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DEVELOPMENT  
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Date: March 1, 2019  
To: Planning Commission  
From: Comprehensive and Neighborhood Planning Committee (CNPC)  
Subject: Amendments-Public Hearing Testimony and Recommendations to the Ryan Companies' (Ryan) Proposed Amendments to the *Ford Site Zoning and Public Realm Master Plan* (ZF# (#18-117062) on Zoning Code Text and Map Amendments related to the Ford Site

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## BACKGROUND

On September 27, 2017 the City Council adopted the *Ford Site Zoning and Public Realm Master Plan (MP)* and *Zoning Code §69.900 Ford Districts*. § 69.900 Ford Districts created six new zoning districts specifically for the Ford Site using the new Ford districts. The MP provides additional standards for specific building types and standards, as well-set principles for mix of uses and activities, housing variety, jobs and tax base, energy and sustainability, transportation choice, and parks and amenities.

The site is currently owned and controlled by Ford Land. In June 2018, Ford Land announced Ryan Companies (Ryan) as the Master Developer for the site. Ryan remains in its due diligence period to purchase the property. Ford Land supports the application for amendments to the MP submitted by Ryan. This memo analyzes the public testimony on the proposed amendments in relation to the adopted MP and zoning code text amendments.

On October 10, 2018 Ryan submitted proposed Master Plan Amendments to the City. The Comprehensive and Neighborhood Planning Committee (CNPC), on October 31, 2018, forwarded the following recommendation to the Planning Commission for consideration at its November 16, 2018 meeting:

1. Adopt a resolution to initiate a zoning study to consider Zoning Code amendments corresponding to proposed amendments to the Ford Site Zoning and Public Realm Master Plan;
2. Release the MP and zoning amendments for public review; and
3. Set a public hearing for December 14, 2018 for proposed amendments to the Ford Site Zoning and Public Realm Master Plan and associated zoning code amendments.

At the November 16, 2018 meeting the Planning Commission made the following actions:

1. Adopted a resolution to initiate the zoning study to consider Zoning Code amendments corresponding to proposed amendments to the Ford Site Zoning and Public Realm Master Plan;
2. Released the MP and zoning code amendments for public review; and
3. Set a public hearing for January 25, 2019 for proposed amendments to the Ford Site Zoning and Public Realm Master Plan and associated zoning code amendments.

At the January 25, 2019 public hearing, the Planning Commission closed the hearing kept the record open until January 28, 2019, and referred the matter back to the CNPC for consideration at its February 20, 2019 meeting.

Ryan companies submitted an extension to Minnesota State Statue 15.99, Subd.2(a) until April 10, 2019 for City action on their application for MP amendments (see attachment A). To meet this deadline, CNPC is requesting that the Planning Commission make its recommendation on the proposed MP amendments and corresponding zoning code amendments on March 8, 2019.

## ACRONYMS

**AUAR** Alternative Urban Areawide Review (AUAR)  
**AMI** Area Median Income  
**FAR** Floor Area Ratio  
**GFA** Gross Floor Area  
**MP** *Ford Site Zoning and Public Realm Master Plan*

**MRB** Mississippi River Boulevard  
**ROW** Right(s)-of-way  
**Ryan** Ryan Companies  
**SFH** Single-Family Homes  
**SRI** Solar Reflective Index

## **ATTACHMENTS:**

Attachment A: Ryan Letter to City of Saint Paul Planning Commission January 23, 2019

Attachment B: Summary of all proposed *Ford Site Zoning and Public Realm Master Plan* Amendments

Attachment C: Relevant Maps and Graphics

Attachment D: Written Public Testimony from the January 25, 2019 Public Hearing *on Ryan Proposed Amendments to the Ford Site Zoning and Public Realm Master Plan* and Ford Site related zoning code text amendments

Attachment E: Resolution to City Council on Proposed Amendments to the *Ford Site Zoning and Public Realm Master Plan* and Ford Site related zoning code text amendments

## **STRUCTURE OF THIS MEMO**

Ryan proposed several amendments to the Ford MP (a total over 110 redline edits) that can be grouped into 28 amendments related to **Zoning, Building Standards, Parking Adjustments, Roadway Adjustments, Stormwater and Open Space**. Staff initially recommended approval of 68% of Ryan's amendments, and recommended disapproval of 32%. After the staff memo, Ryan stated they could accommodate recommendations such as eliminating a vehicular connection to MRB, keeping electric vehicle (EV) infrastructure in the residential districts on the Ford Site, and denying the amendment to change the Fee-in-Lieu parking section to public parking. Ryan also indicated they could accommodate conditions on car share requirements, roadway adjustments, and stormwater language in the MP. At the February 20 and 27, 2019 CNPC meetings, the Committee recommended 89% of the amendments and recommended disapproval of 11%.

This memo focuses specifically on the areas where there is *disagreement or where substantial public comment was received*. The memo is broken down into the following topics: Zoning, Building Standards, Parking Adjustments, Roadway Adjustments, Stormwater, Open Space Adjustments, Staff Initiated Amendments, and Zoning Study. Each section, except the section on the Zoning Study, is accompanied by a table that addresses the amendments; the original staff response; response by Ryan, if any; relevant public comment and a revised recommendation. Where further discussion is warranted, it is written below the section in more detail. Additionally, Attachment B is a table of all the proposed amendments identified by section in the memo. Zoning code and map amendments are discussed in appropriate places throughout this memo. Section 33 of this memo, the final section regarding the Zoning Study and Zoning Code text and map amendments is

simply Zoning Code §69.900, FORD DISTRICTS, in its entirety, showing recommended amendments including a description of the recommended Ford Site zoning map amendments.

## **SUMMARY OF PUBLIC COMMENT<sup>1</sup>**

There were close to 200 comments submitted through the Ford email, online form and physical mail. Some of these comments were repeated and some did not include physical addresses. Additionally, over 30 individuals testified at the public hearing.

There was overwhelming support (over 90% of comments) for Ryan's proposed amendments and enthusiastic support for keeping two of the three Highland ballfields. There remains concern over the proposed density of the site and height of the buildings, and the impact on neighborhood traffic, but generally commenters were in favor of a maximum height of six stories proposed by Ryan, the proposed zoning changes, the parking changes, the street grid, and the proposal to keep two of three Highland Little League fields. Those not in favor of the proposed amendments had concerns about allowing single-family homes on the site, a decrease in commercial development, and an increase in non-residential parking. Those that were neither for or against commented on density in general, changes to the street grid outside of Ryan's proposed amendments, and the use of TIF on the site.

Comments were received from the Highland District Council, the Macalester-Groveland Community Council, the Saint Paul Public Housing Authority (PHA), the Building and Trade Council, Highland Village Apartments, Highland Business Association, West 7<sup>th</sup>/Ford Road Federation, and the Friends of the Parks and Trails of St. Paul and Ramsey County. The Alliance and the Sierra Club testified at the public hearing and were generally supportive of the Ryan amendments. The Highland District Council, Macalester-Groveland Community Council, Building Trades Council and Highland Business Association were supportive of Ryan's proposed amendments. The Macalester-Groveland Community Council had concerns regarding transit on the site. In the Ford MP Cretin Avenue was specifically designed with dedicated transit lanes; Ryan has made no amendments to this configuration and has met with Metro Transit to discuss future transit needs on the site. The PHA sent two letters (and spoke during the hearing) regarding Ryan's proposal to explore a *connection* on Village Way between Finn and Cleveland to compensate for the Saunders Avenue removal. They are unsupportive of this proposal as is Highland Village Apartments; these letters are discussed in more detail in the Roadways Adjustments section of the staff memo.

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<sup>1</sup> Note Ryan companies submitted a compilation of comments regarding their community outreach on their proposed plan for the Ford site. Staff did not analyze these comments as they are not part of the official public record but they can be viewed here: <https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ryan-Companies-Ford-Site-Community-Feedback.pdf> and here: <https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ryan-Companies-Ford-Site-Scorecard.PDF>



## ZONING

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	CNPC Recommendation
1	Allow Single Family Homes in the F-1	Recommend	See below	See below	Do not Recommend
2	Rezone Block11 to F1 from F2 to allow the possibility of Single Family Homes (SFH)	Do not Recommend	See below	See below	Conditionally Recommend with split block zoning. If SFH are not recommended in F1 the CNPC recommends this amendment; If the PC recommends SFH in the F1 the CNPC would recommend disapproval of this amendment
3	F3 (Residential Mixed Mid) amend the minimum FAR to 1.0 from 2.0 and minimum height to 30 feet from 40 feet	Do not Recommend	See below	See below	Recommend
4	Amend the maximum height in the F5 (Business Mixed) when facing civic square	Recommend	None	None	Recommend
5	F3 (Residential Mixed Mid) amend the minimum required commercial land uses to 0% from 10%	Recommend	None	None	Recommend
6	F4 (Residential Mixed High) amend the required minimum commercial land uses to 0% from 5% and the maximum residential uses to 100% from 95%	Recommend	None	None	Recommend
7	F5 (Business Mix) require a minimum of 0% from 10% in employment uses	Recommend	None	None	Recommend
8	F6 amend maximum commercial uses to 50% from 25% and allow Adult Care as a residential use from no residential uses currently allowed	Recommend	See below	See below	Recommend
9	Allow the open space to count toward civic and institutional requirement for required land use mixes	Do not Recommend	See below	See below	Not applicable. Civic and institutional uses are defined with Gross Floor Area (i.e. a physical building) in the Ford MP; which is not applicable to green and open space. Ryan intends to meet the

					minimum civic and institutional spaces within the buildings proposed on the site
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## 1. Allow Single-Family Homes in the F1 District

**Original Staff Response: Allow single-family homes in the F1 District and allow the addition of an ADU via a text amendment.**

The MP acknowledges that lower density is appropriate on the western portion of the site and characterizes the F1 district with multi-unit homes containing 2-6 dwellings. With the appropriate design, the multi-unit homes would look like the large single-family homes that currently exist along MRB.

Allowing single-family homes would diversify the housing stock on the site. At the same time, even though the number of single-family homes on the site is small — 35, or less than 1% of total units permitted under the MP. Note that the F1 district allows carriage houses, and the new city-wide ADU ordinance could permit an additional unit on-site, if amended via zoning text amendment to be permitted within F1. Therefore, allowing SFH in F1 does not preclude multi-family development.

### **Ryan Response:**

#### Design

- Does not exclude multi-family; carriage homes/condos remain approved uses
- Consistency along MRB/soften edges of the site
- Similar building massing as MP which calls for 2-6-unit dwellings
- This change will not eliminate public access to MRB. It will be the same public access as defined in the MP, including public walks and ROW.

#### Public Feedback

- Significant support of SF Homes
- Can achieve maximum residential units with this change
- Preserve existing MRB trees and feel of the corridor

#### Market Considerations

- Two to six-unit dwellings (as allowed in MP) would be significant investments; difficult to finance traditionally, likely more expensive to own/rent

#### Value in Diversity

- The aspirations of the Master Plan-diverse blend of housing types and affordability levels

#### **Public Comment**

Staff initially recommended approval of this proposed amendment with the addition that ADUs be permitted as an accessory use. Of the nearly 200 comments received (includes letters); 13% mentioned single-family homes. Of the 13%, 60% were in favor of SFHs and 40% were against. Those who were in favor of the SFH wrote about continuing the design of MRB with SFH, the variety of housing provided, and the integration with the greater Highland neighborhood.

Those opposed wrote that Ryan should maximize density on the site, and that SFHs are an inefficient use of space and not affordable. Additionally, some commenters requested that if SFH are approved, higher affordability percentages at the 50-60% AMI should apply to the site.

#### **CNPC Recommendation: Do Not Allow single-family homes in the F1 District**

The CNPC would like to encourage more density near the river; the amendment to allow SFH in the F1 is contrary to this desire; therefore, the CNPC does not recommend allowing SFH in the F1 District.

## **2. Rezone Block 11 to F1 from F2 to allow the possibility of Single-Family Homes**

#### **Original Staff Response: Do not allow Lot 11 to be rezoned from F2 to F1; keep the original zoning at F2.**

As proposed in the MP, Lot 11 serves as a transition from the lower-density F1 District to the more intense uses in the F6 Gateway District. Ryan is proposing to rezone this block to F1 to maintain the consistency of single-family homes along Mississippi River Boulevard. Ryan maintains that Bohland Avenue will provide a transition due to its wide right-of-way, and that the proximity of Gateway Park makes the transition from F1 to F6 less dramatic.

The MP specifically states that the F2 block on Mississippi River Boulevard “is located to serve as a transition in scale between the River Residential blocks to the south and the Gateway block to the north.” Although Ryan is proposing a lower height for the buildings in the Gateway District (Block 1- 30 feet, Block 5- 40 feet, and Block 6- 40 feet), the uses (office and senior living) are

more intense. Additionally, the F2 District provides flexibility for slightly higher-density housing (townhomes) and low-scale multi-family structures. Further, if single-family homes were to be permitted in F1 (as proposed by Ryan), the difference in scale between F1 and F6 would be even greater.

**Ryan Response:**

- Allows SFH to be on Block 11
- Maintains the consistency of SFH on MRB
- Gateway Park already provides transition
- Alternative: split-block zoning for Block 11, with west portion going to F1, east portion staying F2

**Public Comment**

Of the over 200 comments received, only a few (less than one percent) specifically mentioned Block 11. However, the majority of those in favor of amendments (90%) wrote about their support for desired zoning changes, which staff interprets as the proposed amendments to Block 11. Executive Director of the Friends of the Parks and Trails of St. Paul and Ramsey County wrote specifically in favor of the rezoning of Block 11 to F1 from F2 given the MP goals to develop the Ford site in a way that respects the history and context of the neighborhood. Those who wrote against this amendment used similar reasons to the addition of SFH in the F1 District.



**CNPC Recommendation: Conditionally Recommend with split block zoning. If SFH are not recommended in F1 the CNPC recommends this amendment; If the PC recommends SFH in the F1 the CNPC would recommend disapproval of this amendment**

**3. F3 change the minimum FAR to 1.0 from 2.0 and minimum height to 30 feet from 40 feet**

**Original Staff Response: Do not allow reduction in minimum height to 30 feet and FAR to 1.0.**

Ryan is requesting a reduced height and a lower FAR to allow the flexibility to place townhomes on the western portion of the site, including directly west of the central stormwater feature, and thereby diversify the building types facing the central stormwater feature. The proposed change does not prohibit the developer from building denser types of housing on the western portion of the

site, since multi-family residential buildings would still be permitted. The change, however, could encourage more lower-density development (for example, townhomes) than originally envisioned in the Master Plan. Staff feels it is important that multi-family buildings face both sides of the central stormwater feature, given its scale and centrality, and the need to provide density to activate this important public space.

### **Ryan Response**

- Ryan will not proceed with the project without approval of this request
- Consistency of massing by location, creating a district
- Ryan is not seeking to preclude higher density; just to allow for some smaller
- Diverse housing options; Missing Middle; ownership of attainable housing is benefit of rowhomes
- Quicker occupancy will create a sense of place
- Ownership of rowhomes attainable housing option (i.e. would be at a lower price point than the SFH on-site)
- Market drive, quicker occupancy
- Close to maximum residential units with current rowhome design

### **Public Comment**

Of the over 200 comments received, the majority of those in favor of the amendments related to the F3; (90%) wrote about their support for desired zoning changes, which was interpreted to mean the proposed amendments to the changes to F3. There is a desire to see the townhomes and more ownership opportunities. Those who wrote against this amendment wrote about the site being segregated between ownership and rental products. and a desire to see more density on the site.

**CNPC Recommendation: Allow the F3 zoning change to reduce FAR to 1.0 from 2.0 and decrease the minimum height to 30 feet from 40 feet.**

Given the overall support for this amendment, and that the proposal does not preclude higher-density development, staff is recommending approval of this change.

**4-7. Amendments 4-7 received no significant public comments and have no revisions**

**8. Allow an increase of maximum commercial in F6 Gateway Zoning District to 50% from 25%. Do not change the minimum. Allow Adult Care Facilities in F6 Gateway Zoning District.**

**Original Staff Response: Allow an increase of maximum commercial in F6 Gateway Zoning District to 50% from 25%. Do not change the minimum. Allow Adult Care Facilities in F6 Gateway Zoning District.**

**Ryan Response**

- Generally, support staff's recommendation
- Ryan is requesting flexibility to continue to explore with Planning staff the ability to offer other multi-family residential options in F6, including in mixed-use buildings.

**Public Comment**

Generally, commenters that mentioned commercial development were supportive (90%) of Ryan's requested change to reduce the commercial square footage on the site. Of those who specifically mentioned it, there was only one comment that was unsupportive of the changes requested by Ryan to reduce the commercial and employment uses in the F3, F4, F5, and F6.

