



SAINT PAUL
MINNESOTA

PLAN SUMMARY REPORT (DSIAPP-000690-2026) FOR CITY OF SAINT PAUL

ADDRESS:	649 SNELLING AVE N SAINT PAUL, MN 55104	PARCEL: 332923110047
PLAN TYPE:	DSI Appeals	District Council Contact: Hamline Midway Coalition director@hamlinemidway.org
WORK CLASS:	City Council	Principal Zoning: Traditional Neighborhood (T2)
DESCRIPTION:	We are respectfully requesting an appeal of the decision made on August 3rd for our original variance request to allow one existing curb cut along Blair Avenue to remain	

CONTACTS	NAME
Other	Eric Stadtherr
Appellant	Kris Thielen
Other	Amanda Preisler

Custom Fields

Label Value

Code Citation(s): St. Paul Zoning Code 65.616, Condition (d), "Points of vehicular ingress and egress shall not be onto a street which is used primarily for access to abutting residential property"

Grounds for Appeal: Explain why you feel there has been an error in any requirement, permit, decision or refusal made by an administrative official, or an error in fact, procedure or finding made by the Planning Commission or Board of Zoning Appeals. Attach additional sheets if necessary.

We understand and respect the concerns raised by the public regarding safety and the potential for additional traffic through the neighborhood. However, we believe that removing the Blair Avenue curb cut could have the unintended consequence of directing more traffic through the neighborhood. As demonstrated on Exhibit EX06, there is a median in front of the existing driveway on Snelling Avenue. As a result, vehicles traveling northbound on Snelling Avenue that need to access the site cannot simply turn directly into the driveway. Without the Blair Avenue curb cut, these vehicles would either need to travel through the surrounding neighborhood or continue to the four-way intersection, turn around, and return southbound on Snelling Avenue to access the property. Maintaining the Blair Avenue curb cut provides a more direct and logical route to the site and reduces unnecessary circulation through the neighborhood. Additionally, we are proposing specific measures to improve traffic safety and control vehicle movements at the site. A flare will be added to the west side of the Blair Avenue driveway to clearly direct vehicles to make a right turn only. Employee access to the rear parking area will be directed from Snelling Avenue, with employees entering the parking lot by making a left turn into the site. These measures will help establish clear circulation patterns and minimize conflicts surrounding residential traffic.

We also recognize the concerns regarding activity and safety around the property. However, the proposed restaurant use will bring regular activity and visibility to the site, which can help deter people from lingering around an otherwise vacant or underutilized property. Additional safety measures will also be incorporated into the site, including lighting around the building and security cameras to provide increased visibility and security for employees and customers.

THIELEN & GREEN

Project Summary

Date: Thursday, August 13, 2026

Re: **Dominos St. Paul**
649 Snelling Ave
St. Paul, MN 55014

Dear members of the St. Paul City Council,

We are writing to respectfully request an appeal of the decision made at the August 3rd meeting regarding our request to allow one existing curb cut along Blair Avenue to remain.

Domino's intends to renovate and occupy the existing building as a take-and-go restaurant, which is an approved use for the property. As part of the proposed renovation, the project team has carefully considered how the site can be configured to provide a safe and functional environment for customers, employees, and the surrounding neighborhood. A key component of this plan is keeping employee parking to the rear of the building. Maintaining the existing rear curb cut along Blair Avenue is necessary to make this parking arrangement work safely and efficiently. Because the proposal is an approved use of the property, the project is expected to move forward regardless of the outcome of the variance request. However, we strongly believe that allowing the existing curb cut to remain will result in a safer and more functional site by providing a more direct and controlled way for vehicles to access the property and reducing potential traffic impacts on the surrounding neighborhood.

