



CITY OF SAINT PAUL
Melvin Carter, Mayor

25 West Fourth Street, Ste. 1300
Saint Paul, MN 55102

Telephone: 651-266-6565

DATE: January 4, 2019

TO: Saint Paul Planning Commission

FROM: Lucy Thompson, Principal City Planner, and the 2040 Comprehensive Plan Team (Anton Jerve, Bill Dermody, Mike Richardson, Kady Dadlez, Josh Williams, George Gause)

SUBJECT: Comments Received To-Date for January 11, 2019 Public Hearing

The Planning Commission will hold a public hearing on the draft *Saint Paul for All: 2040 Comprehensive Plan* on January 11, 2019. The record has been open since November 2, 2018, when the Commission released the document for public review and set the public hearing date.

BACKGROUND

City staff has been working on the update of the City's Comprehensive Plan since 2015. Required by the Metropolitan Council every 10 years, with a 20-year planning horizon, this update was guided by the Commission's Comprehensive and Neighborhood Planning Committee.

The Commission released a preliminary draft of *Saint Paul for All: 2040 Comprehensive Plan* in March 2018 to allow district councils, community organizations, adjacent cities, agencies having jurisdiction with the city limits, and the Metropolitan Council the opportunity to give preliminary feedback. Based on feedback, staff proposed changes to the draft document that were endorsed by the Commission. The official public hearing draft that was released in November 2018 included those changes.

Through regular and periodic briefings from staff, the Commission is well-aware of the goals, policies, embedded issues and proposed implementation actions recommended in the draft Plan. As a reminder, staff made a concerted effort to prioritize public involvement from the beginning of the planning process. In 2016, our intentionally equitable engagement with over 2,300 people formed the bedrock of the Plan's themes, and provided countless ideas for further evaluation and consideration as the Plan was developed.

We have taken the following outreach steps in 2018:

- Held two June open houses.
- Visited 16 of the 17 district councils from April-June.
- Presented to numerous committees and advocacy groups, including the Transportation Committee, Saint Paul Parks and Recreation Commission (comments to follow), Heritage Preservation Commission (comments attached), Friends of the Parks, MN Humanists and St. Paul Bicycle Coalition.
- Held focus groups with community health and aging in community interests.
- Published media stories, including regular use of social media.

- Sent out a November 2, 2018 e-mail blast via the City's Early Notification System, with a link to the website; this went to people who had signed up on our Comprehensive Plan contact list or were already on the Planning Commission list.
- Put a comment form on the website for people to comment directly; comments received by January 4, 2019 are attached.
- Placed hard copies of the public hearing draft in all 13 public libraries with a link to the website.
- Left copies and flyers in several district council offices.
- Sent targeted e-mails in December 2018 to 31 other community, ethnic and business organizations, such as the Grand Avenue Business Association, Minnesota Black Chamber, Community Action Partnership, Friendly Streets Initiative and Neighborhood House.

THE PUBLIC HEARING AND NEXT STEPS

The public hearing on January 11, 2019 is on the six city-wide chapters (Land Use; Transportation; Parks, Recreation and Open Space; Housing; Water Resources Management; and Heritage and Cultural Preservation), plus the Introduction and Implementation chapters. A draft of the Mississippi River Corridor Critical Area (MRCCA) chapter will be presented to the Commission in February/March.

Staff's original schedule called for the Planning Commission to delay forwarding its recommendation on the city-wide chapters to the Mayor and City Council until it had completed its work on the MRCCA chapter, at which point the City Council would hold a public hearing on the entire document. However, due to unforeseen demands on staff time, staff may recommend proceeding with the six city-wide chapters ahead of the MRCCA. This would allow us to easily meet the June 30, 2019 Metropolitan Council submittal deadline with the city-wide chapters. Discussions are on-going with Met Council staff regarding a revised schedule.

Staff will present to the Comprehensive and Neighborhood Planning Committee a more detailed adoption schedule for the six city-wide chapters once the January 11, 2019 hearing has been held and the public record has closed.