**CNPC Recommendation: Allow an increase of maximum commercial in F6 Gateway Zoning District to 50% from 25%. Do not change the minimum. Allow Adult Care Facilities in F6 Gateway Zoning District.**

Given that Ryan is proposing a lower amount of commercial development than originally envisioned in the Master Plan; and amendments to the F3, F4, and F5 Districts to remove the minimum commercial uses were recommended, this recommendation for the F6 district remains unchanged.

**9. Allow Open Space to count toward civic and institutional requirement**

**Original Staff Response: Do not allow Ryan Companies to remove a minimum GFA for institutional uses on the site**

**Ryan Response**

- Not a Ryan request to remove
- Open to explore uses as suggested by staff, including places of worship and day care. These uses may be within other developments, such as community rooms in mixed use buildings

**Public Comment**

There was one comment that specifically mentioned a desire to see a community center on the site.

**CNPC Recommendation: Leave language as is in the MP**

Ryan has stated its commitment to explore uses that meet the definition of institutional uses such as day care, community rooms and places of worship, and CNPC notes that civic and institutional uses are defined with Gross Floor Area (i.e. a physical building) in the Ford MP; which is not applicable to green and open space.

## **BUILDING STANDARDS**

<b>#</b>	<b>Amendment</b>	<b>Staff Response (11/13/2018)</b>	<b>Ryan Response</b>	<b>Public Comment</b>	<b>CNPC Recommendation</b>
<b>10</b>	Change the dimensional standards on tree calipers to match the industry standard of 2.5"	Recommend	None	None	Recommend
<b>11</b>	Allow rooftop adjustments to provide more flexibility for materials and eliminate the Solar Reflective Index requirement	Recommend	None	None	Recommend
<b>12</b>	Revise the roof setback requirement to 10 feet from one foot from the outer roof edges	Recommend	None	None	Recommend

**10-12. Amendments 10-12 received no significant public comments and have no revisions**

## PARKING ADJUSTMENTS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	CNPC Recommendation
13	Amend the maximum required parking for non-residential uses to 1 space/ 200 GFA from 1/400 GFA	Do Not Recommend	See below	See below	Revise Recommendation. Require a CUP if non-residential needs more parking than the maximum of 1:400 GFA
14a	Structured parking is permitted provided, at a minimum, that 50% of the ground floor of the structure contains active uses with entrances on all street frontages.	Recommend with conditions	<ul style="list-style-type: none"> <li>- We are amenable to staff's recommendation of this request</li> <li>- Detailed plan and pricing information at the time of building design review</li> </ul>		Revise Recommendation. Structured parking is permitted provided, that it meets the parking and design standards in the T3 district where arterial will mean primary street and collector will mean secondary street as defined in Ford Master Plan
14b	Where practical structured parking may be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future	Recommend with conditions	-		Structured parking should be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future based on an analysis of cost to build convertible structures
15	Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet for recreational areas, and eliminate the bicycle parking for residential congregate living	Recommend	None	See Below	Recommend



#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	CNPC Recommendation								
16	Amend the Fee-in- Lieu of Parking to Public Parking to reflect that Ryan is proposing a public parking facility within the initial infrastructure	Do Not Recommend	See Below	See Below	Do Not Recommend								
17	Eliminate the Car Share requirement for one every 20 paces of individual parking	Do not recommend as proposed. Amend the car-share parking requirement (based on the number of residential units and stalls in non-residential areas) via a future amendment submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.	Amenable to staff’s request	None	<div>Do not Recommend. Revise recommendation as follows: Car-share parking requirement shall be based on the number of residential units and stalls in non-residential areas as follows:</div> <table><tr><td>Number of Residential Units</td><td>Number of required Car-Share spaces</td></tr><tr><td>0-49</td><td>None</td></tr><tr><td>50-200</td><td>1</td></tr><tr><td>201+</td><td>2, plus 1 for every 200 units over 200</td></tr></table>	Number of Residential Units	Number of required Car-Share spaces	0-49	None	50-200	1	201+	2, plus 1 for every 200 units over 200
Number of Residential Units	Number of required Car-Share spaces												
0-49	None												
50-200	1												
201+	2, plus 1 for every 200 units over 200												

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	CNPC Recommendation									
					<table><tr><td>Number of non Residential parking spaces</td><td>Number of required Car-Share spaces</td></tr><tr><td>0-24</td><td>None</td></tr><tr><td>25-49</td><td>1</td></tr><tr><td>50+</td><td>2, plus 1 for every 40 spaces over 50</td></tr></table>	Number of non Residential parking spaces	Number of required Car-Share spaces	0-24	None	25-49	1	50+	2, plus 1 for every 40 spaces over 50	
Number of non Residential parking spaces	Number of required Car-Share spaces													
0-24	None													
25-49	1													
50+	2, plus 1 for every 40 spaces over 50													
					A future amendment may be submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.									
18	Eliminate EV infrastructure for F1, F2, F3, and F4 Districts	Do Not Recommend	Amenable to staff’s request		Do Not Recommend									
19	Amend the shower requirement to 1 per 150 employees instead of 1 shower to 50 employees	Recommend	None	None	Recommend									

**13. Amend the maximum required parking for non-residential uses to 1 space/200 GFA to 1 space/400 GFA**

**Original Staff Response: Do not amend the maximum required parking requirement for non-residential uses to 1 space per 200 GFA to 1 space to 400 GFA**

Ryan is requesting the ability to have additional parking in non-residential districts because they claim it will not be possible to secure retail tenants with less than 1 space per 200 GFA. Staff has concerns with increasing the non-residential parking ratio because the specific retail uses remain unknown. In addition, the site is well-served by transit and other options to the automobile.

**Ryan Response**

- Quality retailers need adequate parking to lease space
- Retail will be vacant or not financeable without parking
- Feedback from quality tenant has been very direct about parking ratio being at least 1:200 GFA
- Inadequate parking may cause overflow to the surrounding residential areas
- Ryan will not proceed with the project without approval of this request
- Ryan also provided average parking ratio for ITE manual for uses such as sit-down restaurants, grocery stores, gyms, and coffees, bakeries, and breweries
- Open to explore uses as suggested by staff; ex places of worship, daycares. These uses may be inside of other developments such as community rooms in mixed use buildings

**Public Comment**

Of those who commented specifically about the parking ratio, 80% were in favor of increasing the maximum parking allowed for non-residential uses; 20% were opposed. Commenters wrote about parking impacts to the surrounding neighborhood for both inducing trips by building too much parking and by not building enough.

**CNPC Recommendation: Non-residential parking may exceed the parking spaces required with a conditional use permit based on demonstration of need.**

Ryan is requesting the ability to have additional parking in non-residential districts because they state it will not be possible to secure quality retail tenants with less than 1 space per 200 GFA. It is unclear, however, who these retail tenants would be. Additionally, Ryan cited the International Transportation Engineers (ITE) standards for uses such as sit-down restaurants, bakeries, and grocery stores. The ITE standards are not known for their accuracy or scientific basis, and have been cited for years as requiring

municipalities to build more parking than is required.<sup>2</sup> At the same time, building underground parking is extremely expensive for developers. If Ryan states that parking needs exceed the maximum allowed for non-residential uses (1:400 GFA), the CNPC recommendation is to require a Conditional Use Permit (CUP) to justify parking that exceeds the maximum.

Table 66.942. Vehicle Parking Requirements by Use

<i>Land Use</i>	<i>Minimum Number of Parking Spaces</i>	<i>Maximum Number of Parking Spaces (a)</i>
Residential, dwellings	0.75 space per dwelling unit	2 spaces per dwelling unit
Residential, congregate living	0.25 space per bedroom	1 space per bedroom
Nonresidential	1 space per 600 square feet GFA	1 space per 400 square feet GFA

GFA – Gross Floor Area

(a) Additional parking may also be provided with a conditional use permit based on demonstration of need.

(b) The Ford Site Zoning and Public Realm Master Plan, Chapter 4.7, sets vehicle parking facility standards that are in addition to the parking facility standards in chapter 63.

- 14a. Structured parking is permitted provided, at a minimum, that 50% of the ground floor of the structure contains active uses with entrances on all street frontages**

**Original Staff Response: Condition the approval for structured parking on 50% of the ground floor of parking ramps only if building facades fronting on primary and secondary streets are lined with active uses at street level with direct access to the sidewalk**

At the February 20, 2019 CNPC meeting Ryan indicated that they would like the language changed from the original staff response to their original amendment.

Ryan states that in the F5 and northern portion of the F6 district they are designing in buildings that have four sides and having active uses on all sides will not be possible

<sup>2</sup> Shoup, D. 2018. **Parking and the City**. London, UK. Routledge and <https://www.bisnow.com/atlanta/news/retail/tenants-investors-continue-to-resist-developers-reducing-parking-spaces-in-urban-retail-95761>

At the February 27, 2019 CNPC meeting, the Committee recommended the following based on the staff recommendation that the T3 design standards address this condition in the interim; additionally, specific design standards for the Ford Site are being developed that will address this condition.

**CNPC Recommendation: Structured parking is permitted provided, that it meets the parking and design standards in the T3 district where arterial will mean primary street and collector will mean secondary street as defined in Ford Master Plan**

**14b. Where practical structured parking may be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future**

The intent of this requirement is to design parking ramps in such a way that they could be converted into other uses if parking is no longer a needed use in the future. Level parking floors allow the possibility that a parking structure could be converted to either commercial or perhaps residential uses. Minneapolis undertook this type of regulation in 2017; their code acknowledges design features that facilitate future conversion are expensive by not requiring flat floors and instead encourage the use of flat floors in their downtown parking garages.<sup>3</sup>

As a compromise to Ryan's amendment; staff proposed the following condition:

Condition the approval to modify the requirement that structured parking to be designed with level parking floors and adequate floor-to-ceiling clearance height where practical in the F5 and F6 Districts based on an analysis of cost to build and convert the structures

While Ryan has indicated that they still prefer their original amendment language that does not include an analysis of cost to build and convert structured parking. Staff would still like to include the condition related to the cost to build and convert structures to the recommendation.

At the February 27, 2019 CNPC meeting, the Committee agreed with the staff recommendation and provided clarity that this condition would only apply to a structured parking.

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<sup>3</sup> [https://library.municode.com/mn/minneapolis/ordinances/code\\_of\\_ordinances?nodeId=861626](https://library.municode.com/mn/minneapolis/ordinances/code_of_ordinances?nodeId=861626)

**CNPC Recommendation: Structured parking should be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future based on an analysis of cost to build convertible structures**

15. **Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet of area for recreational areas, and eliminate the bicycle parking for residential congregate living**

**Original Staff Response: Amend the bicycle parking from 1/300 square feet of area to 1/5,000 square feet for recreational areas, and eliminate the bicycle parking for residential congregate living**

**Public Comment**

There were a few comments that expressed concern over the reduction of bicycle parking requirements on the site.

**CNPC Recommendation: Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet of area for recreational areas, and eliminate the bicycle parking for residential congregate living**

Some of the comments received voiced concern about the reduction of bicycle parking. The Ford Master Plan requires more bicycle parking than the city-wide code to ensure that the site encourages bicycling. However, some requirements in the MP would result in more bicycle parking than needed for recreational uses. The MP currently requires 1 space/300 square feet of recreational space, which would generate 748 bicycle parking spaces for the two ball fields. The City of Minneapolis uses a ratio of 1 space/5,000 GFA for institutional uses such as libraries and three spaces total for outdoor recreational areas.<sup>4</sup> The City of San Francisco<sup>5</sup> also uses a similar ratio of 1: 5,000 occupied floor area for institutional uses such as community facilities. Ryan's amendment is aligned with requirements in other cities.

16. **Amend the Fee-in-Lieu of Parking to Public Parking to reflect that Ryan is proposing a public parking facility within the initial infrastructure**

**Original Staff Response: Do not amend Public Parking from Fee-in-Lieu of Parking**

**Ryan Response**

- Ryan is requesting that a public parking component be allowed use as a use in the Master Plan

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<sup>4</sup> [http://www.ci.minneapolis.mn.us/www/groups/public/@council/documents/webcontent/convert\\_272933.pdf](http://www.ci.minneapolis.mn.us/www/groups/public/@council/documents/webcontent/convert_272933.pdf)

<sup>5</sup> [http://default.sfplanning.org/publications\\_reports/ZAB\\_09\\_BicycleParking.pdf](http://default.sfplanning.org/publications_reports/ZAB_09_BicycleParking.pdf)

- Provides access to all; visitors have a place to park when visiting site (Farmers Market, civic square)
- Prevent overflow parking in residential areas
- Leverage parking resources with shared use times

### Public Comment

Of the comments that specifically mentioned the ramp, nearly 100% were supportive of this change.

### CNPC Recommendation: Do not amend Fee-in-Lieu Parking to Public Parking

Ryan is requesting that a public parking component be an allowed use in the MP. A parking facility is not allowed in the F1 but is a Conditional Use in the F2, F3, F4, F5, and F6 Districts. Additionally, Ryan only requested an amendment to the title of the section. The intent of the section is to allow non-commercial uses to satisfy minimum parking requirements by providing a fee-in-lieu of building the parking spaces. It does not necessarily mean that the parking spaces would be private; the spaces could be accessed publicly.

**17-19. Amendments 17-19 received no significant public comments, have no revisions and can be accommodated by Ryan.**

### ROADWAY ADJUSTMENTS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	CNPC Recommendation
20	Add an additional vehicular connection to MRB	Do Not Recommend	Amenable to staff's recommendation of this request	None	Do Not Recommend
21	Removal of Saunders between Finn and Cleveland Ave, and explore an E/W connection through Village Way	Recommend	<ul style="list-style-type: none"> <li>- We are amenable to staff's recommendation on this request</li> <li>- Originally traffic study did not require Saunders Avenue connection</li> </ul>	See Below	Revised Recommendation. Conditionally explore the removal of Saunders Avenue and continue to explore E/W connections to the site
22	Removal of Hillcrest Ave between Cretin Ave and Finn St	Do not Recommend	See Below	See Below	Recommend approval of Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the

					superblock
<b>23</b>	Addition of on-street parking to Woodlawn Avenue	Recommend	None	None	Recommend
<b>24</b>	Change Ranger Way from a bicycle/pedestrian only to a two-lane road	Recommend	Amenable to staff's recommendation on this request	One comment concerned about lack of dedicated paths for cyclists and pedestrians	Conditionally recommend dependent on results of AUAR and confirmation that Ranger Way can still safely accommodate pedestrians and cyclists
<b>25</b>	New retail road section between Cretin and Mount Curve Blvd North	Recommend	None	None	Recommend
<b>26</b>	Revise landscaping space from 4' to 6' to provide an adequate buffer	Recommend	None	None	Recommend

**20. Amendment 20 received no significant public comments, has no revisions and can be accommodated by Ryan.**

**21. Remove Saunders between Finn and Cleveland Ave, and explore an E/W connection through Village Way**

**Original Staff Response: Conditionally approve the removal of the Saunders Avenue connection to Cleveland Avenue dependent on results from the AUAR.**

#### **Ryan Response**

- We are amenable to staff's recommendation on this request
- Original traffic study did not require Saunders Avenue connection

#### **Public Comment**

Staff received two letters from the Saint Paul Public Housing Authority and Highland Village Apartments opposing the Village Lane connection. Village Lane is currently a private road. There were a few other comments that specifically mentioned the lack of east-west connections on the site and concern about eliminating Saunders Avenue. There were a few comments specifically in favor of eliminating the Saunders connection.



**CNPC Recommendation: Conditionally explore the removal of Saunders Avenue between Finn and Cleveland, and continue to explore E/W connections to the site in the AUAR**

While the traffic study completed in 2016 did not anticipate many trips on Saunders Avenue, the street grid in the MP was designed to integrate into the neighborhood to ease traffic congestion. Eliminating an east-west connection will require further evaluation in the AUAR process. PED staff originally wrote the recommendations to be amenable to a Village Way connection if feasible; depending the result of a private negotiation between Ryan and adjacent land owners; noting in the report that Village Way is a private road.

## **22. Removal of Hillcrest Ave between Cretin Avenue and Finn Street**

**Original Staff Response: Do not recommend approval of the removal of Hillcrest Avenue between Cretin Avenue and Finn Street.**

Ryan is proposing to remove this section as it dead ends into the existing Lund's property. Staff have concerns that not providing a road or street connection creates a superblock on the northwest corner of the site. Staff need to work with Ryan on alternatives - either restoring Hillcrest or exploring a north-south connection through a revised Ranger Way to Ford Parkway, with a one-way right turn only option on to Ford Parkway. Staff would like Ryan to explore retaining a street connection through that superblock.

