

City of Saint Paul – Department of Safety and Inspections

Site Plan Review – Preliminary Staff Report

Date of Report: Dec 7, 2020

Address Location: 411 – 417 Lexington Pkwy N (current addresses)

Project: Lexington Station Apartments



SAINT PAUL
MINNESOTA

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On December 1, 2020, you met with City staff to discuss the site plan for the Lexington Station Apartments project including a 6-story, mixed-use development with 285 residential units, 3,300 square foot commercial tenant space, 139 at-grade structured parking spaces, stormwater management, and landscaping. The comments from that meeting are summarized below.

1. Site Plan Approval Process

- a) Provide a pdf version of the updated Site Plan package based on the comments summarized in this letter for review by the Site Plan Review Committee. **Response: Noted**
- b) Site Plan Review is a function delegated by the St Paul Planning Commission to City staff, however, a Site Plan may be referred to Planning Commission for public hearing. The Planning Commission voted at its Dec 4, 2020, meeting to bring this Site Plan application forward for a public hearing at a Zoning Committee meeting and determination by the Planning Commission. **Response: Noted**
- c) For this project the overall Site Plan will receive a public hearing at the Zoning Committee of the Planning Commission. The public hearing date is to be determined based on formal Application date and completeness of the site plan package. The Planning Commission shall determine whether the submitted site plan is approved or denied per the findings in Leg. Code Sec. 61.402. - Site plan review by the planning commission (c) site plan review and approval. **Response: Noted**
- d) Planning Commission approval of the Site Plan must be obtained before staff can sign-off on the Site Plan. **Response: Noted**
- e) A Final Site Plan decision by the Planning Commission may be appealed within ten days after the date of the decision per Leg. Code Sec. 61.702 – Appeals to city council. **Response: Noted**
- f) Per Minnesota State Statute 326, the final plans submitted shall be signed by the appropriate licensed Professional, i.e. PE, LA, RLS, etc., responsible for plan development. **Response: Noted**
- g) Building permits will not be issued until the Site Plan has final approval. **Response: Noted**

2. Zoning

Reviewer: Ashley Skarda/651-266-9013

ashley.skarda@ci.stpaul.mn.us

Reviewer: Tia Anderson/651-266-9086

tia.anderson@ci.stpaul.mn.us

Comments:

- a) The proposed use of the property as a Mixed-Use development is permitted at this location in a T4 Traditional Neighborhood Zoning District. **Response: Noted**
- b) Provide proof of receipt from Ramsey County of filing the parcel combination for 411 and 417 Lexington Pkwy N. See attached Request for Combination of Contiguous Properties form. **Response: Will provide proof upon receipt**
- c) *Update the Site Plan with dimensions of proposed setbacks for all sides and Floor Area Ratio.* In T4 Zoning District, the density and dimensional standards for a Mixed-Use building are:
 - For a parcel in a Light-Rail Station Area greater than 25,000 square feet, the FAR is a minimum 1.0. There is no maximum FAR. **Response: Refer to Building Information Sheet for FAR info.**
 - 0' minimum – 10' maximum front setback. Setbacks are measured from the property line to the outermost portion of the building façade, including balconies. **Response: Noted, see revised C2-1**
 - 6' minimum side and rear setback if walls of structures facing interior lot lines contain windows or

other openings or when a nonresidential use adjoins a side yard of a residential property.

Response: Noted, see revised C2-1 Refer to Site Plan for setback dimensions.