Attachments:

- E-mail from Jake Reuter, December 16, 2018
- Letter from District 1 Community Council, December 26, 2018
- On-line comments from City website through January 4, 2019
- Comment letter from Saint Paul Heritage Preservation Commission, January 4, 2019

Thompson, Lucy (CI-StPaul)

From: Jake Rueter <jake.rueter@gmail.com>
Sent: Sunday, December 16, 2018 10:01 AM
To: #CI-StPaul_Ward4; Dadlez, Kady (CI-StPaul)
Subject: Support for Eliminating Parking Minimums

Dear Planning Commissioners and CM Nelson,

I'm writing today to ask that you please use St. Paul's 2040 comprehensive plan update as an opportunity to eliminate parking minimums in our city. I believe that it is critical to allow people investing in our city to determine the amount of parking they need independently. This is an important issue for people considering building ADUs, those investing in small businesses, and building larger housing developments.

We need to reduce barriers to building more opportunity in our city and shift away from our existing car-dominant transportation system.

Thank you for considering my comments.

Jake Rueter
1347 Blair Ave

December 26, 2018

Honorable Councilmembers and Planning Commissioners,

The District 1 Land Use Committee has had the opportunity to meet with City planners and review the various drafts of the Comprehensive Plan over the past year. We appreciate the engagement efforts that have accompanied this process and feel that we have been able to review the plan in an informed way. We submit the following comments on the November 2, 2018 Draft on behalf of the District 1 Community Council and urge you to consider them as you proceed with adopting the final draft of the plan.

We first want to acknowledge the gravity of a document like the Comprehensive Plan. We inherit a legacy of zoning and land use policies that were used to advance the interests of white homeowners and protect white privilege by directly and indirectly designating where different racial groups were allowed to live in our city. We believe that housing is a fundamental human right and that housing policy carries tremendous moral implications. Additionally, Saint Paul residents' access to jobs, fresh food, educational opportunities, and healthcare directly impact their physical and economic wellbeing. Finally, we understand that we are facing an historic existential crisis caused by climate change. These are profound issues that cannot be addressed solely at the local level. However, policies enacted at the City-level, including those codified in the Comprehensive Plan, are a critical piece in addressing these issues.

We support the overall scope and content of the draft plan. We do have comments about some general topics. First, we feel there should be a consistent definition and measurement of equity so that all policies are headed in the same direction concurrently. ACP50 is an imprecise tool at the city- and neighborhood-level as it is a yes/no designation that changes year-to-year and can miss pockets of significant poverty within an otherwise affluent area due to the census subdivision it is measured at. The plan should also acknowledge the problems associated with racially concentrated wealth in addition to its discussion of the challenges from concentrated poverty.

We feel it is also important to acknowledge the role zoning plays in housing costs. It has been well-documented that overly restrictive zoning ordinances create artificial scarcity and thus drive up the value of land. This is particularly insidious because land value is a significant fixed cost in the new construction of housing. The construction of multi-family buildings with fewer units can result in exorbitantly expensive housing when land values are high. It also adds to the difficulty of efficiently funding the construction of new affordable housing. The policies contained in this plan can help ease escalating land values if corresponding zoning amendments are made that realize those policies.

We overall support the policies regarding housing density and the need for additional housing options. We support changes to the zoning and building codes that allow the flexibility to develop “missing middle” housing types in areas that are currently zoned single-family. The ability to accommodate the needs of different family types, stages of life, and levels of ability is important to maintaining strong neighborhoods. An expanded range of housing types, such as bungalow courts and townhouses/rowhouses, complement single-family homes in a neighborhood.

We have also strongly supported, as an organization, the rebalancing of transportation modes and making our streets safer. We believe that residents should not be obligated to own a motor vehicle to meet daily needs. We believe that more transportation options need to be developed in our district and on the East Side, including continuing to add bicycle infrastructure and increasing the frequency and availability of transit. Part of this development requires a commitment to all-season maintenance so that these modes are always available regardless of season. We encourage all efforts to help neighborhoods across the city transition from auto-centric to people-centric.

We finally would like the impacts of, and responses to, climate change better articulated in the plan. Climate change will impact the city in ways not seen before. Significant rain events in warmer months and a continuous freeze-thaw cycle in cooler months could devastate and overwhelm city infrastructure. The region could see a significant arrival of climate refugees, both domestic and foreign, following natural disasters and as international cities become uninhabitable in the summer, these new residents not accounted for in population estimates. An increase in landslides could cut parts of the city off from one another, a challenge especially concerning to Highwood where there are few ways to get in and out of the neighborhood. Drought and freight disruptions could limit the region’s access to food at times. Climate scientists have documented these scenarios as very real possibilities in the future, and the plan should account for how Saint Paul will address them. The City Council passed Resolution 18-1361 outlining the dangers of climate change and solutions that the City can take use to address this threat. The plan should provide supporting language to begin implementing significant solutions as soon as possible.