### **Ryan Response**

- Support staff's recommendation but use extension of Ranger Way to eliminate superblock
- Existing Highland Village Shopping Center operations would be disrupted
- Momentum to create a strong sense of place is critical; cannot wait for unknown period for redevelopment
- Ryan will not proceed with the project without the removal of Hillcrest Avenue right-of-way

### **Public Comment**

There were not many specific comments on Hillcrest Avenue connection. However, many individuals spoke in favor of the Ryan amendments (over 90%); which staff interpret to be supportive of this amendment.

**CNPC Recommendation: Recommend approval of Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the superblock.**

Ryan is amendable to using Ranger Way to break up the superblock.

**23-26. Amendments 23-26 received no significant public comments, have no revisions and can be accommodated by Ryan.**

## **STORMWATER ADJUSTMENTS**

<b>#</b>	<b>Amendment</b>	<b>Staff Response (11/13/2018)</b>	<b>Ryan Response</b>	<b>Public Comment</b>	<b>CNPC Recommendation</b>
<b>27</b>	Remove groundwater reference and request flexibility regarding the west side of the site draining to the central stormwater feature	Recommend	<ul style="list-style-type: none"> <li>- We are amenable to staff's request for this amendment</li> <li>- Engineering details with site balancing due to 50' of grade drop across the site and bedrock concerns</li> <li>- Continue to explore the most cost-effective options</li> </ul>	No significant public comment	Recommend

## **OPEN SPACE ADJUSTMENTS**

<b>#</b>	<b>Amendment</b>	<b>Staff Response (11/13/2018)</b>	<b>Ryan Response</b>	<b>Public Comment</b>	<b>CNPC Recommendation</b>
<b>28</b>	Proposing to delete the pocket park on the mid-western edge of the site bordering MRB, but retain the two northern ballfields. Ryan has proposed adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue.	Recommend	None	None	Recommend

## STAFF-INITIATED CHANGES

#	Amendment	Ryan Response	Public Comment	CNPC Recommendation
29	District Energy System: To build in flexibility to accommodate changes in that section, staff propose the following language to be added to the end of paragraph 5, page 82: “All street sections subject to change based on utility requirements; and to changes necessary for the AUAR.”	<ul style="list-style-type: none"> <li>- We support staff’s recommendation to this request</li> <li>- Continue to explore the viability of the District Energy System</li> </ul>	None	Recommend
30	Bohland Bike Lanes: Shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level, like all other bike lanes on the site.	<ul style="list-style-type: none"> <li>- We support staff’s recommendation to this request</li> </ul>	None	Recommend
31	Trail East of Mississippi River Boulevard: The description and section of Mississippi River Boulevard Trail shows expanded right-of-way to allow for an 11-foot shared-use trail on the east side of the road, which creates conflicts with established trees east of MRB. Add a note at the bottom of page 101 (Mississippi River Boulevard Trail) to accompany existing “Expanded ROW” note that says: “Adjust as necessary to preserve as many mature trees as possible.” Additionally, coordinate with Ryan to create a common understanding of a trail alignment that makes sense.	<ul style="list-style-type: none"> <li>- We support staff’s recommendation to this request</li> </ul>	None	Recommend
32	Multi-Unit Lot Coverage: The MP states a 30% lot coverage maximum for multi-unit homes; the corresponding zoning text (Section 66.931) is 40%. Change the 30% lot coverage on multi-unit home to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code. Make same change for SF homes if approved as proposed.	<ul style="list-style-type: none"> <li>- We support staff’s recommendation to this request</li> </ul>	None	Recommend

## ZONING STUDY

33. **Zoning Code Text and Map Amendments were initiated by the Planning Commission and are changed in this CNPC to reflect recommendations discussed above.**

The zoning study initiated by the Planning Commission is amended below to reflect the CNPC recommendations.

### ARTICLE IX. 66.900. FORD DISTRICTS

#### Division 1. 66.910. Ford District Intent

**Sec. 66.911. General intent, F Ford districts.**

The Ford districts are designed specifically for the Ford site for use with the *Ford Site Zoning and Public Realm Master Plan*, which provides additional standards for specific building types and standards to address sustainability objectives. The Ford districts are intended to provide for a desired mix of residential, civic and commercial uses across the site, and a mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes.

(Ord 17-40, § 1, 9-27-17)

**Sec. 66.912. Intent, F1 river residential district.**

The F1 river residential district provides for high quality one-family, two-family and multi-family dwellings ~~unit homes~~ with ~~two (2)~~ up to six (6) dwelling units each and rear carriage house dwellings with an additional one (1) to two (2) dwelling units in a combined garage structure. The district is characterized by deep setbacks from Mississippi River Boulevard, consistent with the historic form along the parkway.

(Ord 17-40, § 1, 9-27-17)

**Sec. 66.913. Intent, F2 residential mixed low district.**

The F2 residential mixed-use low-rise district provides for compact, pedestrian-oriented residential with at least seventy (70) percent of the development acres dedicated for townhouse use. The district provides for some low-scale multi-family structures, live-work units, and limited neighborhood serving retail, office, civic and institutional uses.

(Ord 17-40, § 1, 9-27-17)

**Sec. 66.914. Intent, F3 residential mixed mid district.**

The F3 residential mixed-use mid-rise district provides for a more extensive range of multi-family residential and congregate living types, as well as transit-oriented mixed-use development with retail, office, civic and institutional uses. A variety of housing and land uses within each block is encouraged to provide visual interest and convenient pedestrian access to amenities and services.  
(Ord 17-40, § 1, 9-27-17)

**Sec. 66.915. Intent, F4 residential mixed high district.**

The F4 mixed-use high-rise district provides for high density, transit-supportive, pedestrian-oriented multi-family residential and congregate living; with integrated retail, office, civic and institutional uses; and with the scale and mass of buildings moderated by use of vegetative buffers, step backs on upper floors, courtyards, and architectural features that break up the mass of facades.  
(Ord 17-40, § 1, 9-27-17)

**Sec. 66.916. Intent, F5 business mixed district.**

The F5 business mixed district provides for a variety of retail, dining, office and service establishments, with buildings oriented to public right-of-way, ground floor activity that transitions between outdoor public spaces and indoor uses. Multi-family residential use may be incorporated on upper floors.  
(Ord 17-40, § 1, 9-27-17).

**Sec. 66.917. Intent, F6 gateway district.**

The F6 gateway district is intended to serve as the main entrance and economic heart of the Ford redevelopment site. The district provides for a variety of business and office uses independently or in combination with retail and service establishments. Limited employment-supporting housing and cCivic and educational uses may also be present. The district is focused on employment activity and complementary work force services.  
(Ord 17-40, § 1, 9-27-17).

Division 2. 66.920. Ford District Uses

**Sec. 66.921. Ford district use table.**

Table 66.921, Ford district uses, lists all permitted and conditional uses in the F1-F6 Ford districts, and notes applicable development standards and conditions.

Table 66.921. Ford District Uses

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
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Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
<b>Residential Uses</b>							
<i>Dwellings</i>							
<del>One-family dwelling</del>	<del>P</del>						(d)
Two-family dwelling	P						(d)
Multiple-family dwelling	P	P	P	P	P		(d)
Carriage house dwelling	P	P					(d)
<i>Mixed Commercial-Residential Uses</i>							
Home occupation	P	P	P	P	P	P	(d), (s)
Live-work unit		P	P	P	P	P	(d), (s)
Mixed residential and commercial use		P	P	P	P	P	
<i>Congregate Living</i>							
Adult care home		P	P	P	P	P	(d)
Community residential facility, licensed correctional		C	C	C			(d), (s)
Dormitory				P	P		(d), (s)
Emergency housing facility		C	C	C			(d), (s)
Foster home	P	P	P	P			(d)
Shareable housing		P	P	P	P		(d)
Shelter for battered persons	P/C	P/C	P/C	P/C	P/C		(d), (s)
Sober house	P/C	P/C	P/C	P/C	P/C		(d), (s)
Supportive housing facility	P/C	P	P	P	P		(d), (s)
<b>Civic and Institutional Uses</b>							
Club, fraternal organization, lodge hall		P	P	P	P		(d)
College, university, specialty school		P	P	P	P	P	(d), (s)
Day care, primary and secondary school		P	P	P	P	P	(d), (s)
Public library, museum	P	P	P	P	P	P	
Public and private park, playground	P	P	P	P	P	P	
Recreation, noncommercial		P	P	P	P	P	(d)
Religious institution, place of worship		P	P	P	P	P	(d)

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
<b>Public Services and Utilities</b>							
Antenna, cellular telephone	P/C	P/C	P/C	P/C	P/C	P/C	(d), (s)
Electric transformer or gas regulator substation			P	P	P	P	(s)
Municipal building or use	P	P	P	P	P	P	(s)
Public utility heating or cooling plant		P	P	P	P	P	
Utility or public service building	P	P	P	P	P	P	(d), (s)
<b>Commercial Uses</b>							
<i>Office, Retail and Service Uses</i>							
General office, studio		P	P	P	P	P	(d)
General retail		P	P	P	P	P	(d)
Service business, general		P	P	P	P	P	(d)
Service business with showroom or workshop		P	P	P	P	P	(d)
Animal day care					P	P	(d), (s)
Business sales and services					P	P	(d)
Dry cleaning, commercial laundry			P	P	P		
Farmers market		P/C	P/C	P/C	P/C	P/C	(d), (s)
Garden center, outdoor			P	P	P	P	(d)
Greenhouse				P	P	P	(d), (s)
Hospital				P	P	P	(d)
Mortuary, funeral home				P	P	P	
Outdoor commercial use			P/C	P/C	P/C	P/C	(d), (s)
Package delivery service					P	P	(d)
Small engine repair, automotive bench work					P	P	
Veterinary clinic		P	P	P	P	P	(d), (s)
<i>Food and Beverages</i>							
Bar				P/C	P/C	P/C	(d), (s)
Brew on premises store			P	P	P	P	(d), (s)
Coffee shop, tea house		P	P	P	P	P	(d)

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
Restaurant		P	P	P	P	P	(d), (s)
Restaurant, fast-food					P/C	P/C	(d), (s)
<i>Commercial Recreation, Entertainment and Lodging</i>							
Bed and breakfast residence	P						(d), (s)
Health/sports club			P	P	P	P	(d)
Hotel, inn			P	P	P	P	
Indoor recreation			C	C	C	C	(d), (s)
Reception hall/rental hall			C	C	P	P	
Short-term rental dwelling unit	P/C	P/C	P/C	P/C	P/C	P/C	(d), (s)
Theater, assembly hall, concert hall			C	C	C	C	
<i>Automobile Services</i>							
Auto convenience market					C		(d), (s)
Auto service station, auto specialty store					C		(d), (s)
Auto repair station					C		(d), (s)
Auto sales, indoor					C		
Car wash, detailing					C		(s)
<i>Parking Facilities</i>							
Parking facility, commercial		C	C	C	C	C	(d)
<i>Transportation</i>							
Bus or rail passenger station				C	C	C	
Railroad right-of-way	C	C	C	C	P	P	(s)
<i>Limited Production, Processing and Storage</i>							
Agriculture	P	P	P	P	P	P	(d), (s)
Brewery, craft		P	P	P	P	P	(d)
Distillery, craft			P	P	P	P	(d)
Finishing shop					P	P	(d), (s)
Limited production and processing			P	P	P	P	(d), (s)
Mail order house			P	P	P	P	



Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
Printing and publishing			P	P	P	P	
Recycling drop-off station					C	C	(d), (s)
Research, development and testing laboratory					P	P	
Wholesale establishment					P		(d)
Winery, craft		P	P	P	P	P	(d)
<b>Accessory Uses</b>							
Accessory use	P	P	P	P	P	P	(d), (s)
<u>Dwelling unit, accessory</u>	<u>P</u>						<u>(d), (s)</u>

P – Permitted use      C – Conditional use requiring a conditional use permit

Notes to table 66.921, Ford district uses:

(d) Definition for the use in Chapter 65, Land Use Definitions and Development Standards.

(s) Standards and conditions for the use in Chapter 65, Land Use Definitions and Development Standards.

(Ord 17-40, § 1, 9-27-17)

#### **Sec. 66.922. Ford district required mix of uses.**

The Ford Site Zoning and Public Realm Master Plan, Chapter 4.5, requires a specific mix of residential, commercial, employment, and civic/institutional uses within each of the six (6) Ford districts. There are minimum and maximum requirements for these four (4) land use types as a percentage of total floor area constructed within a district, including all current and planned construction for the district.

(Ord 17-40, § 1, 9-27-17)

### Division 3. 66.930. Ford District Dimensional Standards

#### **Sec. 66.931. Ford district dimensional standards table.**

Table 66.931, Ford district dimensional standards, sets forth density and dimensional standards that are specific to Ford districts. These standards are in addition to the provisions of chapter 63, regulations of general applicability. Where an existing building does not conform to the following requirements, the building may be expanded without fully meeting the requirements as long as the expansion does not increase the nonconformity.

Table 66.931. Ford District Dimensional Standards

Building Type by Zoning District (a)	Floor Area Ratio Min. - Max	Lot Width Min. (feet)	Building Width Max. (feet)	Building Height (feet)		Max. Lot Coverage by Buildings	Lot Coverage by Open space (minimum)	Building Setbacks (feet) (e)	
				Min.	Max.			ROW (f) Min.-Max.	Interior Min.
F1 river residential									
<del>One family dwelling</del>	<del>0.25</del>	<del>60</del>	<del>60</del>	<del>20</del>	<del>30</del>	<del>40%</del>	<del>50%</del>	<del>10 - 40 (g)</del>	<del>10</del>
Multi-unit home	0.25 – 1.5	80	60	20	48	40%	50%	10 - 40 (g)	10
Carriage house	0.25 – 1.5	n/a	60	n/a	30	40%	50%	10 - 20 (g)	6 (h)
F2 residential mixed low									
Townhouse, rowhouse	1.0 – 2.0	30	150	30	55	50%	25%	10 - 20	6 (h)
Multifamily low	1.0 – 2.0	60	200	30	55	70%	25%	10 - 20	6 (h)
Carriage house	1.0 – 2.0	n/a	60	n/a	30	per main building	50%	10 - 20	6 (h)
Live/work	1.0 – 2.0	30	150	30	55	70%	25%	5 - 20	6 (h)
Nonresidential or mixed	1.0 – 2.0	n/a	500	30	55	70%	25%	5 - 15	6 (h)
F3 residential mixed mid									
Townhouse, rowhouse	<del>2.0</del> 1.0 – 4.0	30	150	<del>40</del> 30	65 (b)	50%	25%	10 - 20	6 (h)
Multifamily	2.0 – 4.0	60	n/a	40	65 (b)	70%	25%	10 - 20	6 (h)
Live/work	2.0 – 4.0	30	150	40	65 (b)	70%	25%	5 - 20	6 (h)
Nonresidential or mixed	2.0 – 4.0	n/a	500	40	65 (b)	70%	25%	5 - 15	6 (h)
F4 residential mixed high									
Townhouse, rowhouse	3.0 – 6.0	30	150	48	75 (c)	50%	25%	10 - 20	6 (h)
Multifamily medium	3.0 – 6.0	n/a	n/a	48	75 (c)	70%	25%	10 - 20	6 (h)
Live/work	3.0 – 6.0	30	150	48	75 (c)	70%	25%	5 - 20	6 (h)
Nonresidential or mixed	3.0 – 6.0	n/a	500	48	75 (c)	70%	25%	5 - 15	6 (h)

<b>F5 business mixed</b>									
Nonresidential or mixed	2.0 – 4.0	n/a	500	40	<del>65 (d)</del> 75 (d)	70%	<u>25%</u>	5 - 15	6 (h)
<b>F6 gateway</b>									
Nonresidential or mixed	1.0 – 3.0	n/a	500	30	65	70%	<u>25%</u>	5 - 15	6 (h)
Min. – Minimum	Max. – Maximum	ROW – Public Right-of-Way		n/a - not applicable					

Notes to table 66.331, Ford district dimensional standards:

- (a) Building types are described and defined in Chapter 5 of the Ford Site Zoning and Public Realm Master Plan.
- (b) A maximum building height of seventy-five (75) feet may be permitted with a minimum ten (10) foot stepback from all minimum setback lines for all portions of the building above a height of twenty-five (25) feet.
- (c) All portions of a building above a height of twenty-five (25) feet shall be stepped back a minimum of ten (10) feet from all minimum setback lines. The maximum building height may exceed seventy-five (75) feet, to a maximum of one hundred ten (110) feet, subject to the following conditions:
  - (1) A minimum of one (1) acre of buildable land in the F1, F2, F3, and/or F4 districts shall have been dedicated or conveyed to the city for public use for parks, playgrounds, recreation facilities, trails, or open space, in excess of the amount of land required to be dedicated for parkland at the time of platting. Such dedication of the additional parkland must be consistent with the criteria for parkland dedication in section 69.511, and is subject to city council approval.
  - (2) Maximum developable gross floor area of dedicated land from (c)(1), based on its underlying zoning, may be transferred and added to development allowed in an F4-zoned area, in compliance with other applicable requirements for the district or building, such as FAR, setbacks and open space coverage.
- (d) All portions of a building above a height of twenty-five (25) feet shall be stepped back a minimum of ten (10) feet from all minimum setback lines. Building height may exceed sixty-five (65) feet, to a maximum of seventy-five (75) feet, with a minimum ten (10) foot stepback from all minimum setback lines for all portions of the building above a height of thirty (30) feet, except for corner elements and portions of the building facing the civic square identified in the Ford Site Zoning and Public Realm Master Plan, Chapter 7.