- The setback shall be a minimum of 13 feet from the centerline of an adjoining alley. **Response:** Noted, see revised C2-1
- d) The *Lexington Station Area Plan* calls for enhanced pedestrian zone; based on discussions with Parks, Public Works, Planning, and Ramsey Co, a 12' concrete sidewalk (10' walk surface plus 2' clear zone) and the wide boulevard was determined to meet the pedestrian area requirement. **Response:** Noted
- e) In a Traditional Neighborhood Zoning District, when more than 50% of both the building and the parcel are within one-quarter mile of University Avenue, then no off-street parking is required. The proposed 139 structured parking spaces, well below the maximum for the use in this location. **Response:** Noted
- f) A Travel Demand Management Plan is required for any development or redevelopment, including phased construction, providing 100 or more accessory off-street parking spaces.
 - The TDMP is intended to implement comprehensive plan policies calling for balance and choice in transportation options in order to reduce motor vehicle travel and thus traffic congestion in the city, enhance the efficiency of transportation facilities and infrastructure, improve air quality, conserve energy and enhance productivity. **Response:** Noted
 - The TDMP is under review by Move MN, the City's designated Transportation Management Organization. **Response:** Noted
- g) *Update the Site Plan to indicate typical parking space dimensions and maneuvering lane widths per Leg. Code Sec. 63.305. – Minimum layout dimensions and Sec. 63.308. – Maneuvering lanes.* **Response:** Refer to Level 1 Plan for updated information.
- h) *Update the Site Plan with a sign detail for the ADA spaces.* Parking spaces and passenger loading zones for persons with disabilities shall be designed in accordance with the provisions of the Accessibility Guidelines for Buildings and Facilities of the Americans with Disabilities Act (ADA). **Response:** Signs will be provided at all ADA spaces in the project that comply with ICC A117.1, Section 502.7.
- i) *Update the Site Plan to indicate any compact parking spaces and if so, include a sign detail for compact parking spaces.* Accessory parking facilities may designate up to 50% of the spaces for compact cars only, in which case, the minimum layout dimensions may be reduced to 8' in width and 16' in length. Compact spaces shall be designated by signs with a minimum of one sign per every four compact spaces. **Response:** Refer to Level P1 & Level 1 Plans for updated parking information.
- j) *Update the site plan to indicate location of any exterior bicycle parking and provide a bike rack detail.* Bicycle parking for 285 bikes is proposed. Bicycle parking shall be provided in a convenient, safe, and secure location according to the following:
 - For dwelling units, a minimum of one secure bicycle parking space shall be provided for every 14 dwelling units. **Response:** 288 secure bicycle parking spaces are provided for residential use.
 - For commercial uses, a minimum of one secure bicycle parking space shall be provided for every 20 vehicle parking spaces. **Response:** 8 external secure bicycle parking spaces are provided at NE Corner.
- k) *Provide a narrative of the proposed trash and recycling location and operation.* At the December 1, 2020, Site Plan Review Committee preliminary meeting, the project team indicated that trash and recycling would be stored internally and picked-up outside the building, and further detail on the operations is forthcoming. If housed externally, garbage dumpsters and trash containers shall be located to the rear of the principal building and enclosed by a visual screen. **Response:** Trash narrative is described on Project Narrative.
- l) *Update the narrative to include details on the use of the existing Wilder Center parking ramp and the added pedestrian connection between the Wilder ramp and the Lexington Station Apartments.* **Response:** Project Narrative has been updated to include details of project related parking.

3. Building Design Standards

- a) The project shall comply with building design standards per Leg. Code Sec. 63.110:

- A primary entrance of principal structures shall be located within the front third of the structure; be delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features; and have a direct pedestrian connection to the street. **Response: Noted. Refer to Elevation and Perspective Sheets.**
 - Building materials and architectural treatments used on sides of buildings facing an abutting public street should be similar to those used on principal facades. **Response: Noted**
 - For principal buildings, above grade window and door openings shall comprise at least 15% of the total area of exterior walls facing a public street or sidewalk. **Response: Noted**
 - The visual impact of rooftop equipment shall be reduced through such means as location, screening, or integration into the roof design. Screening shall be of durable, permanent materials that are compatible with the primary building materials. Exterior mechanical equipment such as ductwork shall not be located on primary building facades. **Response: Noted**
- b) Developments within traditional neighborhood districts shall be consistent with the applicable design standards unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable. The project shall comply with Traditional Neighborhood design standards per Leg. Code Sec. 66.343. including:
- Transitions to lower-density neighborhoods. Transitions in density or intensity shall be managed through careful attention to building height, scale, massing and solar exposure. **Response: Noted**
 - Building facade articulation. The bottom 25' of buildings shall include elements that relate to the human scale. These should include doors and windows, texture, projections, awnings and canopies, ornament, etc. **Response: Noted**
 - *Update the site plan to include primary entrance for the commercial tenant on Lexington Pkwy.* Entrance location. There shall be a primary pedestrian building entrance on all arterial or collector streets. In multi-tenant buildings, any ground floor use with street frontage shall have an entrance facing the street. **Response: See revised C2-1 and architectural site plan**
 - *Provide the percentage of window and door openings on the ground floor on the east architectural elevation (Lexington Pkwy).* Door and window openings – minimum and character. For new commercial buildings, windows and doors or openings shall comprise at least 50% of the length and at least 30% of the area of the ground floor along arterial and collector street facades. **Response Refer to Elevation Sheets.**
 - Windows shall be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow. **Response: Refer to Elevation and Perspective Sheets.**
 - Glass on windows and doors shall be clear or slightly tinted, and allow views into and out of the interior. **Response: We plan on using clear glass throughout the project.**
 - Window shape, size and patterns shall emphasize the intended organization of the facade and the definition of the building. **Response: Refer to Elevation and Perspective Sheets.**
 - Materials and detailing – All building facades visible from a public street or walkway shall employ materials and design features similar to those of the front facade. **Response: Refer to Elevation and Perspective Sheets.**
 - Parking location and design. Off-street parking shall be provided within a principal structure, underground, or to the rear of buildings to the greatest extent possible. Vehicular entrances to structured parking shall be minimized so that they do not dominate the street frontage of the building. **Response: Parking entries are located at the west side of the building away from the highly visible building facades at the east and north. Refer to the Plan, Elevation and Perspective Sheets.**
 - Lighting shall be pedestrian-scale. Light standards shall be no more than 16' in height along interior sidewalks and walkways, and have a downcast glow. **Response: Noted.**