We also submit the following comments on individual policies and figures.

Introduction

pg. 9: We appreciate the deliberate engagement to reach all communities in Saint Paul and for including the results on that engagement by race.

Land Use

pg. 29: LU-2, we request that this policy be changed to read “Pursue the potential for redevelopment of Opportunity Sites (generally sites larger than one acre identified as having potential for redevelopment) as higher-density mixed-use development, employment centers, and the addition of community services that are completely absent in the surrounding area, with increased full-time living wage job intensity (Figure LU-3).” Opportunity sites may be some of our best opportunities to add services to a community that are currently lacking. Since different

opportunity sites have different land use categories, the exact ratio of these three outcomes will be very different from site to site.

LU-6, we request an additional point be added that reads “recognizing the ecosystem services provided by a development parcel and guiding development to preserve and enhance that community benefit.” It is important to us to acknowledge that natural systems perform important functions for the metro area. Trees moderate temperature, produce oxygen, and reduce particulate pollution. Wetlands filter water and act as a sponge. These services are going to become even more important in a changing climate. We believe that we can increase population and employment density while still preserving these important functions.

pg. 30: LU-10, add “wide sidewalks” to the list.

pg. 31: LU-13, add “and strengthening parking maximums citywide.”

pg. 32: LU-20, we acknowledge the importance of the Tree Preservation Overlay District and the River Corridor Overlay District, and ask for specific engagement as the river corridor ordinances are brought into conformance with the new state Critical Area rules.

pg. 33: Add White Bear-Minnehaha and Suburban Commercial District to the Neighborhood Nodes list. See note for pg. 43.

pg. 35: Change LU-39 to “Continue to require large lots for residential parcels with private utilities and/or steep slopes by use of a zoning overlay district rather than underlying zoning to preserve the natural ecosystem along the river bluffs.” Residents who choose to continue using private utilities need larger lots for health and environmental reasons, but residents who choose to connect to public utilities should not be obligated to retain the large lots necessary for private utilities.

Change LU-40 to “Promote cluster development with public utilities on the flat portion of sites with steep slopes and heavy tree canopy to add density in a way that preserves the natural ecosystem along the river bluffs.”

Add a new Semi-Rural policy that reads “promote the concentration of infill development and redevelopment on flatter parcels, especially those on arterial and/or collector streets, at densities similar to Urban Neighborhoods while being sensitive to the context of the surrounding area and preserving the natural feeling of the area.”

Add a new Semi-Rural policy that reads “continue to expand the availability of public utilities, where feasible, to provide the opportunity for voluntary utility connection to abutting properties.”

Add a new Industrial policy that reads “require future uses of riverfront industrial parcels be those where access to and use of a surface water feature is an integral part of normal business operations.”

Add a new Industrial policy that reads “encourage investment in industrial uses that use green practices and in the production of green technology.” We view these terms very broadly. Example industrial uses could include those that engage in urban agriculture including a future cannabis economy, those that produce renewable energy systems or energy efficient machinery, those that are water- and energy-efficient, and those that use lower-impact production processes.

pg. 42: Add language to the Downtown description to acknowledge downtown’s role as a regional transportation hub.

Add a sentence to the end of the Semi-Rural description to read “infill development and redevelopment will be concentrated on arterial and/or collector streets and on flatter sites.”

pg. 43: We agree with the placement of all Neighborhood Nodes already identified in District 1. We request additional Neighborhood Nodes be designated at/around White Bear Ave & Minnehaha Ave and along Suburban Ave between White Bear Ave and Ruth St. The first addition provides a node in an area with residences over a mile from any other node and at the intersection of a state highway and county highway, and the second acknowledges a need for a neighborhood node south of a significant community barrier (I-94) and near existing multi-family housing.