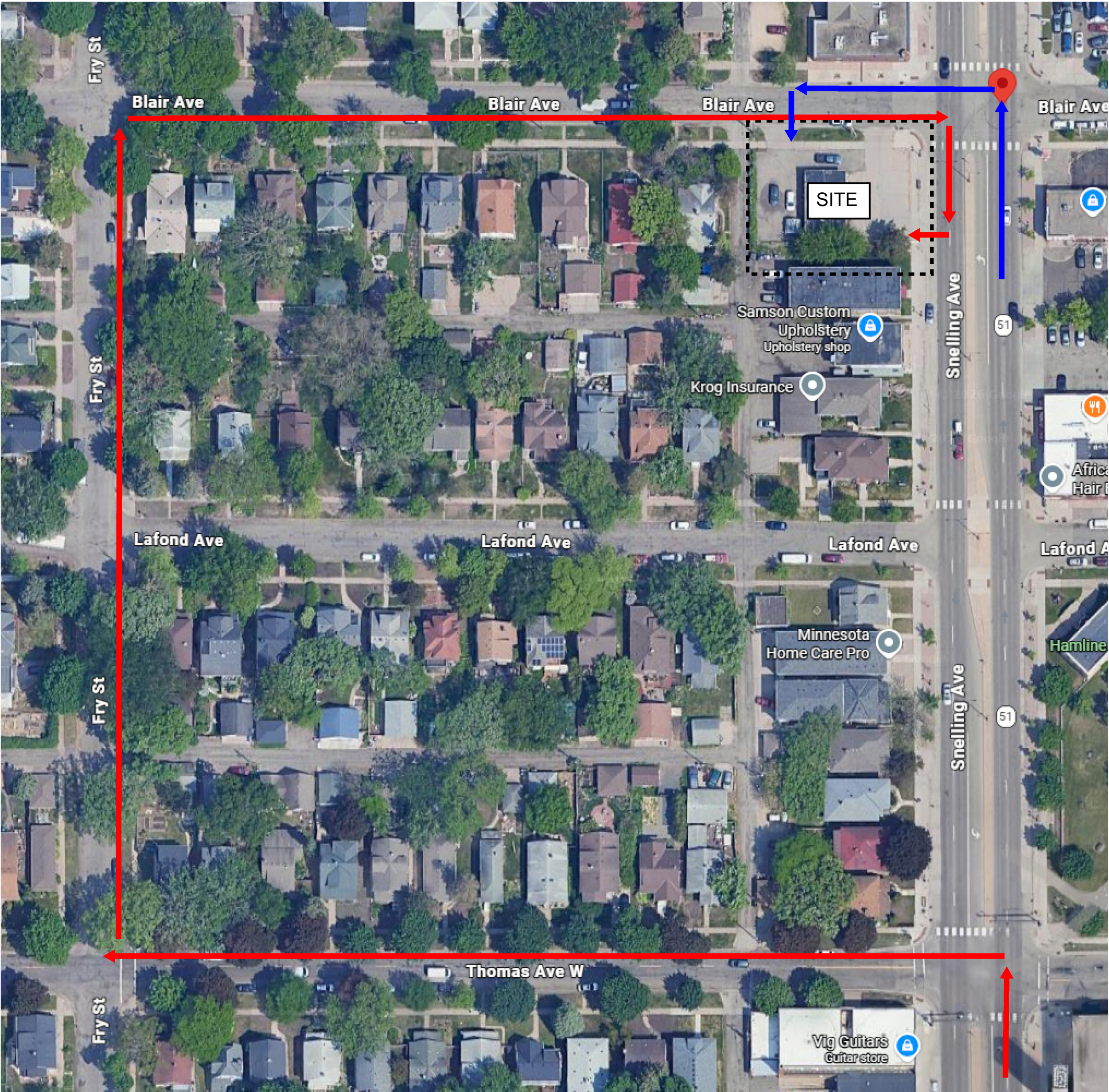
We understand and respect the concerns raised by the public regarding safety and the potential for additional traffic through the neighborhood. However, we believe that removing the Blair Avenue curb cut could have the unintended consequence of directing more traffic through the neighborhood. As demonstrated on Exhibit EX06, there is a median in front of the existing driveway on Snelling Avenue. As a result, vehicles traveling northbound on Snelling Avenue that need to access the site cannot simply turn directly into the driveway. Without the Blair Avenue curb cut, these vehicles would either need to travel through the surrounding neighborhood or continue to the four-way intersection, turn around, and return southbound on Snelling Avenue to access the property. Maintaining the Blair Avenue curb cut provides a more direct and logical route to the site and reduces unnecessary circulation through the neighborhood. Additionally, we are proposing specific measures to improve traffic safety and control vehicle movements at the site. A flare will be added to the west side of the Blair Avenue driveway to clearly direct vehicles to make a right turn only. Employee access to the rear parking area will be directed from Snelling Avenue, with employees entering the parking lot by making a left turn into the site. These measures will help establish clear circulation patterns and minimize conflicts surrounding residential traffic.

We also recognize the concerns regarding activity and safety around the property. However, the proposed restaurant use will bring regular activity and visibility to the site, which can help deter people from lingering around an otherwise vacant or underutilized property. Additional safety measures will also be incorporated into the site, including lighting around the building and security cameras to provide increased visibility and security for employees and customers.