4. Lighting and Landscaping for the Site

- a) Exterior lighting shall meet Zoning Code Sec. 63.116. - Exterior lighting.
- All outdoor lighting shall be shielded to reduce glare and shall be so arranged as to reflect lights away from all adjacent residential districts or adjacent residences in such a way as not to exceed three (3) footcandles measured at the residence district boundary. **Response: Noted.**
 - All lighting in all districts used for the external illumination of buildings shall be placed and

shielded so as not to interfere with the vision of persons on adjacent highways or adjacent property. **Response: Noted**

- b) All required yards and any underdeveloped space shall be landscaped using materials such as trees, shrubs, sod, groundcover plants, or stormwater landscaping. **Response: See L1-1**

5. Signs

Reviewer: David Eide/651-266-9013 david.eide@ci.stpaul.mn.us

Comments:

- a) Multi-use developments require a Master Sign Plan as a means to ensure adequate signage for tenants. **Response: Noted**
- b) Business signs require a separate review and Sign Permit from the Department of Safety and Inspections. Site plan approval does not constitute approval of signs shown on the site plan. **Response: Noted**

6. Planning

Reviewer: Kady Dadlez/651-266-6619 kady.dadlez@ci.stpaul.mn.us

Comments:

- a) The proposed mixed-use project is consistent with the 2040 Saint Paul Comprehensive Plan (2020), the Lexington Station Area Plan (2008), and Union Park Community Plan (2016). (see attached analysis) **Response: Noted**
- b) Generally, the comprehensive plan encourages transit supportive density and supports growth and development of new housing, particularly in areas identified as Mixed Use, Urban Neighborhoods and/or in areas with the highest existing or planned transit capacity, to meet market demand for living in walkable, transit-accessible, urban neighborhoods. The plan also supports increases in density on valuable urban land and calls for high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm. **Response: Noted**

7. Parkland Dedication

As a part of this project, the City requires payment of a Parkland Dedication fee (in lieu of the property owner needing to dedicate a portion of the property as park land). The fee collected is used by the City for acquiring park land or other park capital improvements in the area. **Response: Noted**

Staff estimates a dedication fee of \$89,472 plus an \$102 administrative fee. The fee is calculated based on the number of residential units and commercial area, previous land use, and capped at 4.5% of the county assessor's estimated market value of the land. Payment is included with building and inspection fees when the building permit is issued. **Response: Noted**

8. Public Works Records and Mapping

Contact Number: 651-266-6150

Comments:

- a) Continue to use the 411 Lexington Parkway North address for the Apartments. **Response: Noted**
- b) We suggest the address to use for the Commercial tenant space is 435 Lexington Avenue North. Please contact the 'Maps and Records' office regarding the Primary Active address that is to be issued and assigned to the Commercial tenant space. **Response: Noted**
- c) Contact the 'Maps and Records' office with the Secondary Addresses to use for the apartment living units to be attached with the 411 Lexington Parkway North Primary Active Address (i.e. Apt 101, Apt 202, Unit 303, Unit 404, etc.). **Response: Noted**

9. Public Works Transportation Planning

Reviewer: Colleen Paavola/651-266-6104 colleen.paavola@ci.stpaul.mn.us

Comments:

- a) Please be advised that a Temporary Pedestrian Access Route (TPAR) and/or a Temporary Traffic Control (TTC) plan may be required as part of the Right-of-Way (ROW) permitting process. Said

TTC or TPAR plans must be approved by the City prior to the ROW Permitting office issuing a permit(s). [Response: Noted, will provide as needed.](#)

- b)
- c) Per Minnesota State Statute 326, the final plans submitted must be signed by the appropriate licensed Professional, i.e. PE, LA, PLS, etc., responsible for plan development. [Response: Noted](#)
- d) Please change the treatment for the reconstruction of the alley from concrete to bituminous on all applicable plan sheets; this would be consistent with other City alleys for maintenance purposes. [Response: Noted, see C2-1](#)
- e) Please update note #2 and note #9 under CITY OF ST. PAUL NOTES on sheet C0-1 with the following contact: Traffic Signal/Street Lighting Supervisor Mike Lusian 651-266-9780 mike.lusian@ci.stpaul.mn.us. [Response: Note updated](#)
- f) Please update note #6 under CITY OF ST. PAUL NOTES on sheet C0-1 with the following Inspector name and number: Jennifer Ziemer, 651-485-4263 [Response: Note updated](#)
- g) Please REPLACE note #8 under CITY OF ST. PAUL NOTES on sheet C0-1 with the following:
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 cable into the public right of way to accommodate utility feeds to the site. Coordinate with each utility prior to construction to determine feed points into the property. Utilities are 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 Mike Lusian, 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. [Response: Note updated](#)