- (e) Building setback is the horizontal distance between a lot line and the nearest above-grade point of a building. An interior setback is measured from an interior lot line, which is a lot line separating a lot from another lot or lots. A public right-of-way (ROW) setback is measured from a lot line that is not an interior lot line: a lot line separating a lot from a street, alley, or public way.
- (f) Maximum building setback shall apply to at least sixty (60) percent of the building facade along the right-of-way.
- (g) Buildings shall be setback a minimum of thirty (30) feet, with no maximum setback, from a lot line separating a lot from Mississippi River Boulevard.
- (h) No setback is required for building walls containing no windows or other openings when the wall meets the fire resistance standards of the Minnesota State Building Code and there is a Common Interest Community (CIC) or recorded maintenance easement that covers the affected properties.

(Ord 17-40, § 1, 9-27-17)

#### Division 4. 66.940. Ford District Development Standards

##### **Sec. 66.941. Ford district accessory building standards.**

In addition to the standards for accessory buildings in Section 63.501, accessory buildings in Ford districts shall be subject to the following regulations:

- (a) Accessory buildings shall meet required public right-of-way setback requirements for a carriage house in F1-F2 districts, and for the principal building on the lot in F3-F6 districts.
- (b) The Ford Site Zoning and Public Realm Master Plan, Chapter 5, regulates the number of accessory buildings permitted on a lot by building type.

(Ord 17-40, § 1, 9-27-17)

##### **Sec. 66.942. Ford district vehicle parking standards.**

Off-street parking shall be provided as follows. These requirements supersede the parking requirements in section 63.207.

Table 66.942. Vehicle Parking Requirements by Use

<i>Land Use</i>	<i>Minimum Number of Parking Spaces</i>	<i>Maximum Number of Parking Spaces (a)</i>
Residential, dwellings	0.75 space per dwelling unit	2 spaces per dwelling unit
Residential, congregate	0.25 space per bedroom	1 space per bedroom

living		
Nonresidential	1 space per 600 square feet GFA	1 space per 400 square feet GFA

GFA – Gross Floor Area

(a) Additional parking may also be provided with a conditional use permit based on demonstration of need.

(b) *The Ford Site Zoning and Public Realm Master Plan*, Chapter 4.7, sets vehicle parking facility standards that are in addition to the parking facility standards in chapter 63.

(Ord 17-40, § 1, 9-27-17)

**Sec. 66.943. Ford district bicycle parking standards.**

Bicycle parking and related facilities shall be provided as follows:

Table 66.943. Bicycle Parking Requirements by Use

<i>Land Use</i>	<i>Minimum Number of Bicycle Parking Spaces</i>
Residential, dwellings	1 space per dwelling unit
<del>Residential, congregate living</del>	<del>1 space per bedroom</del>
Education	1 space per 5 students
Recreation	1 space per <del>300</del> <u>5,000</u> square feet of facility land or gross floor area
General civic and commercial	1 space per 5000 square feet gross floor area
Production and processing	1 space per 15,000 square feet gross floor area

The Ford Site Zoning and Public Realm Master Plan, Chapter 4.7, sets bicycle parking standards that are in addition to the parking facility standards in chapter 63.

(Ord 17-40, § 1, 9-27-17)

**Sec. 66.945. Ford district general development standards.**

(a) The design standards in section 66.343 for the T3 traditional neighborhood district apply in all Ford districts.

(b) The Ford Site Zoning and Public Realm Master Plan, Chapter 4.7, sets standards for vegetation and landscaping, lighting, solar energy, and roofing that are in addition to chapter 63 standards.  
(Ord 17-40, § 1, 9-27-17)

Division 5. 66.950. Ford District Planning Requirements

**Sec. 66.951. Ford Site Zoning and Public Realm Master Plan.**

A Ford Site Zoning and Public Realm Master Plan, for use with this article to guide redevelopment of the Ford site, shall be adopted and can be amended by city council resolution after a public hearing and planning commission review and recommendation.  
(Ord 17-40, § 1, 9-27-17)

**Sec. 66.952. Platting required.**

A master developer for the Ford site shall prepare and record a plat for the Ford site, subject to city council approval under the provisions of chapter 69, subdivision regulations, including dedication of land for public use for streets, storm water drainage and holding areas, parks, playgrounds, recreation facilities, trails, and open space.  
(Ord 17-40, § 1, 9-27-17)

**Sec. 66.953. Master site plan.**

A master developer for the Ford site shall prepare and submit a master site plan for the entire site, for planning commission review and approval pursuant to section 61.402, with sufficient detail to demonstrate general compliance with the provisions of this code and the Ford Site Zoning and Public Realm Master Plan, including the required mix of uses within each of the Ford districts. The master site plan may be amended and refined under the provisions of section 61.402 as development takes place in phases over a number of years. The master site plan is in addition to more detailed site plans for development on individual sites that are required to be submitted for review and approval, pursuant to section 61.402, before building permits are issued.  
(Ord 17-40, § 1, 9-27-17)

**Zoning Map.**

Anticipated Zoning Map amendments based on recommendations would be as follows:

- Splitting Block 11 into two separate Blocks with the western portion zoned F1 and the eastern side zoned F2; if recommended by the Planning Commission
- Adjusting the road alignments to match minor proposed shifts





January 23, 2019



Saint Paul Planning Commission  
Ms. Betsy Reveal, Chair  
Saint Paul City Hall Annex  
25 West Fourth Street  
Room 1400  
Saint Paul, Minnesota, 55102

**Re: City Zoning File No. 18-117062. Request for Time Extension under Minn. Stat. § 15.99 in the matter of Ryan Company's Application to Amend the Ford Site Zoning and Public Realm Master Plan.**

Dear Ms. Reveal:

I am the Applicant's duly appointed representative in the above referenced matter.

Pursuant to Minn. Stat. § 15.99, Subd.3(g) and on behalf of the Applicant, I hereby request that the time limit under Minn. Stat. § 15.99, Subd.2(a) for deciding this matter be extended to April 10, 2019.

We are excited to be working with the City of Saint Paul on this transformational project. Please let me know if you have any questions.

Sincerely,

A handwritten signature in green ink that reads "Tony Barranco".

Tony Barranco  
Senior Vice President, Real Estate Development  
Ryan Companies US, Inc.

Cc: Menaka Mohan, Ford Site Planner  
Matthew Slaven, Assistant City Attorney

Ryan Companies US, Inc.  
533 South Third Street, Suite 100  
Minneapolis, MN 55415

p: 612-492-4000  
ryancompanies.com

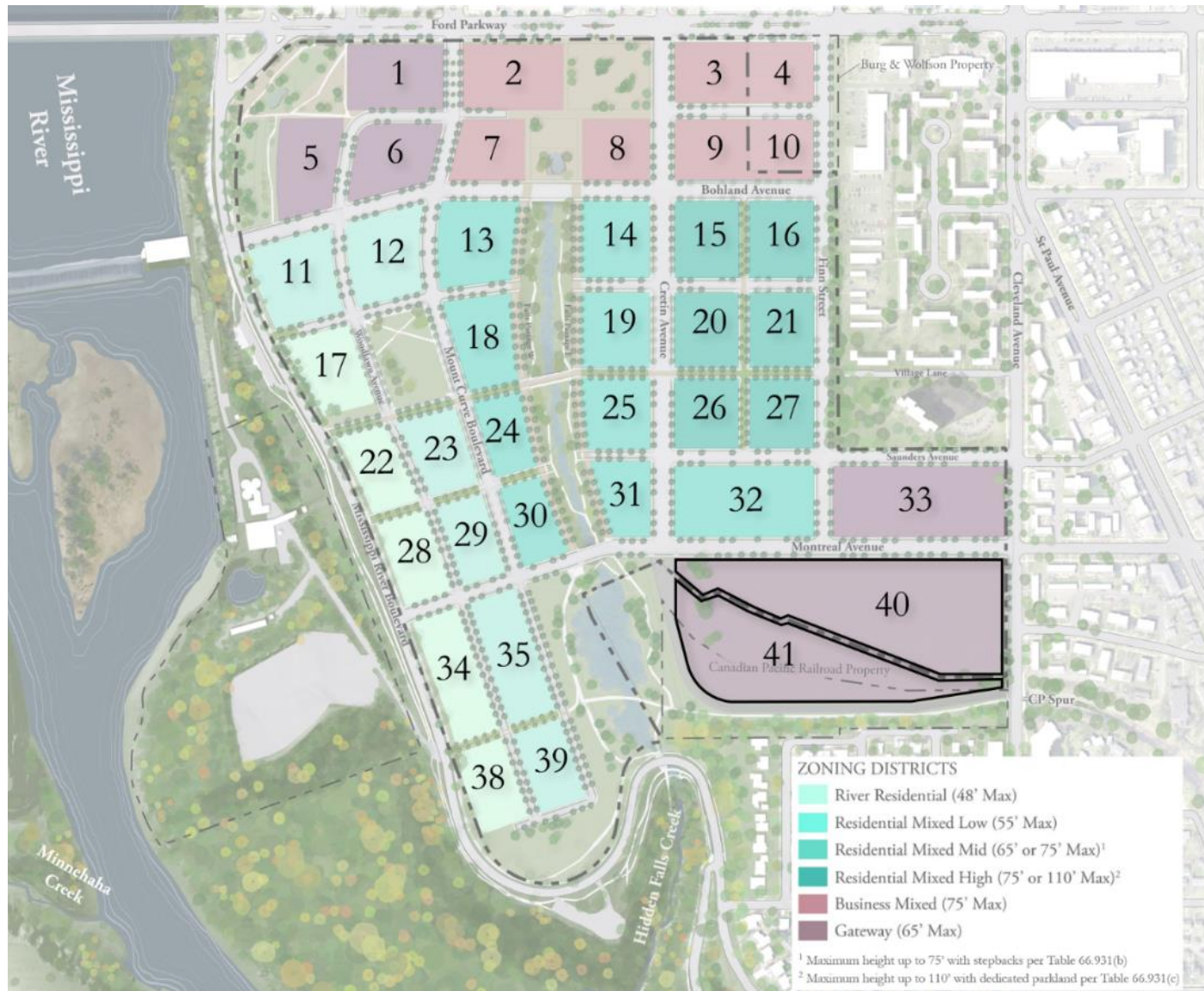


		Amendment Description	Ryan Concerns (Y/N)	CNPC Recommendation												
Zoning	1	Allow Single Family Homes in the F-1	Y	Do not Recommend												
	2	Rezone Block11 to F1 from F2 to allow the possibility of Single Family Homes (SFH)	Y	Conditionally Recommend with split block zoning. If SFH are not recommended in F1 the CNPC recommends this amendment; If the PC recommends SFH in the F1 the CNPC would recommend disapproval of this amendment												
	3	F3 (Residential Mixed Mid) amend the minimum FAR to 1.0 from 2.0 and minimum height to 30 feet from 40 feet	N	Recommend												
	4	Amend the maximum height in the F5 (Business Mixed) when facing civic square	N	Recommend												
	5	F3 (Residential Mixed Mid) amend the minimum required commercial land uses to 0% from 10%	N	Recommend												
	6	F4 (Residential Mixed High) amend the required minimum commercial land uses to 0% from 5% and the maximum residential uses to 100% from 95%	N	Recommend												
	7	F5 (Business Mix) require a minimum of 0% from 10% in employment uses	N	Recommend												
	8	F6 amend maximum commercial uses to 50% from 25% and allow Adult Care as a residential use from no residential uses currently allowed	N	Recommend												
	9	Allow the open space to count toward civic and institutional requirement for required land use mixes	N	Not applicable. Civic and institutional uses are defined with Gross Floor Area (i.e. a physical building) in the Ford MP; which is not applicable to green and open space. Ryan intends to meet the minimum civic and institutional spaces within the buildings proposed on the site												
Landscape	10	Change the dimensional standards on tree calipers to match the industry standard of 2.5"	N	Recommend												
	11	Allow rooftop adjustments to provide more flexibility for materials and eliminate the Solar Reflective Index requirement	N	Recommend												
	12	Revise the roof setback requirement to 10 feet from one foot from the outer roof edges	N	Recommend												
Parking	13	Amend the maximum required parking for non-residential uses to 1 space/ 200 GFA from 1/400 GFA	Y	Revise Recommendation. Require a CUP if non-residential needs more parking than the maximum of 1:400 GFA												
	14a	Structured parking is permitted provided, at a minimum, that 50% of the ground floor of the structure contains active uses with entrances on all street frontages.	N	Revise Recommendation. Structured parking is permitted provided, that it meets the parking and design standards in the T3 district where arterial will mean primary street and collector will mean secondary street as defined in Ford Master Plan												
	14b	Where practical structured parking may be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future	N	Revise Recommendation. Structured parking should be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future based on an analysis of cost to build convertible structures												
	15	Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet for recreational areas, and eliminate the bicycle parking for residential congregate living	N	Recommend												
	16	Amend the Fee-in- Lieu of Parking to Public Parking to reflect that Ryan is proposing a public parking facility within the initial infrastructure	N	Do Not Recommend												
	17	Eliminate the Car Share requirement for one every 20 paces of individual parking	N	Do not Recommend. Revise recommendation as follows Car-share parking requirement shall be based on the number of residential units and stalls in non-residential areas as follows:												
				<table><tr><td>Number of Residential Units</td><td>Number of required Car-Share spaces</td></tr><tr><td>0-49</td><td>None</td></tr><tr><td>50-200</td><td>1</td></tr><tr><td>201+</td><td>2, plus 1 for every 200 units over 200</td></tr></table> <table><tr><td>Number of Non-Residential Parking Spaces</td><td>Number of required Car-Share spaces</td></tr><tr><td>0-24</td><td>None</td></tr><tr><td>25-49</td><td>1</td></tr><tr><td>50+</td><td>2, plus 1 for every 40 spaces over 50</td></tr></table>	Number of Residential Units	Number of required Car-Share spaces	0-49	None	50-200	1	201+	2, plus 1 for every 200 units over 200	Number of Non-Residential Parking Spaces	Number of required Car-Share spaces	0-24	None
Number of Residential Units	Number of required Car-Share spaces															
0-49	None															
50-200	1															
201+	2, plus 1 for every 200 units over 200															
Number of Non-Residential Parking Spaces	Number of required Car-Share spaces															
0-24	None															
25-49	1															
50+	2, plus 1 for every 40 spaces over 50															

		Amendment Description	Ryan Concerns (Y/N)	CNPC Recommendation
				A future amendment can be submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.
	18	Eliminate EV infrastructure for F1, F2, F3, and F4 Districts	N	Do Not Recommend
	19	Amend the shower requirement to 1 per to 150 employees instead of 1 shower to 50 employees	N	Recommend
Roadway Adjustment	20	Add an additional vehicular connection to MRB	N	Do not Recommend
	21	Removal of Saunders to Cleveland Ave, and explore an E/W connection through Village Way	N	Revise Recommendation. Conditionally explore the removal of Saunders Avenue and continue to explore E/W connections to the site
	22	Removal of Hillcrest Ave between Cretin Ave and Finn St	N	Revise Recommendation. Approve Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the superblock
	23	Addition of on-street parking to Woodlawn Avenue	N	Recommend
	24	Change Ranger Way from bike/ped only to a two-lane road	N	Recommend; noting that Ranger Way will continue to have facilities for bicyclists and pedestrians
	25	New retail Road section between Cretin and Mount Curve Blvd North	N	Recommend
	26	Revise landscaping space from 4’ to 6’ to provide an adequate buffer	N	Recommend
Stormwater	27	Remove groundwater reference and would like flexibility regarding the west side of the site draining to the central stormwater feature	N	Recommend
Open Space	28	Proposing to delete the pocket park on the mid-western edge of the site bordering MRB, but retain the two northern ballfields. Ryan has proposed adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue.	N	Recommend
Staff-Initiated Changes	29	District Energy System: To build in flexibility to accommodate changes in that section, staff propose the following language to be added to the end of paragraph 5, page 82: “All street sections subject to change based on utility requirements and analysis resulting from environmental review.”	N	Recommend
	30	Bohland Bike Lanes: Shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level, like all other bike lanes on the site.	N	Recommend
	31	Trail East of Mississippi River Boulevard: The description and section of Mississippi River Boulevard Trail shows expanded right-of-way to allow for an 11-foot shared-use trail on the east side of the road, which creates conflicts with established trees east of MRB. Add a note at the bottom of page 101 (Mississippi River Boulevard Trail) to accompany existing “Expanded ROW” note that says: “Adjust as necessary to preserve as many mature trees as possible.” Additionally, coordinate with Ryan to create a common understanding of a trail alignment that makes sense.	N	Recommend
	32	Multi-Unit Lot Coverage: The MP states a 30% lot coverage maximum for multi-unit homes; the corresponding zoning text (Section 66.931) is 40%. Change the 30% lot coverage on multi-unit home to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code. Make same change for SF homes if approved as proposed.	N	Recommend