Because District 1 was developed mid-century around a notion that residents would drive to every destination, there are far fewer existing nodes and commercial corridors than are seen in neighborhoods developed around the streetcar. We request additional nodes be designated at a scale and intensity less than Neighborhood Nodes, but still providing a mix of uses that serve the neighborhood they are in. We would like these minor nodes at: Minnehaha Ave & Ruth St, 3rd St & Ruth St, Upper Afton Rd & Ruth St, Upper Afton Rd & McKnight Rd, and Carver Ave & Point Douglas Rd. We do not specifically propose how to designate them on the map, but request that some designation be added to allow development similar to the T1 zoning district at these locations. This concept of minor nodes may also be useful to other districts with similar patterns of past development.

We request you color green the Fish Creek Open Space. This is a significant County-owned park space that is part of a larger park complex stretching into Maplewood.

We request you designate the parcels along McKnight Rd, Carver Ave, Point Douglas Rd, and the east-west portion of Highwood Ave in South Highwood as Urban Neighborhood to correspond with the proposed Semi-Rural policy changes.

Finally, we are disappointed to see the designation of corridors removed in the transition from the 2030 Comp Plan to the 2040 Plan. Again, District 1 lacks historic streetcar corridors and so it needs intentional land use planning to concentrate uses along designated corridors to make businesses, transit, and multi-family housing more viable. We request some designation on the map that would allow a minimum of RM1 zoning along all collectors and arterials and higher intensities such as continuous RM2 or T2 zoning, with T3 zoning at major intersections, along more major arterials such as White Bear Ave and McKnight Rd. These streets should probably be designated mixed use. Intentional corridor-making will prevent incoherent, scattershot

development in the district. Neighborhood Nodes should connect to one another along built-up corridors.

pg. 45: We appreciate the delineation of Boys Totem Town as a different land use designation from Sun Ray and Suburban reflecting the fundamentally different future scale and function of these sites. A deliberate community outreach effort needs to be conducted before any changes are made to the Boys Totem Town site to determine what uses are needed by the community and appropriate on the site and what design standards are appropriate to administer in any future development.

pg. 46: We ask for specific engagement as the significant public views are identified, as many of our public comments during the Critical Area rulemaking process revolved around how views were defined and administered.

pg. 51: In Figure LU-4, we request that the residential density range for Semi-Rural be changed to 2-15 units/acre. This reflects both the RL lot size of a half-acre (2 units/ac) and acknowledges the density likely to be seen in a cluster development. It also provides overlap with Urban Neighborhood to provide flexibility in the future and transition between the two designations.

Transportation

pg. 55: T-3, we want to underscore how critical this policy is on its own and how all other transportation safety policies stem from it.

T-12, add “and on parkways” to the end.

Add a new policy to Goal 2 to read “promote highway turnbacks to maximize local control of arterial road design, including providing financial resources to maintain the road after turnback.”

pg. 56: T-15, add “including the use of smaller freight delivery vehicles.”

pg. 57: T-26, remove reference to Highwood. Sidewalk policies should be consistent citywide.

Add a new policy in Goal 4 to read “work to transition downtown to being single-occupant vehicle-free, at least during peak hours, while giving special consideration to people with mobility challenges.” Initial steps that could advance this are completion of the Capital City Bikeway, increasing transit priority on streets that carry transit lines, implementation of the 4th Street Market District, and disincentivizing the construction of new parking capacity in downtown.

pg. 58: T-31, we request that you also include policy language encouraging the dedication of public trail easements in places where a street grid is infeasible, or in addition to the street grid. An example in Saint Paul is Central Village.

Add a new policy in Goal 4 to read "Coordinate with Saint Paul Public Schools to consolidate school bus routes and/or provide additional transportation options to both reduce bus traffic in

neighborhoods and provide transportation options to students that does not require use of personal vehicles."

T-41, we find it important to acknowledge that just because a new technology is fun and flashy, it must still meet other City goals, including the VMT reduction goal.

T-42, we request some wording that emphasizes that the City will not bear all of the cost of adapting to new private modal technologies.

pg. 68: Show the transit lines that operate on McKnight Rd.

pg. 69: Extend the arrow for Red Rock all the way to the southern border.

We request you add a new "proposed transitway" that follows the alignment proposed in the East 7th St ABRT study and that is currently served by the 54M bus. This transitway is identified on pg. 6.67 of the Transportation Policy Plan under the Increased Revenue Scenario.

pg. 73 & 74: Show the AADT of McKnight Rd. Traffic volume is a significant factor in decisions made about that road in the future.