10. Ramsey County

Reviewer: Brad Estochen/651-266-7114

bradley.estochen@co.ramsey.mn.us

Comments:

A copy of the Site Plan was provided to Ramsey County for review. Staff reserves the right to make additional comments and conditions based on their feedback. [Response: Noted](#)

11. Metro Transit

Reviewer: Berry Farrington

berry.farrington@metrotransit.org

Comments:

Contact Greg Tuveson (612-349-5407 / greg.tuveson@metrotransit.org), Metro Transit Street Operations, if construction of your project requires temporary lane or street closures. [Response: Noted](#)

12. Move Minnesota

Reviewer: Thresa Nelson/651-789-1402

theresan@movemn.org

Reviewer: Erik Thompson/651-789-1419

erikt@movemn.org

Comments:

- a) A Travel Demand Management Plan is required for any development or redevelopment, including phased construction, providing 100 or more accessory off-street parking spaces. The TDMP is reviewed by Move MN on behalf of the City. [Response: Noted](#)
- b) Move Minnesota is excited to work with the property management team on achieving the mode split goals of 40/40/20 for this development. Please consider providing Metro Transit passes in all welcome packets for new residents and promote the various transportation options in marketing materials. [Response: Noted](#)
- c) Providing a bike room with ample racks and a bike fix-it station will create a bicycle friendly living option for residents. Please clarify how the bike racks in the bike room will be accounted for in the budget. [Response: Noted](#)
- d) It's unclear where the bike route is located on the development site and how it will connect with the existing bike lane on Griggs Street, please clarify. [Response: Working with the City of St. Paul, the Design Team have gone through multiple iterations of bike paths and ultimately landed on a bike route](#)

within the development that runs (North/South) along the East (Lexington) side of the site and (East/West) along the North side of the site. Refer to the Site Plan for locations.

- e) Please indicate the number of exterior bike racks and location, as mentioned during the preliminary site plan review meeting, and add cost for exterior bike racks to line-item budget. **Response: Exterior parking spaces for 8 bikes are provided at NE corner of site. Refer to Site Plan.**

13. Public Works Traffic Engineering

Reviewer: Elizabeth Stiffler/651-266-6210

elizabeth.stiffler@ci.stpaul.mn.us

Reviewer: Mike Klobucar/651-266-6208

mike.klobucar@ci.stpaul.mn.us

Comments:

- a) Please indicate the sign type on existing signs and light poles. Indicate impacts, if any. **Response: Noted see updated C1-1**
- b) The north site access from Lexington should be treated as a drive way. Modify the plan to remove the ADA ramp and carry the 12' path straight through the driveway. **Response: Noted, see C2-1**
- c) Update the plan to include ADA ramps on the west side of the intersection of Lexington/Fuller on both the north and south sides (it is understood that there are currently no ramps on the east side). Both north and south outwalks between the mainline sidewalk and ped ramp shall be typical 6' width. **Response: Refer to Site Plan.**
- d) We have concerns about how traffic will access the building. Indicate on plans how all types of vehicles that will access the site with turning movements. **Response: See EX-1 for Truck Movement Exhibit at SE corner for moving trucks.**
- e) An explanation of how moving trucks and garbage trucks access the site should be provided. **Response: See EX-1 for Truck Movement Exhibit at SE corner for moving trucks. Refer to Project Narrative for trash information.**
- f) The driveway/access at the SE corner of the building needs to be redesigned so that vehicles don't need to use the alley, adjacent property or public path to maneuver. Show turning movements for largest vehicles to show vehicles stay within property limits. **Response: Noted see turning exhibit**
- g) Traffic study has been provided and is currently under review. Study should include analysis at each access to property, adjacent intersections and may need an increase in scope. Study should include queuing analysis of main entrance/drop off area. Study should include all modes. Revisions should be emailed directly to both Mike and Elizabeth to ensure receipt for quickest review and turnaround. **Response: Noted**
- h) Pedestrian access improvements such as median islands/extensions or other pedestrian treatments may be required depending on increased level of proposed activity at the intersection at Lexington/Fuller. **Response: Noted**
- i) We have concerns about possible congestion/back-ups on southbound Lexington from pick up/drop off. How will these be discouraged? Update the Narrative accordingly. **Response: Refer to TDMP**

14. Public Works Sidewalks and Construction

Reviewer: Ryan Lowry/651-266-6147

ryan.lowry@ci.stpaul.mn.us

Comments:

- a) Contractor is responsible for damage to the mainline sidewalk, curb, drive access and boulevard landscaping cause during the construction. Contractor advised to document pre-existing condition of the right of way prior to commencement of the construction. **Response: Note is under demo notes #5 on C0-1**
- b) No ped ramp installation for driveway crossings. Driveway at NE corner to install full width crossing at 12' sidewalk width. Curb on north side of drive removed and replaced as a driveway crossing. Concrete installed up to the East/West sidewalk on the north side of the driveway across from Dairy Queen. Remove jog in the sidewalk to accommodate the existing sidewalk crossing in the driveway. **Response: See revised C2-1**
- c) Add pedestrian crossings at Fuller Ave. Per Traffic Engineering recommendations. **Response: See revised plans.**
- d) Alley construction to be bituminous section and center draining, city standards. **Response: See revised plans and detail on C8-1**

- e) Replace MnDOT Pedestrian Curb Ramp Details with the 2017 version, rather than 2014.
Response: See revised details
- f) Match existing roadway sections for restoration. Minimum 2' cut into asphalt for curb removals or utility cuts. **Response:** See revised plans
- g) Lexington curb style is Modified B-612, city standard plate 3106A. **Response:** See revised plans and detail on C8-1
- h) Driveways installed per city standard plate 1206D. **Response:** See revised plans and detail on C8-1
- i) Standard B-612 detail acceptable in place of city standard plate 3100C where applicable. Match existing roadway curb styles using standard plate 3100C when Modified B612 is not the existing style. **Response:** See revised plans and details
- j) Sidewalk permit construction is installed as follows:
 - Mainline sidewalk or catwalks/outwalks installed at 4" concrete thickness with 6" agg. Base
Response: See revised plans and detail on C8-1
 - Ped. Ramps, curb ramps, sidewalk abutting back of curb, and residential driveways installed at 6" concrete thickness with 6" agg. base. **Response:** See revised plans and details
 - Commercial driveways, alley driveways, and sidewalk expecting traffic per turning movements or traffic studies are to be installed at 8" thickness with 6" agg. base. **Response:** See revised plans and details
 - Alley bituminous installed at 3" thickness with 6" agg. base. Alleys are typically center draining through the apron unless circumstances do not allow. **Response:** See revised plans and detail on C8-1
 - Curb work and cuts into alleys require a minimum of 2' saw cut into the asphalt to ensure proper installation of abutting construction and proper compaction of asphalt road/alley section.
Response: See revised plans

15. Public Works Sewers

Reviewer: Anca Sima/651-266-6237 anca.sima@ci.stpaul.mn.us

Comments:

- a) proposed rate should be less or equal with as-built. 24" storm pipe at the main? now it is only 12", so leave it 12" and the gate (see permit a111687), in this way the rate will not increase. **Response:** C4-1 and storm report has been adjusted
- b) Specify the EOF should be at least 1 ft. lower than FFE. The surface of pond: 2 feet. **Response:** See revised C3-1 for EOF.
- c) If the existing manhole for the proposed service connection is a brick construction, reconstruction of the manhole access may be required, please add the attached detail (2322b) for manhole reconstruction. **Response:** Note has been added to C0-1
- d) If the storm pipe is less of 5" of building foundation, than is under the plumbing jurisdiction. You have to provide 5 pound air test. **Response:** Note has been added to C0-1
- e) Provide SAC determination in order to verify the sewer capacity for the development. **Response:** The design team's preliminary estimate for SAC fees is \$782,700. Ownership and design team will work with MCES for a final SAC determination.
- f) 411& 417 Lexington Pkwy N parcels shall be combined. **Response:** Receipt will be provided once completed
- g) show the existing underground storage on demo, grading & utility. **Response:** See revised plans
- h) same swm, so provide agreement between all parties and private drainage easements. **Response:** Noted
- i) Update the Site Plan with the following notes: **Response:** Following notes are on C0-1
 - If the construction will require temporary installation of bollards (standpipes) in the ROW, apply for a ROW encroachment.
 - SEWER REPAIR PERMIT: Plumbing Contractor to obtain "Repair Permits" from Public Works for proposed modification to the existing storm sewer connections. Call St Paul PW permit desk (651-266-6234) for information on obtaining this permit.
 - SEWER REMOVAL/ABANDONMENT PERMIT for a82791, a82790, a95706. Plumbing Contractor to obtain "Removal Permits" from Public Works to cut off existing sewer connections

services to the property. Call St Paul PW permit desk (651-266-6234) for information on obtaining this permit.

- SEWER CONNECTION PERMIT: License house drain contractor to obtain (Sewer Connection Permit) to construct new sanitary and storm connection in street from main to the property. Call St Paul PW permit desk (651-266-6234) for information on obtaining this permit.