## ATTACHMENT C: Maps and Graphics (#18-117062)

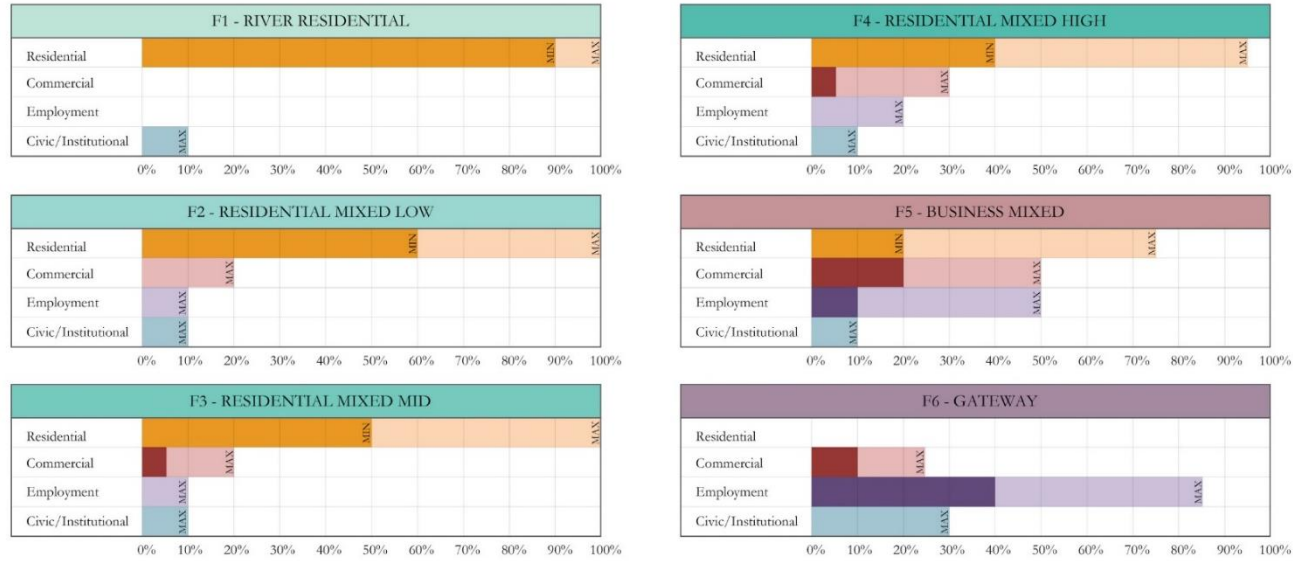
### Zoning and Block Map



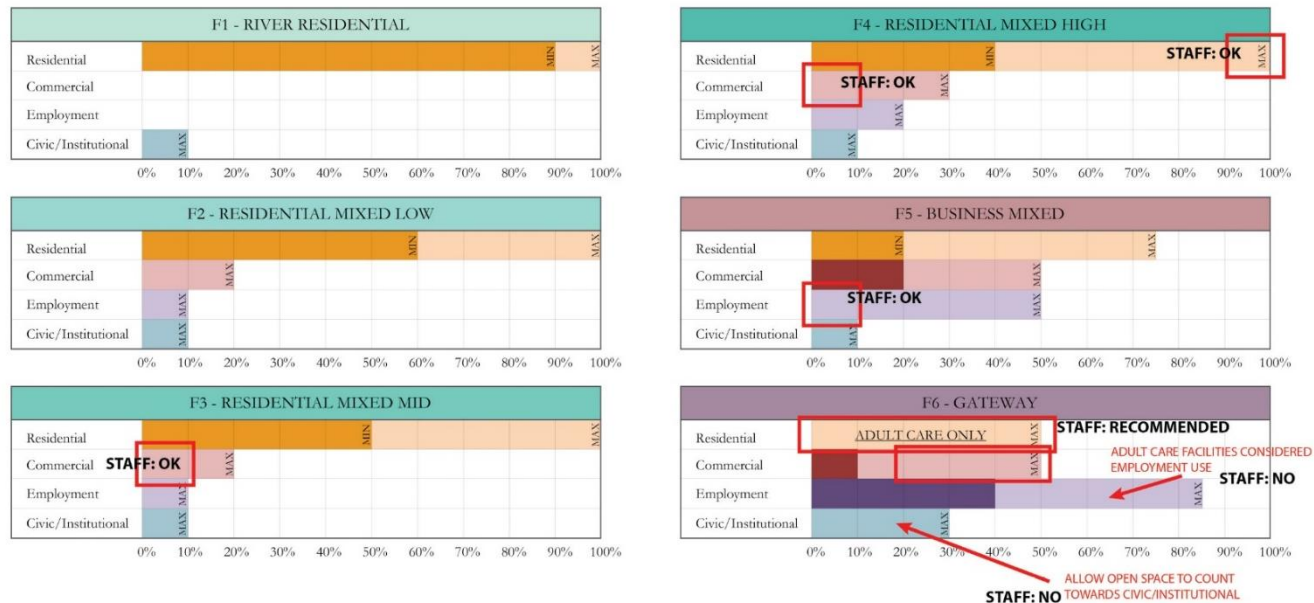
# ATTACHMENT C: Maps and Graphics (#18-117062)

## Required Mix of Uses by Ford Zoning Districts

### Current Master Plan



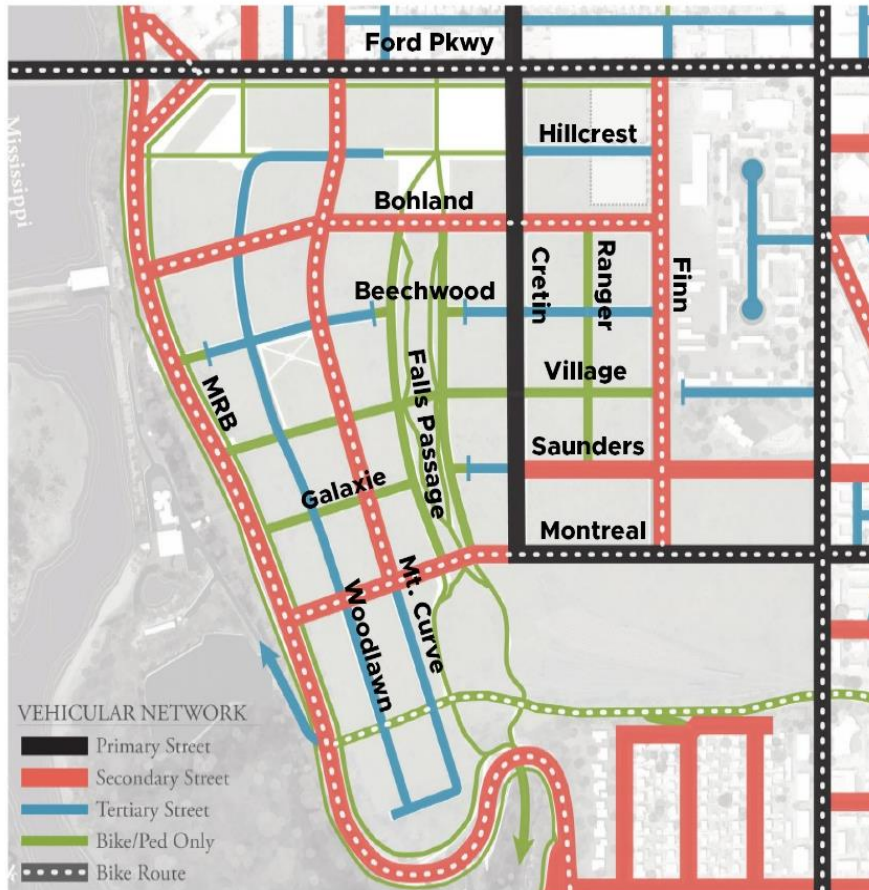
### Ryan Proposal with Staff Recommendation



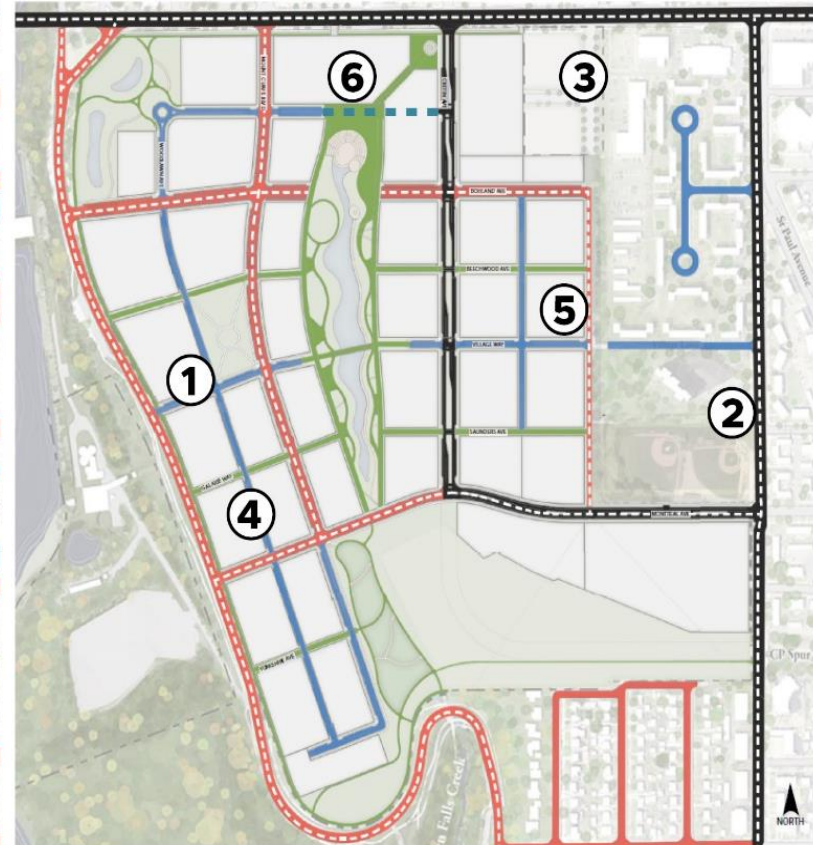


Vehicular Network

## Current Master Plan



## Ryan Proposal



Notes:

1. Numbering corresponds with Roadway Adjustments section in the memo.
2. Retail connection added by PED staff. Described in Ryan proposed changes, but not shown on submitted map.

## Open Space

Current Master Plan



Ryan Proposal







# FORD SITE | SAINT PAUL

SAINT PAUL PLANNING COMMISSION

**January 25, 2019**

533 S 3rd St Suite 100, Minneapolis, MN 55415



1. Project Values / Ryan Values
2. Ryan Community Outreach
3. Ryan Proposed Master Plan Amendments
  - Staff Supported (*No comments*)
  - Staff Conditionally Supports (*Brief comments*)
  - Staff Opposed (*Brief comments – Ryan to accommodate*)
  - Staff Opposed (*Ryan cannot accommodate*)
4. New Changes Proposed by Staff
5. Other Policy Considerations



# Values





**INTEGRITY**



**SAFETY**



**FAMILY**



**STEWARDSHIP**



**FUN**



**EXCELLENCE**



**RESPECT**



# Ryan is a 100% Union Builder in the Twin Cities' Market

We are signatory to the following:



**CARPENTERS  
LOCAL 322**



**LABORERS  
LOCAL 563**



**CEMENT MASONS  
LOCAL 633**



**IUOE  
LOCAL 49**





Ryan  
Gives  
Back

EIGHTY +  
YEARS OF  
GIVING BACK



# RYAN **GIVES** BACK

**Our commitment is to invest 5% of our pre-tax earnings back into our communities annually.**





## Top 10 Donation Recipients (as chosen by employees - 2018)

1. Greater Twin Cities United Way
2. American National Red Cross
3. United Way of Central Iowa
4. United Way of East Central Iowa
5. JDRF International
6. Twin Cities Habitat for Humanity
7. Banner Health Foundation
8. National Multiple Sclerosis Society
9. Make-A-Wish Foundation of Arizona
10. The ALS Association MN/ND/SD

Altogether, employees donated to  
**389 charitable organizations**





# Habitat for Humanity

Multi-year  
Corporate  
Sponsor

First house  
completed in  
2017

831 Jessamine  
Ave, St. Paul





# Vintage House Moves





## Other Ryan Community Service Events

- Arbor Day Tree Planting
- Catholic Charities
- JDRF
- Adopt-A-Highway
- Adopt-A-Greenway
- People Serving People
- Feed My Starving Children



# Public Outreach

- *By the numbers....*



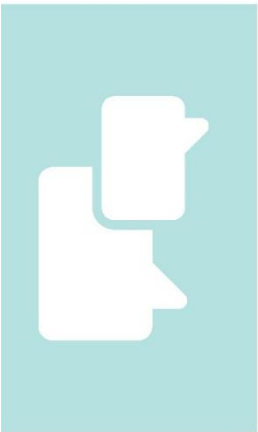
Public Outreach  
- Connecting with the Neighbors

# FORD DEVELOPMENT COMMUNITY ENGAGEMENT UPDATE

## OUTREACH & INPUT OPPORTUNITIES AS OF 1/19

COMMUNITY MEETINGS INCLUDING ONE CITY-WIDE MEETING

5



800+ DATA POINTS

COLLECTED AT MEETING 1 THROUGH TABLE DISCUSSTIONS AND DOT EXERCISE

56 QUESTIONS

FIELDIED AT MEETING 3

3,642 VIDEO VIEWS

25+ LETTERS OF SUPPORT SHARED WITH RYAN VIA EMAIL



1,629+ DATA POINTS

COLLECTED FROM 100 INTERACTIVE TEXT SURVEY RESPONDENTS AT MEETING 2

77 RESPONDENTS PROVIDED

105 QUESTIONS OR COMMENTS

AT CITY-WIDE MEETING 5



Public  
Outreach -  
Ryan  
Engaged  
with  
Numerous  
Neighbor  
Groups

- The Alliance
- St. Paul Chamber of Commerce
- Sustain Ward 3
- Neighbors for a Livable Saint Paul
- Highland District Council
- Macalester-Groveland Community Council
- Highland Ball
- Highland Business Association
- Saint Paul Area Chamber of Commerce
- Move MN
- The Sierra Club
- Fresh Energy
- Habitat for Humanity
- Metro Transit
- Capitol Region Watershed





# Highland District Council Letter of Support



Highland District Council  
1978 Ford Parkway Saint Paul, Minnesota 55116  
Phone: 651-695-4005  
Email: info@highlanddistrictcouncil.org

## Resolution on Ryan Companies Ford Site Master Plan Amendments

WHEREAS the City of St. Paul has held community meetings totaling hundreds of residents over multiple years to discuss future use of the Ford site, and

WHEREAS the Ford Task Force, which included Highland Park community members, has met publicly for nearly a decade to study the feasibility of various future uses on the site, and

WHEREAS the Highland District Council (HDC) has been engaged with both the city and Ford Task Force since the plant was decommissioned, has held numerous large community meetings with over hundreds of people in attendance at each, received ongoing feedback from the community, and spent significant time as a Board learning of the feasibility of options for development on the site, and

WHEREAS the HDC believes future use of the Ford site will have significant, large-scale impact to the surrounding neighborhood and must be completed in a manner that respects and enhances the surrounding area,

WHEREAS the HDC supported the city's proposed zoning and public realm plan for the Ford site released on March 7<sup>th</sup>, 2017,

WHEREAS Ryan Companies is working toward purchasing the property, and has engaged with the Highland District Council and neighborhood at public meetings on July 19<sup>th</sup>, August 16<sup>th</sup>, September 26<sup>th</sup>, and October 10<sup>th</sup>, November 13<sup>th</sup> and December 6<sup>th</sup>; and

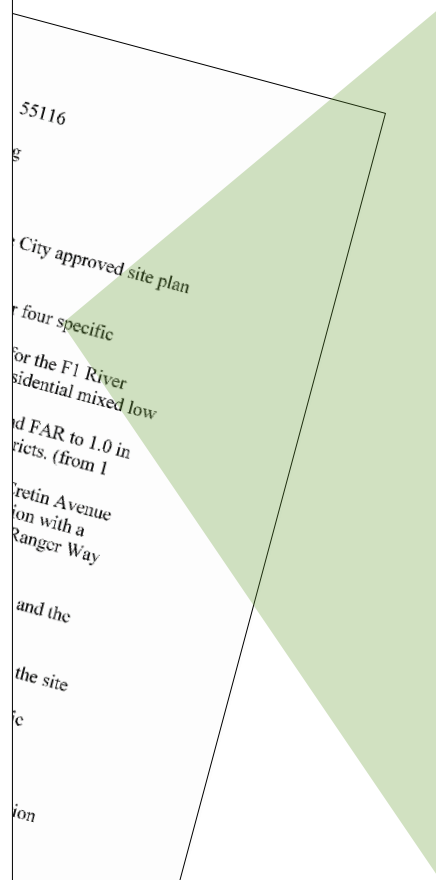
WHEREAS neighbors have expressed a strong desire over the past 11 years to the City of Saint Paul and the HDC that single family homes be allowed on the property; and

WHEREAS the F3 zoning district allows rowhomes as a permitted use, but the minimum height requirements will make them taller than practical or have a façade on the front to meet the requirement; and

WHEREAS the Ryan's amendment reduces the amount of commercial use by half of what the City plan requires and an option to double the amount of commercial parking allowed, thereby being equal to the amount of commercial parking that was proposed in the City plan, and

WHEREAS Ryan Companies has proposed a north south street option in F5, with a continuation of Ranger Way from Bohland to Ford Parkway, to break up the "superblock"; and  
Resolution 2018 – 24D

The Highland District Council's mission is to foster opportunities for the people that live, learn, work, and play in Highland Park to engage and connect with neighbors, businesses and local government and to help build a more vibrant, welcoming, and safe neighborhood.  
The HDC is a registered 501(c)3 non-profit.