Parks, Recreation, and Open Space

pg. 102: We request you add a new "proposed regional trail search corridor" along the Union Pacific RR Altoona Subdivision from Johnson Pkwy to the eastern city limits to be named "Phalen - Lake Elmo" and connecting those two regional parks.

Housing

pg. 111: H-1, add language that code enforcement will be done in such a way as to not disparately impact racial or ethnic groups. Protection of tenants who trigger enforcement from retaliation will be a top priority.

pg. 112: H-16, add language to ensure that promotion of housing choice among diverse income levels will not be used to upscale units in poor neighborhoods.

H-17, does the City even need a regulatory definition of "family?" Could the zoning use of kitchen/bathroom/bedroom comprising a dwelling unit be used in its place?

H-19, add language about reducing racial disparities and the history of unfair housing practices similar to language used in H-20.

pg. 114: H-22, add "Any promotion of housing ownership will be done with a racial justice lens and with an eye to remedy of historic housing discrimination."

pg. 116: H-26, add an acknowledgement that the City is aware that tenant rights need additional support and will work to increase them.

Add a new policy that reads “engage in fair housing testing to determine the depth of racial, gender, or cultural bias in the rental and ownership of housing.”

Add a new policy that reads “encourage landlord education on topics of affordable housing options including the acceptance of Section 8 vouchers.”

pg. 117: H-32, we request the policy be revised so that the City’s target for new rental construction affordability will be determined by our Met Council affordability goals. Given 830 units at 30% AMI, 130 units at 50% AMI and 1010 units at 60% AMI, our goals will be 25% at 30% AMI, 5% at 50% AMI and 15% at 60% AMI (100% of the 30% goal and 50% of the 50% and 60% goals).

H-33, we request that the policy be revised so that the City’s target for new ownership will be determined by Met Council affordability goals. Given approximately 130 units at 50% AMI and 1010 units at 60% AMI, our goals will be 5% at 50% AMI and 15% at 60% AMI (half of the goals at 50% and 60%).

H-41, we request that this policy be changed to read “use official controls to require affordable housing to achieve mixed-income neighborhoods.”

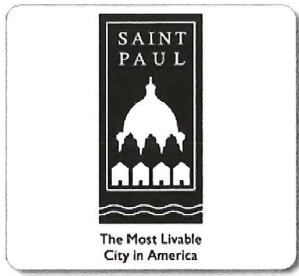
H-44, achieving the Met Council Affordable Housing goals should be a top priority in planning, legislative priorities, and comprehensive plan language. This policy should be strengthened to ensure that the goals are met.

Thank you again for the opportunity to comment on this draft and for your careful consideration of our comments.

Sincerely,



Paul Sawyer
Chair, District 1 Land Use Committee
On Behalf of the Board of Directors



2040 Comprehensive Plan

January 4, 2019, 9:46 AM

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2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

Summary Of Responses

As of January 4, 2019, 9:46 AM, this forum had:	Topic Start
Attendees: 490	October 31, 2018, 4:51 PM
Responses: 25	
Hours of Public Comment: 1.3	

QUESTION 1

Name

Answered	17
Skipped	8

QUESTION 2

Address

Answered	17
Skipped	8

QUESTION 3

Comment

Answered	16
Skipped	9

2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

Survey Questions

QUESTION 1

Name

QUESTION 2

Address

QUESTION 3

Comment

2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

Individual Responses

Name not available

October 31, 2018, 4:53 PM

Question 1

No response

Question 2

No response

Question 3

No response

Name not available

November 4, 2018, 10:47 PM

Question 1

No response

Question 2

No response

Question 3

No response

Dustin Schroeder

inside Ward 4

November 5, 2018, 10:13 AM

Question 1

Dustin Schroeder

Question 2

6 Oakley Avenue, St. Paul, MN 55104

Question 3

I would like to see a neighborhood node at Snelling and Minnehaha avenues. There is an A-line stop at Minnehaha, across the street from Hamline University (with a heavy student population requiring housing), is

near the Green Line station at Snelling and University and the new Allianz Field, and I've seen a good amount of investment in properties in the first block west and east of Snelling in this area and would like to see this area continue to develop (all along Snelling and nearby blocks). I think multifamily up to at least 6 units should be allowed in the first block on either side of Snelling (Fry to Asbury) from University up to Minnehaha, at the very least, and believe that this would become a driver of much-needed affordable housing options. I'm also interested in seeing details related to property setbacks and allowed density, particularly in neighborhood nodes. I support very accommodating building setbacks (near zero feet on front, sides and back) on lots in neighborhood nodes to allow for less restrictive housing options.