We respectfully ask the Committee to reconsider its August 3rd decision and approve the requested variance to allow the existing Blair Avenue curb cut to remain. We believe this approach provides the best balance between the operational needs of the approved restaurant use and the safety and traffic concerns of the surrounding neighborhood.

Thank you for your time and consideration. We appreciate the Committee's review of this appeal and look forward to the opportunity to work together toward a safe and appropriate solution for the property and the surrounding community.

Thank you for your consideration,
Thielen & Green



-  Estimated route without driveway access
-  Estimated route with driveway access

CITY STAMP AREA

THIELEN & GREEN

7455 VILLAGE DRIVE, SUITE #110
LINO LAKES, MN 55014
763-553-7927
WWW.TANDGARCH.COM



1617 US-12
WILMAR, MN 56201
320-235-8277
WWW.TEAMHONEYBADGER.COM

DOMINOS ST. PAUL

649 SNELLING AVE
ST. PAUL, MN 55104

ISSUE	DATE
CONCEPTUAL DESIGN	04/07/2026
DD DECK	05/15/2026
PRELIM REVIEW	05/15/2026

PRELIMINARY
NOT FOR CONSTRUCTION

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

SITE CONTEXT

Project Number726_2025

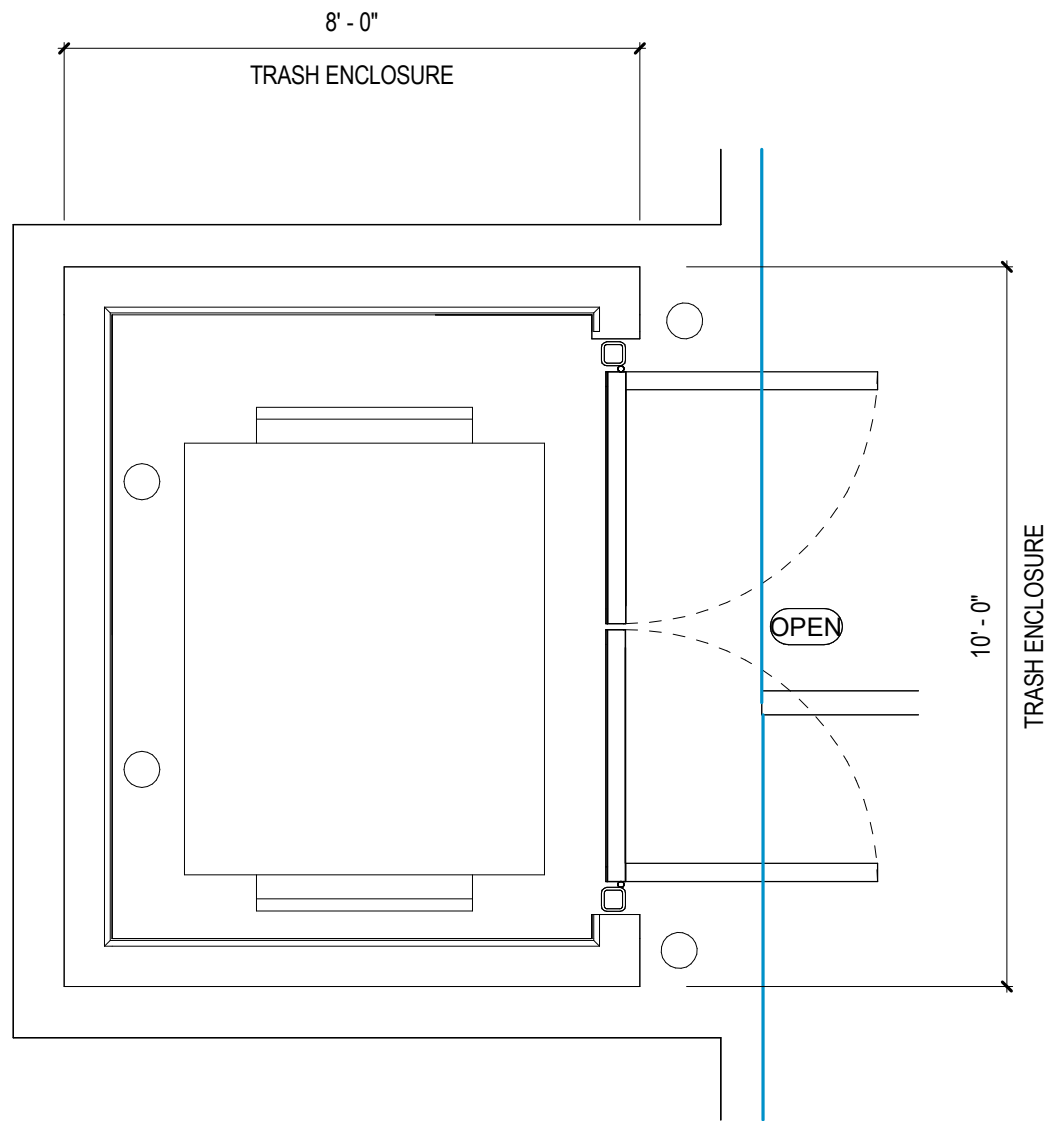
Date05/15/2026

Drawn By?

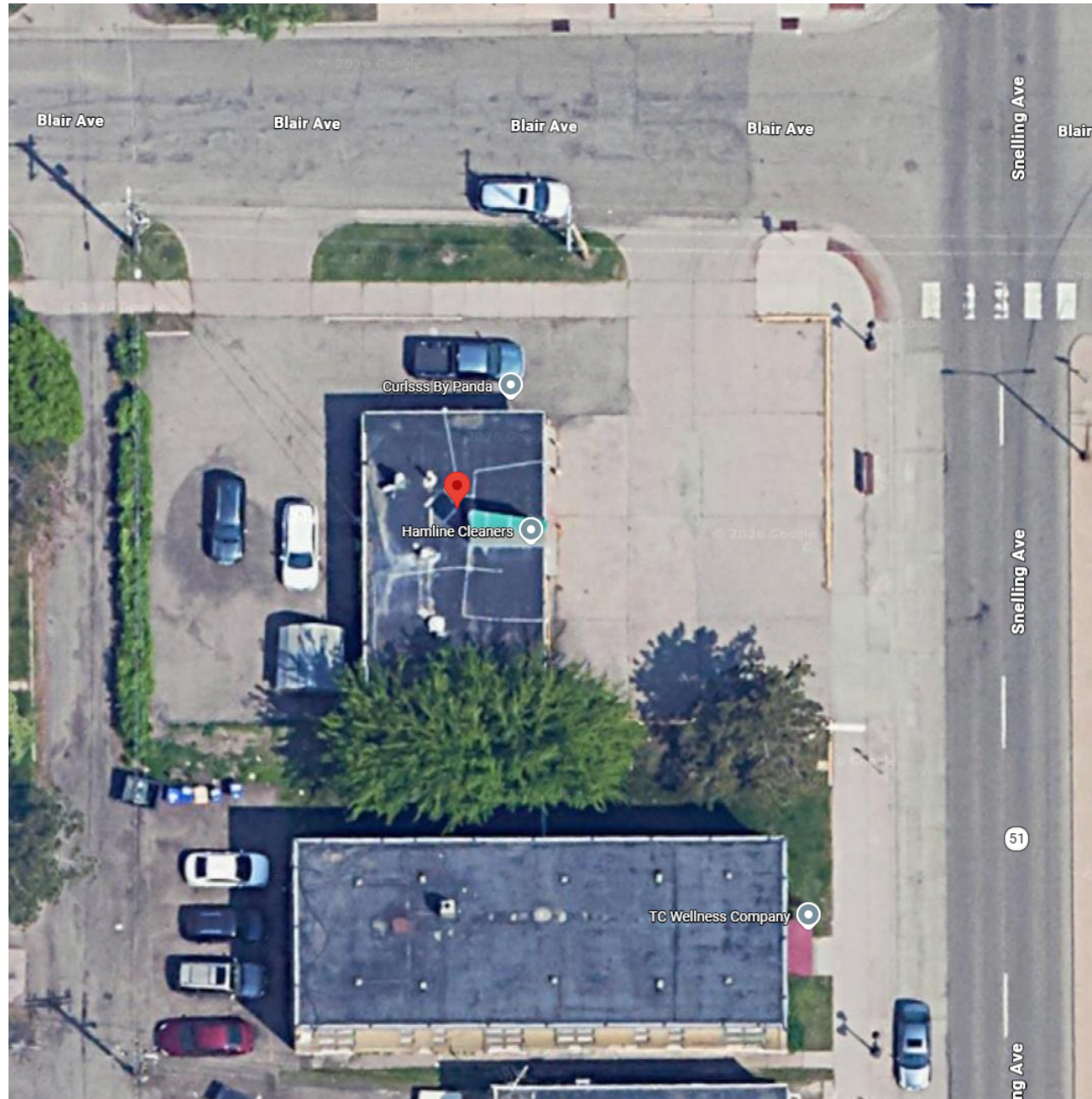
Checked By?