“BE IT RESOLVED that the HDC supports Ryan Companies request for four specific changes to the City’s zoning and public realm plan.”



# Macalester- Groveland Community Council Letter of Support



320 South Griggs Street  
St. Paul, MN 55105  
www.macgrove.org

651-695-4000  
mgcc@macgrove.org

January 24, 2019

Mike Richardson  
City of Saint Paul  
Dept. of Planning and Economic Development  
25 W. Fourth Street  
Saint Paul, MN 55102

Dear Mike;

On January 23<sup>rd</sup>, 2019, the Housing and Land Use Committee ("HLU") of the Macalester-Groveland Community Council ("MGCC") held a public meeting, at which it considered the proposed amendments to the *Ford Site Zoning and Public Realm Master Plan* (amendments proposed by Ryan Companies, Zoning File # 18-117-067). Tony Barranco, Senior Vice President of Real Estate Development with Ryan Companies, has appeared to discuss the project with the HLU on two separate occasions, appeared again to speak to the proposed amendments and to answer questions.

After speaking with the Tony Barranco, considering neighborhood feedback, consulting the Macalester-Groveland Long Range plan, and assessing the merits of the amendments, the HLU passed the following resolutions with a vote of 8-6, and 14-0, respectively:

1. **"The Macalester-Groveland Community Council supports Ryan Companies in all of its requests for amendments to the Ford Site master plan."**
2. **"Whereas the Ryan Companies current plan for the Ford Site contains NO bus/transit stations and/or bus/transit routes nor does the layout incorporate residence and business access to transit,**

**And Whereas higher density, affordable housing residents require access to transit for employment and senior residents require access to transit for care,**

**And Whereas transit orientation guides 21<sup>st</sup> century development project, targeting key demographics young adults and retirees seeking a "less driving / less car dependent" lifestyle.**

**And Whereas, transit oriented development is consistent with the City of Saint Paul's draft 2040 Comprehensive Plan,**

int Paul and Ryan  
ze appropriate transit  
citywide connectivity  
structure in future

**"The Macalester-  
Groveland  
Community  
Council Supports  
Ryan Companies  
in ALL of its  
requests for  
amendments to  
the Ford Site  
master plan."**



# VISION

Approved  
Master Plan

*Ryan  
applauds  
this vision  
and looks  
forward to  
carrying it  
out.*

The redeveloped Ford site will advance the key elements of sustainability -- economic, environmental and social. It will be a livable, mixed-use neighborhood that looks to the future with clean technologies and high quality design for energy, buildings and infrastructure. The site will support walking, biking and transit, and provide jobs, services, housing and activities that every generation can enjoy. The Ford site should be a...

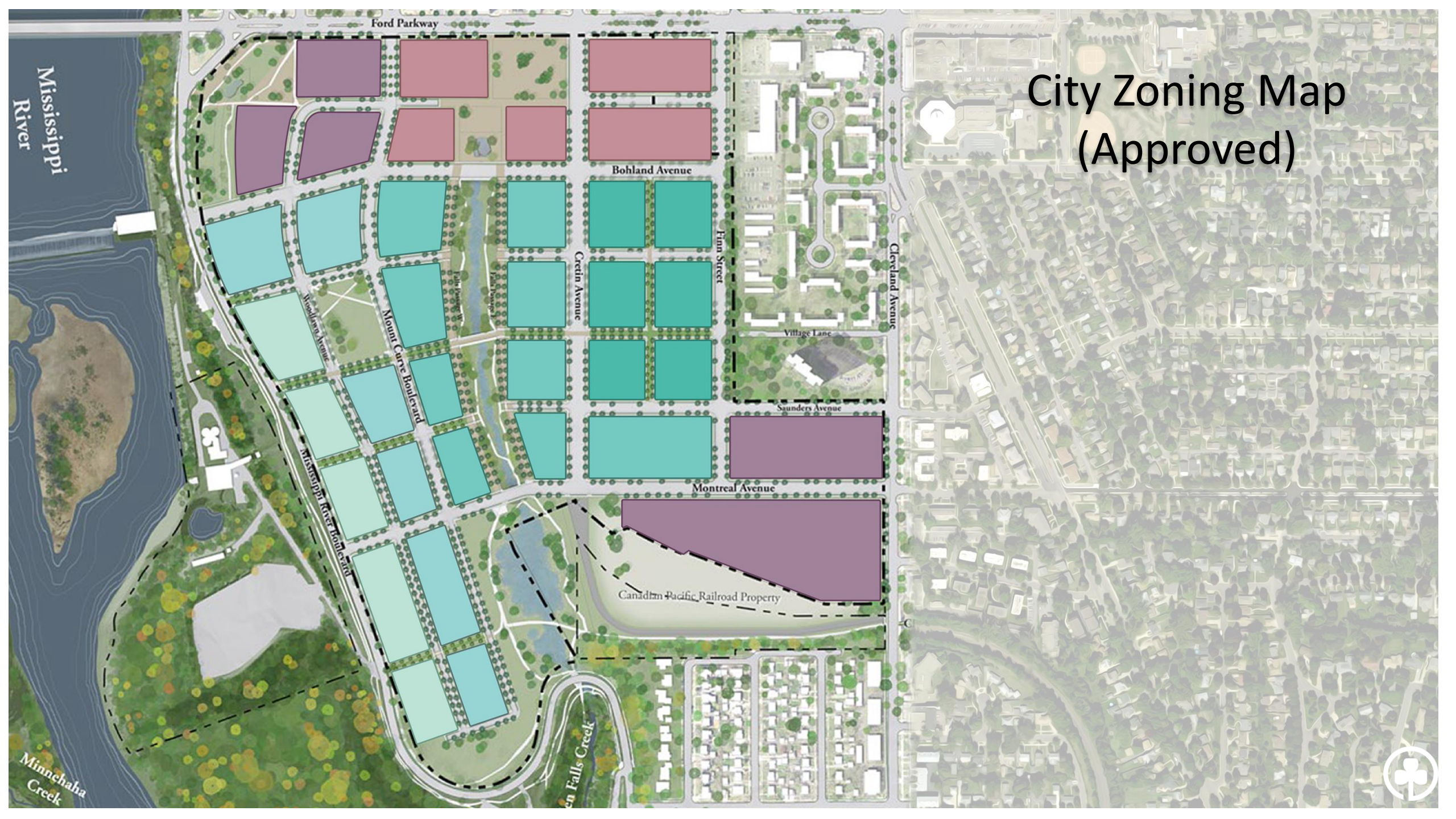
- Global model of **sustainable**, urban infill and carbon neutral design
- Neighborhood of regional significance and **economic value**
- Vibrant, fun place to **live, work and play** along the Mississippi valley
- Center of family-sustaining **jobs**
- **Diverse blend of housing types and affordability levels**
- Walkable, bikeable and **transit oriented community**
- Place for recreation, active lifestyles and leisure in a series of connected and distinctive **parks, trails and open spaces**
- Extension of the high **quality shopping** and services of Highland Village
- Demonstration site for the best technologies in infrastructure and buildings -- saving money, increasing efficiency, and **reducing impacts on the environment**

## Saint Paul

*A city that works – for all of us*







# City Zoning Map (Approved)

Mississippi  
River

Ford Parkway

Bohland Avenue

Cedar Avenue

Finch Street

Village Lane

Saunders Avenue

Montreal Avenue

Canadian Pacific Railroad Property

Minnehaha  
Creek

Minnehaha Creek





# Ryan Proposed Site Plan

*(Executing the City Vision)*





# Aerial of Ryan Plan (Proposed)





Responses to 11/13/2018 Staff Report

# Ryan Proposed Changes - Staff Supported *(No Comments)*



Responses to 11/13/2018 Staff Report

# Ryan Proposed Changes - Staff Conditionally Supports *(Brief Comments)*



# Staff Conditionally Supports

(Brief Comments)

## **Staff Recommendation**

### **Parking Adjustments / Design**

- *Condition the approval for structured parking on 50% of the ground floor of parking ramps if building facades fronting on primary and secondary streets are lined with active uses at street level with direct access to the sidewalk. Condition the approval to modify the requirement that structured parking to be designed with level parking floors and adequate floor-to-ceiling clearance height where practical in the F5 and F6 Districts based on an analysis of cost to build and convert the structures.*
- 

## **Staff Recommendation**

### **Parking Adjustments / Car-Share**

- *Modify the Car-Share parking requirement to the following based on the number of residential units and stalls in non-residential areas. Consider modifying or removing the requirement via a future amendment submitted within 10 years if no Car Share operator has been secured or the space is not used for other shared modes such as bike or scooter share.*

## **Ryan Input**

- We are amenable to staff's recommendation for this request
  - Detailed plan and pricing information at the time of building design review
- 

## **Ryan Input**

- We are amenable to staff's recommendation for this request



## Staff Conditionally Supports

(Brief Comments)

### **Staff Recommendation**

#### **Roadway Adjustments**

- *Conditionally approve the removal of the Saunders Avenue connection to Cleveland Avenue dependent on results from the AUAR.*

### **Ryan Input**

- We are amenable to staff's recommendation for this request
- Original traffic study did not require Saunders Ave connection

---

### **Staff Recommendation**

#### **Roadway Adjustments**

- *Conditionally change Ranger Way from a bike/pedestrian-only path to a two-lane road dependent on results from the AUAR.*

---

### **Ryan Input**

- We are amenable to staff's recommendation for this request



## Staff Conditionally Supports

*(Brief Comments)*

### **Staff Recommendation**

#### **Roadway Adjustments**

- *Encourage Ryan to continue to explore directing water from the west-central side of the site to the central stormwater feature. Doing so will avoid the problem of having to construct new facilities and eliminate the need for underground storage.*
- 

### **Ryan Input**

- We are amenable to staff's recommendation for this request
  - Engineering details with site balancing due to 50' of grade drop across site and bedrock concerns
  - Continue to explore the most cost efficient options
- 



Responses to 11/13/2018 Staff Report

# Ryan Proposed Changes - Staff Opposed

*(Brief Comments – Ryan Can Accommodate)*





# Staff Opposed

(Brief Comments –  
Ryan can  
accommodate)

## Staff Recommendation

### **Land Use Adjustments – Institutional**

- *Do not allow Ryan Companies to remove a minimum GFA for institutional uses on the site.*

---

## Staff Recommendation

### **Parking Adjustments - EV**

- *Maintain the electric vehicle requirement areas of the site.*

## Ryan Input

- Not a Ryan request to remove;
- Open to explore uses as suggested by staff; Ex: places of worship, daycares, etc. These uses may be inside of other developments, such as community rooms in mixed use buildings.
- Some institutional uses are harder to directly market (i.e. places of worship) Market harder to drive and predict.

---

## Ryan Input

- We are amenable to staff's recommendation for this request



# Staff Opposed

(Brief Comments –  
Ryan can  
accommodate)

## Staff Recommendation

### **Parking Adjustments – MRB / Village**

- *Do not approve a new vehicular connection to MRB at Village Way. This will add too much additional vehicular traffic to MRB and additional conflicts with the trail on the east side.*

## Ryan Input

- We are amenable to staff's recommendation for this request

## Staff Recommendation

### **Parking Adjustments – Public Parking**

- *Do not allow the change to Public Parking from Fee-in-Lieu of Parking.*

## Ryan Input

- Ryan is requesting that a Public Parking component be allowed as part of the Master Plan.
- Access to All – Others from the City have a place to park when visiting site (Farmer's Markets, civic square, etc.)
- Prevent Overflow parking in residential areas
- Leverage parking resources with multiple use times.



Responses to 11/13/2018 Staff Report

# Ryan Proposed Changes - Staff Opposed

*(Ryan Cannot Accommodate)*



# Staff Recommendation

## *Block 11 Rezoning*

- *Do not allow Block 11 to be rezoned from F2 to F1; keep the original zoning at F2*



# Ryan Input

- Consistency along MRB corridor
- Soften the site edges
- Gateway Park and Gateway area already provide transition
- Alternate solution: Split Zoning for Block 11:
  - Rezone west portion to F1; keep east portion as F2 (see below)

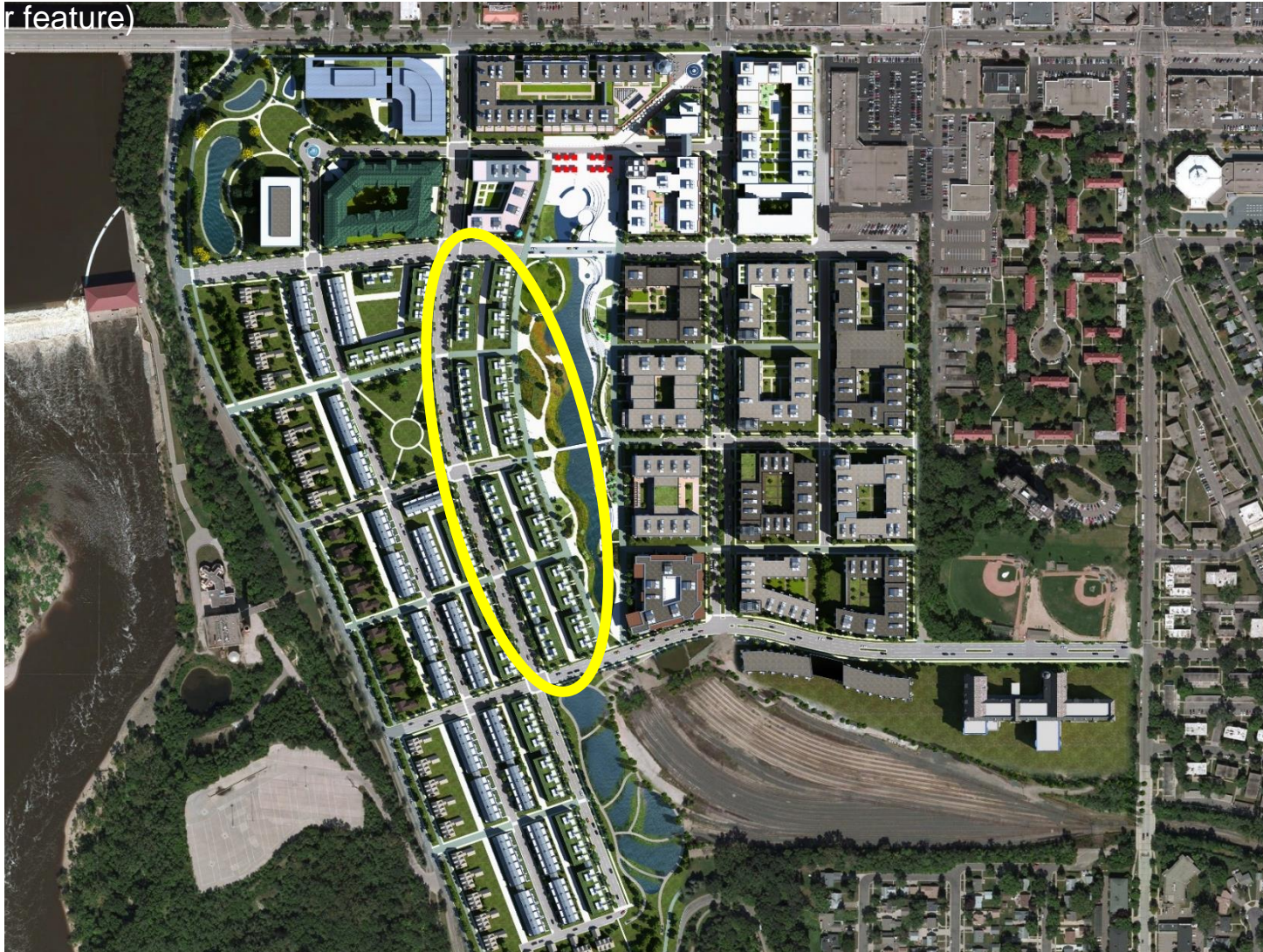




# Staff Recommendation

## *F3 Zoning Adjustments:*

*Do not allow reduction in minimum height to 30 feet and FAR to 1.0.*



# Ryan Input

- Consistency of massing by location, creating a district
- Ryan is not seeking to preclude higher density, just allow for some smaller.
- Diverse housing options;  
**Missing Middle** - Ownership of **attainable** housing is benefit of row homes
- Quicker occupancy will create sense of place
- Close to maximum residential units with current massing
- **Ryan will not proceed with the project without approval of this request**