Name not available

November 6, 2018, 11:32 AM

Question 1

No response

Question 2

No response

Question 3

No response

Name not available

November 10, 2018, 1:28 PM

Question 1

No response

Question 2

No response

Question 3

No response

Name not available

November 15, 2018, 1:42 PM

Question 1

2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

No response

Question 2

No response

Question 3

No response

Derek Thompson

inside Ward 2

November 15, 2018, 4:35 PM

Question 1

Derek Thompson

Question 2

401 Sibley St

Question 3

As a young person, this plan represents exactly what I want in a livable community. I want to live in an urban city where walking, biking, and transit are an option. I want a city with great parks and trails for recreation. I want a variety of housing options so I can afford to live in the city. I want to live in an equitable city so that every part of the city is able to thrive.

I believe all these changes will make St Paul a more prosperous city for all it's residents.

TYLER REDDEN

inside Ward 5

November 20, 2018, 5:58 PM

Question 1

Tyler Redden

Question 2

48 Magnolia Ave West, Saint Paul MN 55117

Question 3

A comprehensive organix program needs to be developed within St Paul, the most sustainable being the Blue Bag Organix Program offered

through Organix Solutions. This solution can be utilized by any hauler with the use of their organix recycling bags that withstand the compaction of a garbage truck. Mandating the use of this program will prevent a SSO program from adding a new garbage truck to the roads (for each garbage company), reducing carbon emissions and pushing St Paul towards zero waste. The infrastructure needed for this is easily implemented by haulers and there is a definite demand from homeowners and renters. Organic waste is about 33-50% of the waste stream, so utilizing this easily applied program throughout St Paul by all haulers would reduce waste, create a valuable commodity, and extend the life of landfills (and make WTE options like the HERC more efficient). A long term strategy of utilizing the Organix Solutions "Layered Approach" methodology would be a natural next step following this organix program, but the Blue Bag Organix Program (also available as the Green Bag Organix Program) should be implemented using the company's funding model that is highly intuitive and builds in the program costs!

I would be more than happy to answer any and all questions about sustainability if needed - my cell is 651.497.1611. Thank you for your time, I look forward to seeing how we handle organix upcoming and hope my knowledge and experience as a University of Minnesota graduate and Sustainability Studies/Environmental Sciences Major can help!

Ty

Amy Riley

inside Ward 1

November 27, 2018, 9:31 AM

Question 1

Amy Riley

Question 2

1176 Laurel Avenue

Question 3

I live in LexHam, a community unlike many others in that we are an extremely close knit and very active group of neighbors. While I recognize that Selby between Lexington and Hamline is a transportation corridor, I absolutely do NOT want to see any giant mixed use residential and retail buildings going up like what happened at the corner of Selby and Snelling. Our community is quiet, walkable and safe and I oppose these two policies specifically:

Policy LU-29: I disagree with increasing density towards the center of the Selby Snelling node between Lexington and Hamline.

Policy LU-34: I oppose structures being built higher than 3 stories for multi-family housing.

Thank you for the opportunity of making my voice heard. Please keep the

2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

charm and peace in LexHam. Amy "Lucas" Riley. President of the Lexington Hamline Community Council

Sara Dovre Wudali

outside Saint Paul

November 27, 2018, 12:56 PM

Question 1

Sara Dovre Wudali

Question 2

1189 Laurel Ave.

Question 3

Policy LU-29: I agree with increasing density towards the center of the Selby Snelling node between Lexington and Hamline. I would like there to be more walkable retail in our neighborhood--restaurants, shops, doctor offices. I'd like to see some of the apartments/condos that may be built reserved as low-income options, so a mix of low, middle, and upper income housing. Please not all luxury apartments. But that said, I'd want to protect the Central HS garage and Youth Express on Dunlap/Selby. Adding more retail/appts might necessitate parking restrictions for streets with no alleys like Hague and Laurel so that residents have places to park.

Sharon Garth

inside Ward 1

November 29, 2018, 9:03 AM

Question 1

Sharon Garth

Question 2

485 Aurora Avenue

Question 3

The plan is very well crafted. I want to emphasize the importance of putting people first in economic development programs, education and housing. The needs of low/moderate income, culturally diverse people must be met. Livable wage jobs are a good start and now there must be a focus on affordable housing and cultural diversity planning.