EX06

Scale



2 ENLARGED PLAN - TRASH ENCLOSURE
3/8" = 1'-0"



GENERAL SITE PLAN NOTES

1. ARCHITECTURAL SITE PLAN IS FOR REFERENCE ONLY - CIVIL ENGINEERING IS A DEFERRED SUBMITTAL PROVIDED BY THE OWNER AS NEEDED; NOT IN CONTRACT
2. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW - TYPICAL
3. ALL SIGNAGE SHOWN FOR REFERENCE ONLY - PROVIDED BY OTHERS UNDER A DEFERRED SUBMITTAL
4. ALL EXTERIOR LIGHTING SHOWN FOR REFERENCE ONLY - REFER TO DESIGN-BUILD ELECTRICAL DRAWINGS FOR ADD. INFO. - REFER TO EXTERIOR ELEVATIONS FOR BUILDING MOUNTED FIXTURES - COORDINATE FINAL LOCATIONS WITH OWNER IN FIELD PRIOR TO INSTALLATION
5. GC TO VERIFY THAT ALL ENTRANCE LANDINGS ARE FLUSH WITH FINISHED FLOOR AND PATCH/ REPAIR AS REQUIRED
6. GC TO VERIFY THAT ALL PAVED SURFACES ADJACENT TO THE BUILDING SLOPE AWAY TO PROVIDE POSITIVE DRAINAGE

SITE PLAN KEYNOTES

1. RESTRIPE PARKING LOT AS INDICATED
2. ADA CURB CUT - MODIFY SITE AS REQUIRED
3. ACCESSIBLE PARKING STALL - PROVIDE STRIPING WITH PARKING SIGNAGE AS REQ
4. SEE ENLARGED PLAN FOR TRASH ENCLOSURE
5. PROVIDE STOOP AT ALL NEW EXTERIOR DOORS - TYP
6. MECHANICAL YARD
7. NEW CURB WITH SITE LANDSCAPING
8. REPLACE EXISTING SIDEWALK WITH NEW
9. NEW SIDEWALK
10. PROVIDE COMPACT CAR SIGNAGE
11. NEW CURB
12. NEW BOLLARD - CENTER ON PARKING SPACE

ZONING INFORMATION

T-2 (TRADITIONAL NEIGHBORHOOD)

THE T2 TRADITIONAL NEIGHBORHOOD DISTRICT PROVIDES FOR MEDIUM-INTENSITY COMPACT, PEDESTRIAN-ORIENTED COMMERCIAL, RESIDENTIAL, CIVIC, AND INSTITUTIONAL DEVELOPMENT THAT SUPPORTS TRANSIT USAGE. IT IS INTENDED PRIMARILY FOR NEIGHBORHOOD NODES AND ALONG EXISTING OR PLANNED TRANSIT CORRIDORS. IT ENCOURAGES PEDESTRIAN-ORIENTED DEVELOPMENT WITH A VARIETY OF USES AND HOUSING TYPES, AND APPROPRIATE TRANSITIONS TO ADJACENT RESIDENTIAL NEIGHBORHOODS.

MAX FAR 0.3 -2.0 WITH SURFACE PARKING
MAX HEIGHT 45

FRONT 10'-0"
SIDE 6'-0"