# Staff Recommendation

## *Parking Adjustments*

- *Do not increase the commercial parking requirement from 1:400 to 1:200.*

# Ryan Input

- Quality retailers need adequate parking to lease space.
- Retail will be vacant or not financeable without parking.
- Feedback from quality tenants has been very direct about parking ratio being at least 1:200.
- Inadequate parking may cause overflow to the surrounding residential areas
- **Ryan will not proceed with the project without approval of this request**

## **ITE (Institute of Transportation Engineers) Manual**

*Average parking supply ratios for each use:*

### **Restaurant**

- o High Turnover - *Sit Down without bar/lounge* (1:70 sf)
- o High Turnover - *Sit Down with bar/lounge* (1:58 sf)
- o Quality Restaurant - *table service w reservations* (1:52 sf)

### **Grocery**

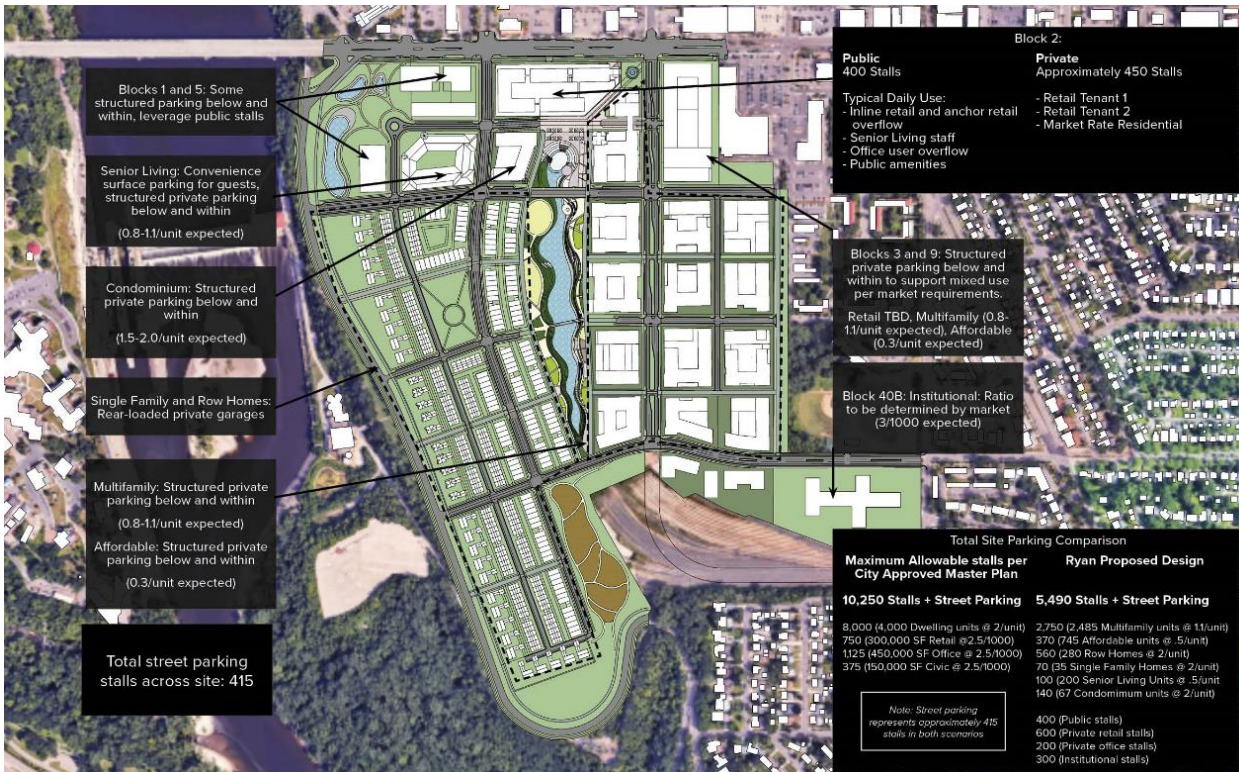
- o Supermarket (1:150 sf)
- o Convenience Market (1:150 sf)

### **Fitness**

- o Health/Fitness Club = 5.9/1000 sf (1:170 sf)

### **Coffee/Bakery/Brewery**

- o Non-hamburger Restaurant (1:79 sf)





# Staff Recommendation

## Roadway Adjustments

- *Do not approve the removal of ROW that would divide the superblock in the northeast.*



# Ryan Input

- Support staff's recommendation to eliminate superblock - but use extension of Ranger Way
- Existing Highland Village Shopping Center operations would be disrupted
- Momentum to create a strong sense of place is critical; cannot wait for unknown period of time for redevelopment
- **Ryan will not proceed with the project without the removal of Hillcrest Avenue right of way**



# New Changes Proposed by Staff





## **Staff Recommendation**

### **District Energy System**

- *To build in flexibility to accommodate changes in that section staff propose the following language to be added to the end of paragraph 5, page 82: “All street sections subject to change based on utility requirements.”*
- 

## **Staff Recommendation**

### **Bohland Bike Lanes**

- *Shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level, like all other bike lanes on the site.*

## **Ryan Input**

- We support staff’s recommendation
  - Continuing to explore viability of District Energy System
- 

## **Ryan Input**

- We support staff’s recommendation



## **Staff Recommendation**

### **Residential Allowance in F6 Gateway Zoning District**

- Allow Adult Care Home as the only allowed residential use in the F6 Gateway and adjust tables 4.5 Required Mix of Uses, 4.6 District Uses, and the Zoning Code accordingly.
- Maintain the minimum requirements of commercial and employment Uses in F6.
- Revise the F6 residential component in Table 4.5 to allow no minimum and a max. of 50% but restrict the use to only adult care home.

## **Ryan Input**

- We generally support staff's recommendation
  - Ryan is requesting flexibility to continue to explore with planning staff the ability to offer other multifamily residential options in F6, including in mixed use buildings.
- 



## **Staff Recommendation**

### **Trail East of MRB**

- *Add a note at the bottom of page 101 (Mississippi River Boulevard Trail) to accompany existing “Expanded ROW” note that says : “Adjust as necessary to preserve as many mature trees as possible.”*
  - *Coordinate with Ryan to create a common understanding of a trail alignment that makes sense.*
- 

## **Staff Recommendation**

### **Multi-Unit Home Lot Coverage**

- *Change the 30% lot coverage on multi-unit home to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code. Make same change for SF homes if approved as proposed.*

## **Ryan Input**

- We support staff’s recommendation

## **Ryan Input**

- We support staff’s recommendation



# Other Policy Considerations



# *F1 Zoning District*



## **Adding Single-Family to F1 District**

### **1. Design**

1. NOT excluding multifamily and carriage homes / condos remain approved Uses
2. Consistency along MRB corridor / soften the edges of the site
3. Similar building massing as master plan which calls for 2-6 unit dwellings
4. This change will NOT eliminate public access to MRB. It will be the same public access as defined in the Master Plan including public walks and ROW.

### **2. Public Feedback**

1. Significant support of SF homes
2. Can achieve maximum residential units with this change
3. Preserve existing MRB trees and feel of the corridor

### **3. Market Considerations**

1. Two to six unit dwellings (as allowed in MP) would be significant investments; difficult to finance traditionally, likely more expensive to own/rent.

### **4. Value in Diversity**

1. The aspirations of the Master Plan – Diverse Blend of housing types and affordability levels.





# Summary

Critical Items for Ryan to Proceed  
with Development of the Ford Site



**We applaud the plan and we support the Vision.**

**Based on the size and complexity of the under taking, we are requesting only a few critical amendments. It was always thought that a Developer would add some refinements to the project plan, but we want to respect the Vision. We appreciate your consideration in support of our plan including:**

**1. Block 11 Rezoning**

1. Rezoning from F2 to F1; consider alternate solution of split zoning

**2. F3 Zoning Adjustments**

1. Reduction in min. height to 30' and FAR to 1.0 to allow for attainable row homes

**3. Parking Adjustments**

1. Change commercial parking maximum from 1:400 to 1:200 for retail success

**4. Roadway Adjustments**

1. Remove the Hillcrest right of way and use Ranger Way to break Superblock























Highland District Council  
1978 Ford Parkway Saint Paul, Minnesota 55116  
Phone: 651-695-4005  
Email: [info@highlanddistrictcouncil.org](mailto:info@highlanddistrictcouncil.org)

## **Resolution on Ryan Companies Ford Site Master Plan Amendments**

WHEREAS the City of St. Paul has held community meetings totaling hundreds of residents over multiple years to discuss future use of the Ford site, and

WHEREAS the Ford Task Force, which included Highland Park community members, has met publicly for nearly a decade to study the feasibility of various future uses on the site, and

WHEREAS the Highland District Council (HDC) has been engaged with both the city and Ford Task Force since the plant was decommissioned, has held numerous large community meetings with over hundreds of people in attendance at each, received ongoing feedback from the community, and spent significant time as a Board learning of the feasibility of options for development on the site, and

WHEREAS the HDC believes future use of the Ford site will have significant, large-scale impact to the surrounding neighborhood and must be completed in a manner that respects and enhances the surrounding area,

WHEREAS the HDC supported the city's proposed zoning and public realm plan for the Ford site released on March 7<sup>th</sup>, 2017,

WHEREAS Ryan Companies is working toward purchasing the property, and has engaged with the Highland District Council and neighborhood at public meetings on July 19<sup>th</sup>, August 16<sup>h</sup>, September 26<sup>th</sup>, and October 10<sup>th</sup>, November 13<sup>th</sup> and December 6<sup>th</sup>; and

WHEREAS neighbors have expressed a strong desire over the past 11 years to the City of Saint Paul and the HDC that single family homes be allowed on the property; and

WHEREAS the F3 zoning district allows rowhomes as a permitted use, but the minimum height requirements will make them taller than practical or have a façade on the front to meet the requirement; and

WHEREAS the Ryan's amendment reduces the amount of commercial use by half of what the City plan requires and an option to double the amount of commercial parking allowed, thereby being equal to the amount of commercial parking that was proposed in the City plan, and

WHEREAS Ryan Companies has proposed a north south street option in F5, with a continuation of Ranger Way from Bohland to Ford Parkway, to break up the "superblock"; and

Resolution 2018 – 24D

The Highland District Council's mission is to foster opportunities for the people that live, learn, work, and play in Highland Park to engage and connect with neighbors, businesses and local government and to help build a more vibrant, welcoming, and safe neighborhood.

The HDC is a registered 501(c)3 non-profit.



Highland District Council  
1978 Ford Parkway Saint Paul, Minnesota 55116  
Phone: 651-695-4005  
Email: [info@highlanddistrictcouncil.org](mailto:info@highlanddistrictcouncil.org)

WHEREAS Ryan Companies has requested four modifications to the City approved site plan for this project to be feasible; therefore

BE IT RESOLVED that the HDC supports Ryan Companies request for four specific changes to the City's zoning and public realm plan.

- 1) The addition of single-family homes to the development options for the F1 River Residential Zoning district and the rezoning of Lot 11 from F2 Residential mixed low to F1 River Residential.
- 2) F3 Zoning adjustment with a reduction in minimum height to 30' and FAR to 1.0 in
- 3) An increase in the maximum required parking in non-residential districts. (from 1 space per 400 GFA up to 1 space per 200 GFA)
- 4) The removal of the proposed Hillcrest Avenue right of way between Cretin Avenue and Finn Street and supports breaking up a potential superblock condition with a north-south connection between Ford Parkway and Bohland via future Ranger Way right of way; and

BE IT FURTHER RESOLVED that the HDC also believes that Ryan Companies and the City of St Paul need to continue to work to address neighborhood concerns about development on the site, including:

- Maximize green space on the site as much as possible, including connecting the site to the Mississippi River and surrounding community.
- Address traffic concerns on all surrounding streets, as well as implement traffic calming measures where traffic will increase with the Ford site development.
- Work to ensure that the site is seamlessly integrated into the surrounding neighborhood with human scale and architectural features.
- Create design guidelines for the site to ensure high quality, sustainable, construction and design, following national standards.

Adopted on December 06, 2018

By the Highland District Council Board of Directors

Hi Kathy,

I have been studying the planning and attending meetings regarding development of the Ford site as a concerned Highland neighbor for years. I am pleased with the progress made to date, and especially thrilled that Ryan Companies (as buyer/developer) is locally owned. I am encouraged by their taking into account the changes desired and concerns of neighbors. I am hopeful that the amendments made by the Highland District Council will be approved. The work of the HDC is most appreciated. The time spent by volunteers to make sure the development is well-suited to our neighborhood is noticed and appreciated. I believe it's been a thoughtful process and every possibility considered. Thank you for your work on this too!

Sincerely,

Jane Christensen  
1876 Eleanor Ave



January 4, 2019

Saint Paul Planning Commission  
25 West Fourth Street, Suite 1400  
Saint Paul, MN 55102

RE: Proposed Amendments to the Ford Site Zoning and Public Realm Master Plan

Dear Saint Paul Planning Commission:

Please accept these comments in response to the proposed amendments to the Ford Site Zoning and Public Realm Master Plan (amendments proposed by Ryan Companies, Zoning File # 18-117-067). The Planning Commission has a public hearing scheduled for Friday, January 25, 2019 at 8:30 a.m.

First, it is important to note that the Public Housing Agency of the City of Saint Paul (PHA) is public body, corporate and politic, created by the Minnesota Legislature in 1977. It exists separate and apart from the City of Saint Paul. It is governed by a seven-member Board of Commissioners, two of whom are public housing residents. The PHA is funded primarily by the Federal Government through annual budget appropriations to the Department of Housing and Urban Development. The PHA does not receive any funding from the City yet helps house over 21,000 of the City's low-income residents, many of whom are elderly and disabled. The residents placed in Public Housing meet income requirements set by HUD and do not pay more than 30% of their income (if any) to the PHA for rent.

The PHA did not receive any formal notice of the proposed Ford Site Zoning and Master Plan Amendments, or the scheduled public hearing. This is significant because the PHA owns and manages Cleveland Hi-Rise, with 144 low income apartments, adjacent to the property that Ryan Companies seeks to change. We are sure that the Commission can agree that the PHA, which abuts property that Ryan Companies proposes to significantly alter, should receive formal notice of such proposal under the City's Zoning Code. We expect that such notice is forthcoming from the Planning Commission and that the PHA will be notified of all future developments that may affect its residents. Furthermore, the residents and the residents' governing body did not receive notice of the amendments or public hearing. The residents are an integral part of this discussion and must be included at every stage.

In any event, the PHA objects to the proposed amendments listed on the City's Webpage at "Ford Site: A 21<sup>st</sup> Century Community." The October 26, 2018, staff review of (Ryan's) proposed amendments state at page 19:

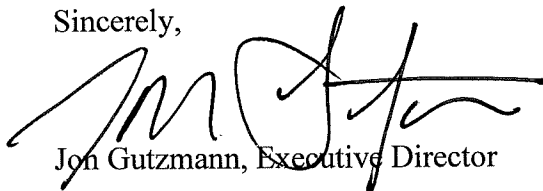
**Removal of Saunders Avenue connection to Cleveland Avenue.** To keep the ballfields, Ryan cannot make Saunders a through-street to Cleveland Avenue. Instead, Ryan is proposing an east/west connection through Village Way. Staff is amenable to this proposal; however, Village Way is a private road. Ryan has indicated that they will start conversations with the adjacent landowner so that the connection to Cleveland can be realized in the future. However, if the AUAR (environmental review) demonstrates that an east/west connection to the site is needed and Village Way is no longer an option, staff will need to explore alternate east/west connections to the site. Street connections to the neighborhood to the east is critical to physically integrate the Ford site into the rest of the community.