Name not available

November 29, 2018, 9:58 AM

Question 1

Thomas Rupp

Question 2

459 Wheeler St N

Question 3

No response

Name not available

December 3, 2018, 2:51 PM

Question 1

Fay Simer

Question 2

25 W 4th Street

Question 3

test

Lucas Miller

inside Ward 4

December 3, 2018, 6:33 PM

Question 1

Lucas Miller

Question 2

1702 Laurel Ave #10, St Paul, MN

Question 3

Saint Paul needs more transit options as people move into the city. We desperately need transit down main arterial corridors along with options that allow people to get two and from those arterial corridors to businesses, homes and other points of interest. Having access to transit that helps people explore Saint Paul will help businesses and the local economy grow and prosper.

2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

Colleen Schauer

inside Ward 1

December 3, 2018, 6:49 PM

Question 1

Colleen Schauer

Question 2

1572 Portland Ave Apt. 4

Question 3

Policy H-1 calls for maintaining the housing stock through enforcement of city codes. This policy needs additional language/protections that ensures this will not have a disproportionate negative effect on people with low incomes who may not have the resources to do this.

Glynn Murphy

inside Ward 2

December 3, 2018, 6:54 PM

Question 1

Glynn Murphy

Question 2

66 9th St E, St Paul 55101

Question 3

The entirety of the node plan seems like a way to keep diverse growth in our cities in areas that are already diverse and exclude diversity in areas that are currently not diverse.

Connor Schaefer

inside Ward 4

December 3, 2018, 7:00 PM

Question 1

Connor Schaefer

Question 2

948 Cromwell Avenue, Saint Paul MN 55114

Question 3

Please consider adding a goal and/or policy on the following topics:

- Reducing the negative impact of salt and pesticide. Reduce of carbon emissions from park operations
- Support implementation of pop-up parks, either through a pilot project or in coordination with a partner organization.
- Support development near regional parks that is dense, walkable, and has access to frequent transit service. More people need to be able to live within walking distance of regional park facilities.

Name not available

December 4, 2018, 6:42 PM

Question 1

No response

Question 2

No response

Question 3

No response

Name not available

December 11, 2018, 4:17 PM

Question 1

Filsan Ibrahim

Question 2

721 Van Buren

Question 3

I'm wondering why waste isn't mentioned in the plan and is it too late to add a waste section on to the plan?

Jean Schroepfer

inside Ward 1

December 14, 2018, 7:33 PM

Question 1

Jean Schroepfer

2040 Comprehensive Plan

2040 Comprehensive Plan Public Feedback

Question 2

271 Summit Ave

Question 3

St. Paul should allow upper-lower duplexes everywhere in the city. Any owner who wants to use the property as a house would be free to do so. Allowing duplexes cuts housing costs in half at no cost to the taxpayers, creates housing opportunities with yards, acknowledges renters as equal human beings, and dramatically reduces Zoning staff's workload (allowing focus on health and safety).

Name not available

December 16, 2018, 10:39 AM

Question 1

Thomas E. Kottke

Question 2

571 Otis Avenue

Question 3

The St. Paul 2040 Comprehensive Plan is a well thought-out document with a vision and core values that identify the appropriate priorities in the face of change and challenge. Climate change will be a very significant challenge for the community as will concentrations of poverty. The population is increasingly diverse, and it will benefit the entire population if every resident has access to education, jobs, and a fair and equitable experience. An emphasis on modes of transportation other than the private automobile will not only assure mobility for individuals who either cannot afford or choose not to own a car, it will improve the health and well-being of St. Paul's residents because the air will be cleaner and opportunities for physical activity will be built into daily life.

The planners, consultants and residents who contributed to the development of this document are to be congratulated.

Kory Andersen

inside Ward 4

December 19, 2018, 9:00 AM

Question 1

Kory Lee Andersen

Question 2

1703 Ashland Ave Saint Paul Minnesota 55104

Question 3

First and foremost I think that St Paul is in a unique position to draw a stark contrast to the Minneapolis 2040 Comp Plan. We've seen the document.