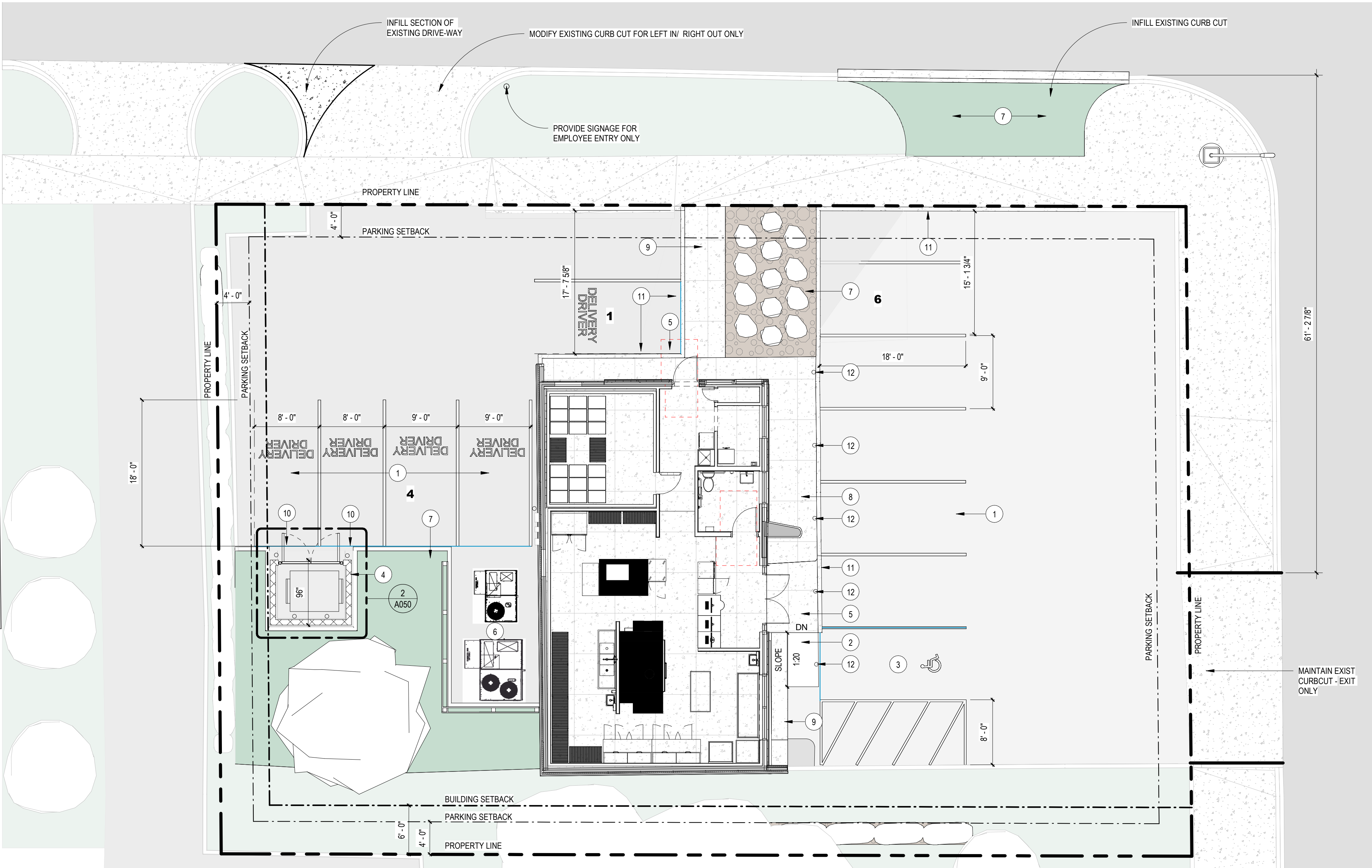
*h. The maximum setback requirement can't be exceed, however, up to forty (40) percent of the building facade on any lot may exceed the maximum setback to create outdoor seating, gathering areas, or courtyards.
j. No side or rear yards are required unless the structure has windows on those sides facing residential property, then there needs to be a 6' setback. This may be waived with an easement agreement.*

