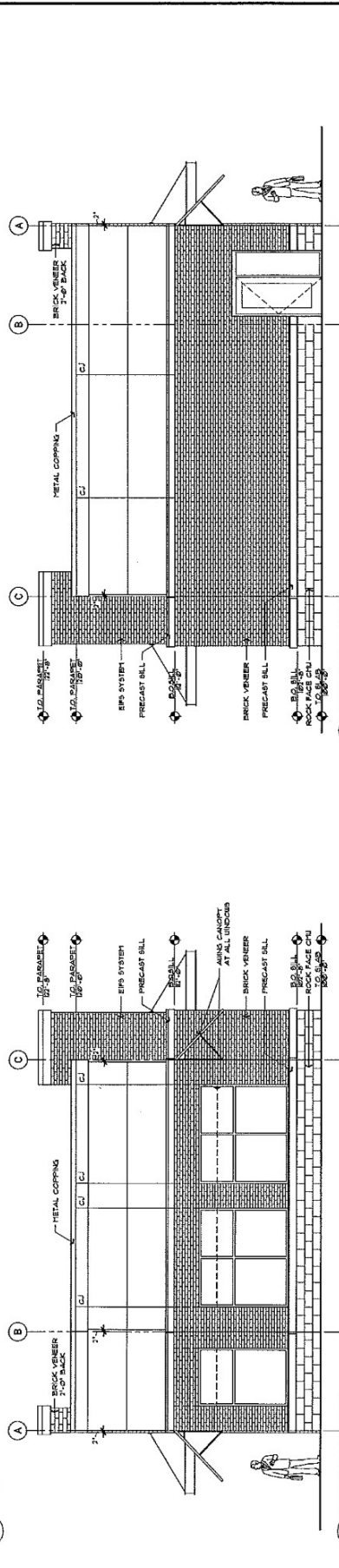




1 NORTH ELEVATION  
 SCALE: 1/4" = 1'-0"



2 SOUTH ELEVATION  
 SCALE: 1/4" = 1'-0"



4 EAST ELEVATION  
 SCALE: 1/4" = 1'-0"



3 WEST ELEVATION  
 SCALE: 1/4" = 1'-0"