16. Water Quality/Erosion Control

Reviewer: Wes Saunders-Pearce/651-266-9112

wes.saunders-pearce@ci.stpaul.mn.us

Reviewer: Jacqueline Cassman/651-266-9083

jacqueline.cassman@ci.stpaul.mn.us

Comments:

No comments. Erosion control plan is satisfactory as shown. **Response: Noted**

17. Water Utility

18. Reviewer: Amanda Leier/651-266-6276

amanda.leier@ci.stpaul.mn.us

Reviewer: Jeff Murphy/ 651-266-6213

jeffrey.murphy@ci.stpaul.mn.us

Comments:

- a) The two (2) services being proposed will need to be tapped off of the 16" CI watermain in Lexington Pkwy N, please update plans accordingly. **Response: See revised utility plan**
- b) To note: The service being proposed being tapped off of is a 1.5" CP service, not a 15" service. **Response: See revised C1-1 & C4-1**
- c) Please contact Graeme Chapel at 651-266-6882, at your earliest convenience regarding undermining of existing utilities and what SPRWS will require as done on a case-by-case basis. **Response: Noted**
- d) Show existing water services on Plan Sheet C1-1 to be cut off at the water main.
 - 413 N Lexington Pkwy – 1.5" CP – 33 N S FULLER-28 E W LINE WALK **Response: See revised demo plan. Service is being cut off at main per city standards**
- e) Provide profile view of all proposed utility crossings. **Response: Tops and bottoms of pipes has been added to sheet C4-1**
- f) The following work shall be performed by SPRWS on an actual cost basis. An estimate will be provided and payment in the amount of the estimate must be received before the work can be scheduled. Work of this type is currently being scheduled 4 to 6 weeks after payment and required signatures have been received: **Response: Noted**
 - Pipework within right of way for 8" DI.
 - Pipework within right of way for 6" AF.
 - Cut off of existing unused water services at the main.
 - Inspection of water facility work performed by owner's contractor.
- g) Plumbing permit applications to be made with SPRWS at 1900 Rice Street, Saint Paul, MN. **Response: Noted**
- h) Before construction of a new water service can be scheduled, SPRWS must receive a Water Service Contract signed by the owner and all required payments. **Response: Noted**
- i) Provide completed project data sheets to determine service & meter sizing. **Response: See Project Information Sheet**
- j) Furnish one set of interior fire suppression mechanical plans for review and approval by SPRWS plumbing inspection unit. **Response: Noted**
- k) Furnish one set of revised site plans for review. Following approval by SPRWS, furnish one set of approved plans. **Response: Noted**
- l) Provide the following on PLAN SHEET C4-1 under NOTES: **Response: ALL NOTES ARE ON C0-1**
 - Water services to be installed according to SPRWS "Standards for the Installation of Water Mains.
 - A four-sided trench box is required on all excavations deeper than 5 feet where underground work or inspection is to be performed by SPRWS. For all wet taps to be performed by SPRWS, a minimum trench box size of 8 feet high x 8 feet wide x 10 feet long is required. Ladders are required and must extend 3 feet above the surface of the trench. Sidewalks, pavements, ducts and appurtenant structures shall not be undermined unless a support system or another method of protection is provided. Trenches in excess of 20 feet in depth must be signed off by a

registered professional engineer. Excavated material must be kept a minimum of 2 feet from the edge of the trench.

- Service connections shall be installed with 8 feet of cover as per established grade from the main to the property line or, if applicable, to the utility easement line. When solid rock conditions are encountered water services may be installed with 6.5 feet of cover. At this depth, the need for insulation will be determined by SPRWS Inspectors.
- All pipe 2" and smaller must be Type K copper. All pipe 4" and larger must be ductile iron.
- Pipe material for 8" Ductile Iron Pipe must be Class 52, Pipe material for 6" and 4" Ductile Iron Pipe must be Class 53. The exterior of ductile iron pipe shall be coated with a layer of arc-sprayed zinc per ISO 8179. The interior cement mortar lining shall be applied without asphalt seal coat.
- Pipe must be wrapped in V-Bio Polywrap encasement.
- Maintain 3 feet vertical separation between water and sewer pipes or a 12 inch separation with 4 inch high density insulation per SPRWS Standard Plate D-10 for typical water main offsets.
- Refer to SPRWS "Standards for the Installation of Water Mains" Standard Plate D-11 for restrained pipe requirement.
- All water service valve boxes within construction area must be exposed and brought to grade upon completion of construction.
- All pipe work inside of property to be performed by a plumber licensed by the State of Minnesota and Certified by the City of Saint Paul. SPRWS requires separate outside and inside plumbing permits for each new water service.
- All unused existing water services to be cut off by SPRWS. Excavation and restoration by owner's contractor. New water services will not be turned on until required cutoffs have been performed.
- Water facility pipework within right of way to be installed by SPRWS. Excavation and restoration by owner's contractor.
- The contractor providing excavation is responsible for obtaining all excavation and obstruction permits required by any governing authority.