DESIGN STANDARDS

1. ALTERATIONS TO EXISTING TRADITIONAL BUILDINGS MUST BE DONE IN A MANNER THAT IS COMPATIBLE WITH THE ORIGINAL SCALE, MASSING, DETAILING, GLAZING AND MATERIALS OF THE ORIGINAL BUILDING. ORIGINAL MATERIALS MUST BE RETAINED AND PRESERVED TO THE EXTENT POSSIBLE. TRADITIONAL BUILDINGS ARE TYPICALLY SITED CLOSE TO THE PROPERTY LINE ALONG THE STREET AND FEATURE ARCHITECTURAL AND DESIGN ELEMENTS THAT RELATE TO THE HUMAN SCALE.
2. FRONT YARD AREAS LOCATED BETWEEN THE PRINCIPAL BUILDING AND THE STREET MUST BE LANDSCAPED. OTHER HARD SURFACED FRONT YARD AREAS SHOULD INCLUDE AMENITIES SUCH AS BENCHES, TABLES, AND PLANTERS. THE AMENITIES MUST BE PLACED IN A MANNER THAT DOES NOT CREATE BLIND CORNERS OR AREAS OF CONCEALMENT.
3. NEW BUILDINGS ALONG COMMERCIAL AND MIXED-USE STREETS MUST PROVIDE A CONTINUOUS FACADE ALONG THE STREET. WHERE BREAKS OCCUR, THE STREET EDGE MUST BE CONTINUED THROUGH THE USE OF FENCING, LOW WALLS, LANDSCAPING AND/OR SIMILAR TREATMENTS.
4. THE BASE THIRTY (30) FEET OF BUILDING SIDES FACING ABUTTING PUBLIC STREETS MUST INCLUDE ELEMENTS THAT RELATE TO THE HUMAN SCALE AT GRADE INCLUDING DOORS, WINDOWS, PROJECTIONS, AWNINGS, CANOPIES, PORCHES, STOOPS, ETC.
5. ONE-STORY BUILDINGS MUST BE DESIGNED TO CONVEY AN IMPRESSION OF GREATER HEIGHT IN RELATION TO THE STREET WITH DESIGN ELEMENTS SUCH AS PITCHED ROOFS WITH DORMERS OR GABLES FACING THE STREET, TALL PARAPETS, AND/OR THE USE OF AN INTERMEDIATE CORNICE LINE TO SEPARATE THE GROUND FLOOR AND THE ROOF.
6. THERE MUST BE A PRIMARY PEDESTRIAN BUILDING ENTRANCE ON ALL ARTERIAL OR COLLECTOR STREETS. AT A CORNER LOCATION WHERE BOTH STREETS ARE ARTERIAL OR COLLECTOR STREETS, THIS STANDARD MAY BE SATISFIED WITH A SINGLE ENTRANCE AT THE CORNER. DOOR AND WINDOW OPENINGS.
7. A. FOR NEW COMMERCIAL AND CIVIC BUILDINGS, WINDOWS AND DOORS OR OPENINGS MUST COMPRISE AT LEAST FIFTY (50) PERCENT OF THE LENGTH AND AT LEAST THIRTY (30) PERCENT OF THE AREA OF THE GROUND FLOOR ALONG ARTERIAL AND COLLECTOR STREET FACADES.
B. WINDOW SHAPE, SIZE AND PATTERNS MUST EMPHASIZE THE INTENDED ORGANIZATION OF THE FACADE AND THE DEFINITION OF THE BUILDING.
8. BUILDINGS MUST BE BUILT WITH HIGH-QUALITY MATERIALS SUCH AS BRICK, STONE, TEXTURED CAST STONE, TINTED MASONRY UNITS, CONCRETE, FIBER CEMENT SIDING, GLASS OR METAL. MATERIALS NOT ALLOWED: UNPAINTED PLAIN OR PAINTED CONCRETE BLOCK; CORRUGATED METAL, UNLESS USED AS A LIMITED ARCHITECTURAL ELEMENT RATHER THAN FOR ENTIRE WALLS; REFLECTIVE GLASS; AND VINYL, FIBERGLASS, ASPHALT OR FIBERBOARD SIDING.
9. IF AN OUTDOOR STORAGE, SERVICE OR LOADING AREA IS VISIBLE FROM ADJACENT RESIDENTIAL USES OR A PUBLIC STREET OR WALKWAY, IT MUST BE SCREENED BY A DECORATIVE FENCE, WALL OR SCREEN OF PLANT MATERIAL AT LEAST SIX (6) FEET IN HEIGHT. FENCES AND WALLS MUST BE DECORATIVE AND ARCHITECTURALLY COMPATIBLE WITH THE PRIMARY STRUCTURE. PEDESTRIAN-SCALE LIGHTING MUST BE PROVIDED WITHIN PARKING FACILITIES. LIGHT STANDARDS MUST BE NO MORE THAN TWENTY-FIVE (25) FEET IN HEIGHT IN PARKING LOTS AND SIXTEEN (16) FEET IN HEIGHT ALONG INTERIOR SIDEWALKS AND WALKWAYS, AND HAVE A DOWNCAST GLOW.
10. A PRIMARY BUILDING ENTRANCE MUST BE LOCATED TO PROVIDE DIRECT ACCESS TO TRANSIT STATIONS, INCLUDING LIGHT RAIL, BUS, BUS RAPID TRANSIT, AND STREETCAR.
11. TREES MUST BE LOCATED IN A PLANTING STRIP AT LEAST FIVE (5) FEET WIDE BETWEEN THE CURB AND SIDEWALK, OR IN A PLANTER OR PLANTING STRUCTURE OF A DESIGN ACCEPTABLE TO THE CITY.
12. SIDEWALK WIDTH MUST BE AT LEAST FIVE (5) FEET