In St Paul we should go farther in making our city a better and more livable place under the challenges of global warming and quickly diminishing resources. Among many strategies, we need to be bold by eliminating parking minimums altogether. I appreciate the roundabout solutions that the comp plan draft currently has to address parking, but given the reality of our world, it is somewhat tone deaf. For decades we have prioritized cars to the detriment of our city. It is time to swing it back and stop preserving SFH owner's non-existent right to parking in the public right of way.

Other key issues that we should consider.

1. Street calming measures citywide--pedestrians attempting cross any unsignalized crosswalk in this city are ignored for minutes until a good samaritan driver actually obeys the rule of the road. Traffic calming looks like larger investment in road reconstructions making shorter turning radi, ADA infrastructure, taking away car space and making it ped space, street trees, etc.

2. Make sweeping zoning changes along major arterials to allow for much higher density housing and mixed goods. Some of the most charming mult-unit buildings in SP are currently illegal under the zoning code. Make it work again! Saint Paul has some beautiful neighborhoods and it makes sense to protect them...but the give should be along major routes.

3. Increase the size of the affordable housing trust fund by levying a tax on property owners. If you increase the density of the city and more ppl can live here, the amount won't astronomical because we would have a larger tax base.

4. Finish the Midtown Greenway to Saint Paul

5. Bus and light rail priority. I know there are a variety of authorities and entities involved with the twin cities transit system and roads. However, the City of Saint Paul does have some part to play in the accessibility and efficiency of our public transit system...not to mention a bully pulpit. It makes zero sense why do dozens of ppl who chose to ride a train or a bus have to wait/contend for space with individuals in single occupancy vehicles. I mean there is a history of stigmatizing the users of public transit/treating them like second class citizens. Let's lead the twin cities in this change! Bus only lanes and LRT high prioritization at signals (should not be waiting at Snelling/University for cars to go by (Also Portland, Oregon has great examples of this)), would go a long way in increasing ridership, reducing traffic, and re-balancing modes of

2040 Comprehensive Plan

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transportation.

Those are just a few of my thoughts. Thanks again for all the work you all are putting into this. I know it's a hard process being a planner myself. You can't make everyone happy, but you can make Saint Paul a city that is fully ready to deal with the REAL challenges of the coming decades by being bold now. Keep up the good work!

Name not available

December 27, 2018, 3:43 PM

Question 1

No response

Question 2

No response

Question 3

No response

Name not available

January 3, 2019, 12:22 PM

Question 1

No response

Question 2

No response

Question 3

No response

KC Cox

inside Ward 1

January 4, 2019, 8:47 AM

Question 1

KC Cox

Question 2

1501 Carroll Avenue

Question 3

My biggest concern regarding the 2040 plan is the idea that a single dwelling home is not the correct goal for individuals or families. That highest density possible is the goal. The thought of a 6 story building next to my single swelling home doesn't bode well. Multifamily dwellings should match the neighborhood - not stand out. The idea that changing neighborhoods into nothing but tall building after tall building after tall building is not a good vision. It also seems that auto transportation is to be banned. Public transportation doesn't always work for everyone. I also hope that the parks and green space will remain. Every space doesn't have to be "covered".



CITY OF SAINT PAUL
Melvin Carter, Mayor

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Luis Pereira
Planning Director
Planning & Economic Development
City of Saint Paul, Minnesota

January 4, 2019

Dear Mr. Pereira,

The Heritage Preservation Commission Executive Committee was concerned after reviewing the comments of the Comprehensive and Neighborhood Planning Committee of the Planning Commission and the subsequent denial recommendation for the local heritage site designation of Saint Andrew's Church at 1031-1051 Como Avenue.

Comprehensive and Neighborhood Planning Committee members based on their recommendation on statements made that heritage preservation was not a listed core value in the Comprehensive Plan of the City of Saint Paul, when in fact the current and proposed Comprehensive Plan have dedicated chapters to heritage preservation.

To avoid future confusion, on behalf of the Heritage Preservation Commission we request that a statement be added to the '*Vision and Core City Values*' section of the 2040 Comprehensive Plan for the City of Saint Paul:

Respecting Our History & Culture - we are a city that believes that the preservation of buildings, sites and other objects having a historical or cultural value which contributes to the uniqueness of Saint Paul is a public necessity and is required in the interest of the welfare of the people of Saint Paul.

Thank you for your consideration.



Michael Justin
Chair
Heritage Preservation Commission