19. Fire

Reviewer: Ann Blaser/651-266-9140 ann.blaser@ci.stpaul.mn.us

Comments:

- a) Visibility of the Fire Department connection must be maintained on the address side of the building in a visible, accessible location at all times without obstruction by fences, bushes, trees, walls, or other objects for a minimum of 3 feet to the front and each side. This requirement is applicable for the duration of the construction time as well. **Response: Noted see FDC on C4-1**
- b) A metal sign or collar with raised letters at least 1 inch in size must be mounted on all Fire Department connections serving fire sprinklers, standpipes, or fire pump connections. Such signs shall read AUTOMATIC SPRINKLERS or STANDPIPES or TEST CONNECTION or a combination thereof as applicable. **Response: Noted**
- c) Automatic Fire Sprinkler System Required. Plans and permits required by licensed contractor. Flow test is required to determine adequacy of water service for proposed fire suppression system. The fire prevention section of the Dept. of Safety and Inspections reviews sprinkler plans, issues permits and does the necessary inspections of the installation. Contact Jeff Hemenway 651-266-8952 with questions on obtaining this permit and the procedure for arranging a time to perform this test. **Response: Noted**
- d) Once construction passes 40 vertical feet, a standpipe (temporary or permanent) is required to be in place. **Response: Noted**
- e) The size of the fire water line is not reviewed with site plan. It will be reviewed with the fire sprinkler permit submittal. **Response: Noted**
- f) Update the Utility Plan with the following notes:
 - Contractor to maintain access to the fire department connection for fire department personnel at all times during the construction period. **Response: Note is already on C0-1 Site Notes, and will be added to Utility notes on C0-1 as well**

20. City Forestry

Reviewer: Zach Jorgensen/651-632-2437

zach.jorgensen@ci.stpaul.mn.us

Comments:

a) Sheet C1-1:

- The existing street trees on Lexington Parkway are not shown. Please update the plan to show the location of the existing trees and indicate their removal. **Response:** See revised C1-1
- Please provide a copy of the survey indicating the location and size of the existing trees. **Response:** Survey will be updated before permit

b) Sheet L1-1:

- Standard tree spacing in the right of way is 35'-40' oc. Please reduce tree spacing and add two additional street trees on Lexington Parkway. **Response:** See revised L1-1
- Trees should be centered in the boulevard area or set slightly back from center. Please provide a minimum of five feet between the street trees and the bike/walkway. **Response:** See revised L1-1
- Please change the tree type for the proposed street trees on Lexington to one or more of the following: Bicolor oak, hackberry, 'Espresso' Kentucky coffeetree, New Harmony or Triumph elm. **Response:** See revised L1-1

21. Parks and Recreation

Reviewer: Paul Sawyer/651-266-6417

paul.sawyer@ci.stpaul.mn.us

Comments:

- Sidewalk width and placement are good. **Response:** Noted
- Provide ADA-compliant pedestrian ramps at quadrants of intersection with Fuller Ave per PW Traffic Engineering specifications. **Response:** Noted see revised plans
- Do not pave Lexington Ave right of way except for pedestrian facilities. **Response:** Noted
- Ensure no encroachments in Lexington Ave right of way above, below, and at grade, including no doors swinging into right of way. **Response:** Noted
- Update landscape plan to remove shrubs and ornamental grasses from Lexington Ave right of way. Boulevard should contain only sod and overstory trees. **Response:** Noted, see revised L1-1

22. MPCA Permit

This project will be affecting more than one acre. A General Storm Water Permit for Construction Activity from the Minnesota Pollution Control Agency is required. No land disturbance activity for the project is allowed, until this permit is obtained and is in addition to any City or watershed district permits required. Call the Brian Green MPCA Statewide Compliance Coordinator for the Storm water Program MPCA at 507-206-2610 if you have questions about the process for obtaining this permit. **Response:** Noted: Contractor will provide once obtained.

23. Capitol Region Watershed District

Reviewer: Forrest Kelley/651-644-8888

forrest@capitolregionwd.org

Comments:

- The project area is an acre or more in size and will require a permit from the Capitol Region Watershed District. A copy of the watershed permit or other written authorization from the district must be provided before the site plan will be approved or any permits are issued, allowing construction to proceed. **Response:** Plans have been submitted to the watershed district
- CRWD permit application #20-036 has been received as of 11/23/2020 and is currently under review. Comments will follow separately. **Response:** Noted

24. Plumbing

Reviewer: Rick Jacobs/651-266-9051 rick.jacobs@ci.stpaul.mn.us

Comments:

- a) Contact Saint Paul Regional Water Services (SPRWS) for questions, permits, fees, inspections, specifications, plans, or information that may be required for the water service and/or the water meter. **Response: Noted**
- b) Sanitary and/or storm sewer service passing within 10 feet of the building are governed by the MN Plumbing Code. Specification for pipe material selection and notes for required air test of the piping, compliant with MN State Plumbing Code 4714 Section 1109.0, must be shown on the plan. This system must be reviewed and approved by Rick Jacobs, Senior Plumbing Inspector (651-266-9051) to ensure that it meets Plumbing Code standards. **Response: Note is already on plan C1-0 Utility Plan Notes #12**
- c) Contact the City of Saint Paul Department of Public Works Sewer Division for questions, permits, fees, inspections, specifications, plans, or information that may be required for sewer and storm piping work performed outside the building, including retention systems located outside the building. **Response: Note is already on plan C1-0 Utility Plan Notes #13**
- d) Update the Site Plan with the following:
 - Show the location of the oil & flammable waste interceptor and all underground tanks. **Response: Refer to Level P1 Plan**
 - Indicate provisions to prevent piping from freezing. **Response: Noted**
 - Provide a roof plan showing the total square footage of all roof areas and the square footage each roof drain will serve including the 6th floor terrace's and 2nd floor "courtyard" areas. **Response:Noted. Refer to Roof Plan.**
 - It is suggested a floor drain be installed in the "Bike Space" and "Dog Wash" areas. **Response: Noted. Refer to Level 1 Plan.**
 - All primary roof drains shall be connected to the storm sewer. MPC 4714.1101.1. **Response: Note is already on plan C1-0 Utility Plan Notes #14**
 - Secondary Roof Drainage shall drain to an approved place of disposal in the form of Secondary Roof Drains installed per MPC 4714.1101 & 1102, and Minnesota State Building Code 1503.4 1-5. Secondary roof drainage must discharge onto permeable soils and cannot drain onto the sidewalk. MPC 4714.1101.1. Both primary and secondary roof drainage systems must meet this requirement. Minnesota has specific requirements to address seasonal conditions of freeze and thaw when the discharge from roof drains could create unsafe, icy conditions on sidewalks. It is suggested that a proper point of discharge that can be approved by the Authority Having Jurisdiction for secondary roof drainage is in the form of secondary roof drains piped internally, down to within 18 inches of grade, through the outside wall, onto a splash block installed per MPC 1101.5.3, and laid over permeable soils of an adequate amount where saturation of the soil will not occur, and they will not cause a hazard or nuisance. **Response: Note is already on plan C1-0 Utility Plan Notes #15**

25. Building Code Requirements

Reviewer: James Williamette/651-266-9077 james.williamette@ci.stpaul.mn.us

Comments:

- a) Contact Jim Williamette to schedule a preliminary building plan review and energy code discussion prior to submitting a building permit application. **Response: Noted**
- b) This proposal will require a building permit to proceed. The building permit is issued only after all necessary city staff have approved and signed off on the proposed design. In addition to the building permit, separate permits are required for any plumbing, electrical and mechanical work, elevator installation and any fire sprinkler modifications. These permits must be obtained and the work performed by city licensed contractors in each of the respective trades. **Response: Noted**
- c) One PDF and two sets of complete construction documents stamped by public works must be submitted with the building permit application to the DSI Main Office/ Permit Desk. **Response: Noted**
 - The construction documents shall include architectural, structural, mechanical, electrical and plumbing plans signed and stamped by design professionals registered in the State of Minnesota, The architect shall provide a complete code analysis and a color-coded exit plan showing all fire rated walls and shafts and include exit access and travel distances. The plans

shall have the energy code noted on the plans along with the compliance path chosen. The submittal should include compliance documents detailing how the energy code requirements are met. **Response: Noted**

- Plans must be dimensioned, drawn to scale and sufficiently detailed to denote the scope of work to be performed and the method of construction. **Response: Noted**
- Mechanical ventilation plans will need to be prepared by a mechanical engineer, registered with the State of Minnesota. In some cases, a “Master in the Trade” may prepare plans. The ventilation contractor should contact our senior warm air inspector Gary Reinsberg (651-266-9064) or by e-mail at Gary.reinsberg@ci.stpaul.mn.us The Energy code and path must be noted on these plans also. **Response: Noted**
- The plumbing and electrical contractors for this project should contact our office if they have questions about whether engineered plans need to be submitted with their permit request. The senior plumbing inspector is Rick Jacobs at 651-266-9051 Rick.jacobs@ci.stpaul.mn.us and the senior electrical inspector is Dan Moynihan at 651-266-9036 Dan.monihan@ci.stpaul.mn.us
Response: Noted

Note: **The building permit will not be issued until all signoffs are received** from Zoning, HVAC, Public Works, or other departments that are assigned to the project. **Response: Noted**

26. Service Availability Charge (SAC)

The proposed project will need a SAC determination before a building permit can be issued. You must submit a copy of the plans to the Metropolitan Council Environmental Services (MCES) for a SAC determination. Please see their website at <https://metro council.org> for additional information. If MCES determines that a SAC fee is due, the City will collect that payment with the building permit fee.

SAC Questions and Determination Review Submittal Information email:

SACprogram@metc.state.mn.us or call 651-602-1770 to speak to a SAC representative. **Response:**

The design team’s preliminary estimate for SAC fees is \$782,700. Ownership and design team will work with MCES for a final SAC determination.

Report Prepared By:



Tia Anderson
Principal City Planner

cc: File, Site Plan Review Staff, CRWD, MoveMN, Metro Transit, Ramsey Co