PARKING

1. REQUIRED: 1 PER 150 SQFT (IF 1/4 MI FROM LIGHTRAIL, BUS OR STREETCAR THEN 1 PER 200 SQFT)
2. SIZE:
A. 90 DEGREES: 9' X 18', 20' DRIVE AISLE
B. 45 DEGREES: 8' 6" X 18', 12' DRIVE AISLE
C. COMPACT: UP TO 50% OF ALL SPACES MAY BE DESIGNATED AS COMPACT AND REDUCED TO 8' X 16'
3. PARKING MUST BE AT LEAST 4' FROM ALL LOT LINES
4. CURB STOPS OR EQUIVALENT INTERVENTIONS MUST BE PRESENT TO PREVENT DAMAGE TO REQUIRED LANDSCAPE
5. VISUAL SCREEN MUST BE BETWEEN RESIDENTIAL USE AND PARKING
6. LANDSCAPING:
A. IF VEHICLES OVERHANG PERIMETER LANDSCAPING, AN ADDITIONAL THREE (3) FEET OF WIDTH SHALL BE PROVIDED
B. IN ALL DISTRICTS EXCEPT INDUSTRIAL DISTRICTS, SCREENING SHALL BE PROVIDED CONSISTING OF A MASONRY WALL OR DECORATIVE FENCE (NOT INCLUDING CHAIN LINK) SUPPLEMENTED WITH LANDSCAPE MATERIAL, FORMING A SCREEN A MINIMUM OF THREE (3) FEET IN HEIGHT, A MAXIMUM OF FOUR AND ONE-HALF (4 1/2) FEET IN HEIGHT NOT INCLUDING TREES, AND NOT LESS THAN FIFTY (50) PERCENT OPAQUE
C. PARKING FACILITIES WITH MORE THAN TWENTY (20) PARKING SPACES OR SIX THOUSAND (6,000) SQUARE FEET OF PAVING, WHICHEVER IS LESS, SHALL PROVIDE FIFTEEN (15) SQUARE FEET OF INTERIOR LANDSCAPED AREA FOR EVERY ONE HUNDRED (100) SQUARE FEET OF PAVING. INTERIOR LANDSCAPING MAY NOT SUBSTITUTE FOR PERIMETER LANDSCAPING, BUT MAY JOIN PERIMETER LANDSCAPING AS LONG AS IT EXTENDS AT LEAST FOUR (4) FEET INTO THE PARKING AREA FROM THE PERIMETER LANDSCAPE LINE.
D. A MINIMUM OF AT LEAST ONE (1) SHADE TREE SHALL BE PLANTED FOR EVERY FIVE (5) PARKING SPACES IN A SURFACE PARKING LOT. TREES SHALL BE PLANTED WITHIN THE PERIMETER LANDSCAPING AND ANY REQUIRED INTERIOR LANDSCAPING. EACH TREE SHALL BE PLANTED IN LANDSCAPED AREAS OR IN THE CENTER OF UNPAVED TREE WELLS OF AT LEAST THREE (3) FEET IN SOIL DEPTH AND ONE HUNDRED (100) SQUARE FEET IN AREA AS MEASURED FROM THE INTERIOR EDGE OF CURBING OR PAVING, WITH A MINIMUM DIMENSION OF FOUR (4) FEET WIDE. A SOIL VOLUME OF GREATER THAN FIVE HUNDRED (500) CUBIC FEET PER TREE WITH A MINIMUM PLANTING DIMENSION OF EIGHT (8) FEET IS RECOMMENDED FOR IMPROVED TREE HEALTH AND SURVIVAL.



1 ARCHITECTURAL SITE PLAN
1/8" = 1'-0"

CITY STAMP AREA

THIELEN & GREEN

7455 VILLAGE DRIVE, SUITE #110
LINO LAKES, MN 55014
763-553-7927
WWW.TANDGARCH.COM



1617 US-12
WILMAR, MN 56201
320-235-8277
WWW.TEAMHONEYBADGER.COM

DOMINOS ST. PAUL

649 SNELLING AVE
ST. PAUL, MN 55104

ISSUE	DATE
CONCEPTUAL DESIGN	04/07/2026
DD DECK	05/15/2026
PRELIM REVIEW	05/15/2026

PRELIMINARY NOT FOR CONSTRUCTION

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

ARCHITECTURAL SITE PLAN

Project Number	726_2025
Date	05/15/2026
Drawn By	-
Checked By	KMT

A050

Scale **As indicated**