This amendment completely abandons the Saunders Avenue connection without any explanation or support. The last time the City discussed the proposed Ryan development with residents, the Saunders Avenue connection was part of the plan. The PHA opposes a plan wherein Village Way, which is currently a private road abutting the PHA property, becomes an east/west thoroughfare. Village Way is directly next to a newly developed parking lot that is owned by the PHA and used by the residents of Cleveland Hi-Rise. The PHA developed this nearby parking lot on its property specifically to meet its residents' needs. Having nearby access to their vehicles or the vehicles of their caregivers is important to Cleveland residents, many of whom are disabled and elderly. The private road also runs along PHA property that is used by residents for gardening space. Providing residents with access to outdoor space owned and managed by the PHA on which their hi-rise sits, increases the satisfaction and value of our residents living opportunities.

Upon review of the proposed Ryan amendments, it appears that Ryan is proposing to expand the width of the private road and have the City recognize it as a public road. Currently, it is approximately 30 feet wide. This 30-foot-wide private drive would have to be significantly widened to be a public road. As it abuts the Highland Village Apartments on one side and the PHA property discussed above on the other, there is no way to expand the width without taking property from the PHA. The PHA opposes any alteration to the private road; any changes to the property that is abutting PHA property, and anything that may negatively impact the lives of Cleveland Hi-Rise residents.

We certainly look forward to being part of the discussion on this proposed development plan. We will not, however, be able to support any plan that has a negative impact on the residents of the PHA. The PHA will stand with the Cleveland Hi-Rise residents to ensure that their living is not negatively impacted by any development.

Sincerely,



Jon Gutzmann, Executive Director

Attachment: Photo of Village Way and Cleveland Hi-Rise

cc: Mayor Carter, Chair of the HRA Chris Tolbert, Dr. Bruce Corrie, PHA Board of Commissioners





Village Way looking east. Cleveland Hi-Rise to the right.



# Building and Construction Trades Council

Affiliated with BUILDING AND CONSTRUCTION TRADES DEPARTMENT, AFL-CIO



January 15, 2019

To: City of Saint Paul Planning Commission  
Re: Amendment Requests – Ford Site Plan

Dear St. Paul Planning Commission,

The purpose of this letter is to advise you of our strong support of Ryan Companies plans for the Ford site and to encourage your consideration of the few reasonable amendments that Ryan has proposed to the Master Plan. The four amendments we support are as follows:

- 1) Lot 11 Rezoning –Rezoning from F2 to F1
  - This allows Single-Family, Duplexes, and Rowhomes to be placed on Lot 11, all of which are allowed on other parts of the site, just not on this lot
- 2) F3 Zoning Adjustments –Reduction in minimum height to 30' and FAR to 1.0
  - This allows Rowhomes to be placed in F3 zoned areas which are already allowed on nearby blocks – primary amendment is to build 10' shorter than the zone allows
- 3) Parking Adjustment - Change commercial parking maximum from 1 space per 400 square feet (1:400) to one space per 200 square feet (1:200)
  - This allows for adequate parking in the mixed-use district.
- 4) Roadway Adjustment at Hillcrest Ave.
  - Ryan is proposing to use the Ranger Way extension to split the potential Superblock (N/S) as opposed to Hillcrest (E/W).

The City planning effort the last decade has provided a great roadmap, and it has been rewarding to see Ryan embrace this roadmap and still actively engage in public outreach. We trust that their community and market knowledge will add the final positive touches to the City's grand vision.

This development, which represents the prospect of over 13,000 jobs for trades workers, a number who live in Saint Paul, is one of the most compelling in the region and we urge your support of Ryan and their proposed project plans.

In sincerity,

President, Minnesota Building & Construction Trades Council

cc:  
Mayor Melvin Carter  
Councilman Chris Tolbert  
St. Paul City Council  
Don Mullin, St. Paul Building Trades



# HIGHLAND VILLAGE APARTMENTS

---

845 Cleveland Avenue South • St. Paul, Minnesota 55116 • (651) 698-3897

January 15, 2019

Ms. Elizabeth Reveal, Chair  
Saint Paul Planning Commission  
City of Saint Paul  
1400 City Hall Annex  
25 Fourth Street West  
Saint Paul, Minnesota 55102

**Re: Highland Village Apartments;  
Ford Site Redevelopment**

Dear Chair Reveal:

Highland Village St Paul LLC, the owner of Highland Village Apartments, 845 Cleveland Avenue South, Saint Paul, Minnesota, appreciates the opportunity to make comment to proposed amendments submitted by Ryan Companies on October 10, 2018 to the Ford Site Zoning and Public Realm Master Plan ("Public Realm Plan").

We commend the City of Saint Paul for the years of extensive work that went into the development of the Public Realm Plan. We believe that the redevelopment of the Ford Site will be a vital positive addition to Highland Park and the City of Saint Paul as a whole. We strongly support the redevelopment.

We are also pleased that Ryan Companies is now the lead developer for the Ford Site redevelopment. We know that they are a strong and reputable company that will create a neighborhood that is an asset to all. We understand that modifications may need to be made to the Public Realm Plan to reflect economic feasibility and market demand.

While we do not have an opinion on most of the changes requested by Ryan Companies, we have comments on a couple of items that directly affect Highland Village Apartments.



## **BACKGROUND**

Highland Village Apartments consists of 258 apartments in 17 buildings on 13.8 acres. It is home to approximately 400 people. The buildings were completed in 1939 by Butler Construction, a long established and respected builder in Saint Paul. The apartments are of a quality and design that cannot economically be reproduced. All of the apartments have hardwood floors, French-paned windows, and plaster walls. It is a green and park-like place for our residents. Highland Village Apartments is located just south of the intersection of Ford Parkway and Cleveland Avenue. Adjoining the site are the Highland Crossing Shopping Center (north), Cleveland Avenue (east), the Ford Site (west), and the Saint Paul Public Housing building at 899 Cleveland Avenue (south).

Vehicle access to our property is through either Inner Drive, our internal private road, or Village Lane, a private road along the southerly boundary of our property. Village Lane is only 30 feet wide. It provides access to three of our buildings and the garages and parking on the westerly side of our property.

Highland Village Apartments is locally owned and managed. It is majority owned by three local families that have been partners since 1986. A minority interest is owned by two California families that have been involved since 1943. We are long-term owners committed to the on-going operation and preservation of the property.

### **PROPOSED FORD SITE ITEMS THAT IMPACT HIGHLAND VILLAGE APARTMENTS**

As long-term owners, we think that the Ford Site redevelopment will improve the neighborhood and provide access to enhanced amenities for the residents of Highland Village Apartments. However, we have the following concerns about proposed changes to the City-approved Public Realm Plan:

Public Realm Plan; Finn Street. The transportation design in the Public Realm Plan focused on integrating the road network within the Ford Site with the existing roadway layout in the surrounding neighborhood. This road network plan included construction of a Finn Street connection south from Ford Parkway to new east-west connections into the Ford Site. We support the construction of Finn Street along the western boundary of the Highland Village Apartments property, in accordance with the current Public Realm Plan. The construction of Finn Street will serve to tie the existing neighborhood and the new development together. Without Finn Street being constructed, access to the northeast corner of the Ford Site will be difficult for both pedestrians and vehicles. We appreciate that a Finn Street connection to Ford Parkway requires careful planning. Time is needed to successfully reposition the existing commercial properties there and to reorient the design in a manner that works for cars, pedestrians and bicyclists. Therefore, although a Finn Street connection is not needed immediately, it is essential to the long-term success of integrating the Ford Site into the existing commercial village, providing convenient access and design improvements that will increase the




usability and value of the area for the long term. Finn Street construction is appropriate at the time development of the northeast corner of the Ford Site commences.


Village Lane. We understand that Ryan Companies has proposed Village Lane, our private road, as an additional east-west public road between the Ford Site and Cleveland Avenue. As noted above, Village Lane is only 30 feet wide, which is insufficient for a public road right-of-way. As presently aligned, the northerly curb of Village Lane runs only 20 feet from our apartments. As a private road, the nearness of the road to the residential buildings is not an issue because the volume of traffic is very low. If an east-west public road were ever to be considered in this general location, an alignment would not be appropriate along the current location of Village Lane.

We look forward to future discussions with the City of Saint Paul and Ryan Companies regarding the placement and timing of Finn Street. Please contact us at (651) 698-3897 or [info@highlandvillagestpaul.com](mailto:info@highlandvillagestpaul.com) if you have any questions or need any further information.

Highland Village St Paul LLC

  
James J. Phelps  
Member

  
Jack Rice  
Member

  
Mark A. Otness  
Member

cc: Mayor Melvin Carter  
Councilmember Chris Tolbert  
Menaka Mohan, PED ✓  
Mike Richardson, PED  
Brian Alton

FordSitePlanning@ci.stpaul.mn.us

To whom it may concern:

As a home owner of 28 years at 1019 Colby Street located next door to the Ford Site I would like to weigh in on the (amendments proposed by Ryan Companies, Zoning File #18-117-067) before the January 25, 2019 Public Hearing.

I believe the proposed Ryan amendments have moved the Ford Site development in the right direction. — I ask that the City Planners support Ryan's amendments and respect their measured reason in requesting them. Ryan demonstrated not only their careful and professional expertise, but a willingness to **really listen** to the concerns of the community.

**Those admendments being:**

— **Changing zoning to lower density** and allow for a mix of single family homes along River Road. I also appreciate that there will be a better mix of housing varieties throughout the site. This allows for home ownership rather than building an insular site of rental properties. This will further create a more balanced community. And it will be integral in Ryan's vision to design a community that is in keeping with the existing one. I believe they will build with intention, blending new with old, being mindful of creating soft edges, that artfully expand Highland Village's charms to be inclusive, without destroying the strength of the existing community. They seem to truly understand that community is not just buildings and volume, but about mindfully creating a home for people and a place for them to come together in shared society. Which leads to the next point:

— **Saving 2 of the Ford Baseball fields** is a foundational piece of Highland Village's history. Its evident mentoring of youth in this area (for generations) extends far beyond this neighborhood. In times where it is clear to all of us that the need for mentoring our young is critical. These fields provide space for, dedicated parents, coaches and neighbors to teach, encourage, cheer on, and exercise the skills of teamwork, fair play, commitment, leadership, and the joy of playing. This is a very strong thread in the fabric of building and preserving a community.

— **Maximum building height limited to 6 stories** makes more economical sense for Ryan and again allows for the mindful design and preservation of this unusual and beautiful area. Henry Ford himself recognized this rare natural landscape, and worked mightily to create a beautifully designed factory who's footprint did not ruin the surrounding look of the neighborhood. I suggest we follow Henry Ford's lead and appreciate the natural wonder of our village, making it an exemplary design that honors the land and the people.

Additionally I appreciate Ryan for being diligent in monitoring and insisting on the complete clean up of the pollution. We are continuing to watch this, and the CP rail clean up— as the health of our community, The Mississippi, the greater Twin Cities (drinking water), Hidden Falls, and indeed our unusual National Park are in need of mending and our care. It affects ALL OF US now and generationally.

*Continued*

— **Ryan's plan for parking** is realistic and makes sense. The U.S. was built on/for cars. (Hence Ford.) And while we all agree we're in times that require a shift from this, it cannot be turned on a dime. Ryan takes this into consideration. They have allowed for transition in order to "shift" while being practical in supporting the retail business area without overloading the surrounding neighborhoods.

— **Ryan's proposal for less retail** this will keep traffic and congestion down. The retail that is built on the new site must be appropriate to the village needs. This is not a downtown area, nor a space for big box stores. (BTW: The new retail and hotel amenities soon to be built in downtown St. Paul will enliven a sleeping city center.) Density there is more appropriately placed. Downtown St. Paul should be the center not Highland Village.

I commend Ryan for diligently engaging the community and carefully listening. They have envisioned a thoughtful mixed use site by integrating a variety of housing throughout so as not to silo neighborhoods. They have created walk-ability, are preserving our mature trees, considering the natural water drainage with the water feature while creating shared spaces.

#### **Other concerns:**

— **Ford Rail Spur** while this is not on the table in this discussion, it will have great impact on this plan and on our neighborhood. I do not see how it can be separated from the planning. This is where I ask the city to stay in keeping with Ryan's vision of "soft edges" in the new development, so as to minimize the impact of rail running next to our homes from West 7th Street. Except for the pollution, Ford and CP rail were good neighbors. The trains were quiet and slow moving. There was no high-speed noise, and no people traveling next to our homes disturbing the tranquility of our yards and residential streets.

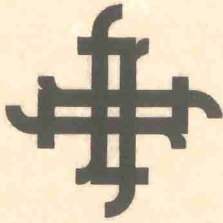
— **Further reduction in density** Due to the coming economic down turn and the lack of clarity defining what is meant by "affordable housing," I have had a consistent concern that we are over building the area and unnecessarily creating density that will lead to unsold, and unrented structures. I would argue that we need more green space and I would still like to see more reduction in building heights.

— **Stress on the existing an aged infrastructure** I am concerned that our aging infrastructure will not be able to handle the stress of building this new site and the disruption it could cause along with predicted global warming (much more rain in MN) resulting in major fiascos for the existing residents. (ie water main breaks, sewer back ups, electrical outages, internet disruption etc).

And with the density increase I am concerned whether we have studied the impact it will have on services, schools, trash collection, maintenance, utilities, fire, rescue and police.

All said, I feel Ryan demonstrates a thorough knowledge of the area and their business. They seem to have the skill and vision to create mindful design that is necessary in preserving this unusual and desirable area. I believe they will take care in helping us to enhance and preserve it for all, and for the generations to come. I ask the Planning Commission to support Ryan and their proposed amendments.

Sincerely,  
Pamela Moody-Ginther



**West 7th/Fort Road Federation**

974 West 7th Street  
Saint Paul, Minnesota 55102

651-298-5599  
FortRoadFederation.org

January 23, 2019

Saint Paul Planning Commission  
25 West Fourth Street, Suite 1400  
Saint Paul, MN 55102

Subject: Ford Spur Line related to Zoning File # 18-117-067

To: Saint Paul Planning Commission

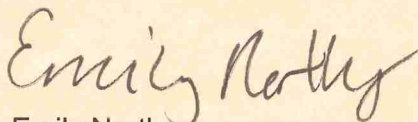
At its Annual Meeting in April, 2018, the West 7th / Fort Road Federation (District Council 9) passed a resolution (enclosed) that the Ford spur line be developed as a pedestrian and bike route solely, to provide safe pedestrian and bike options for West 7th residents.

More recently in January 2019, the Federation Board approved reiterating this position as the City of Saint Paul considers amendments to the Ford Site Zoning and Master Plan Amendments.

The Ford spur line crosses 14 residential streets between Jefferson Avenue and Victoria Park, traveling through the historic residential neighborhood. In many instances, the railroad line goes between people's backyards and between next door neighbors. If the line were to be used for anything other than pedestrian and bike options, it would be enormously disruptive to the neighborhood fabric and walkability of the area.

Thank you for the opportunity to submit comments on this significant development within Saint Paul.

Sincerely,



Emily Northey

Executive Director



# **Ford Spur Line Resolution**

West 7<sup>th</sup>/Fort Road Federation Annual Meeting

April 11, 2018

WHEREAS, W7 is a neighborhood surrounded and bisected by high speed and highly used traffic options; and

WHEREAS, W7 is a neighborhood with a diagonal grid orientation to the through and edge streets, with incomplete or isolated options for non motorized transportation; and

WHEREAS, Ford spur line links the Jefferson/High bridge bikeway, Schmidt brewery, Victoria park neighborhood and park and Kipps Glenn; and

WHEREAS, the Ford spur line crosses 14 residential streets between Jefferson and Victoria Park, traveling through the historic residential neighborhood; and

THEREFORE, BE IT RESOLVED that the Ford spur line be developed as a pedestrian and bike route solely, to provide safe pedestrian and bike options for West 7 residents.

January 24, 2019

Mike Richardson  
City of Saint Paul  
Dept. of Planning and Economic Development  
25 W. Fourth Street  
Saint Paul, MN 55102

Dear Mike;

On January 23<sup>rd</sup>, 2019, the Housing and Land Use Committee (“HLU”) of the Macalester-Groveland Community Council (“MGCC”) held a public meeting, at which it considered the proposed amendments to the *Ford Site Zoning and Public Realm Master Plan* (amendments proposed by Ryan Companies, Zoning File # 18-117-067). Tony Barranco, Senior Vice President of Real Estate Development with Ryan Companies, has appeared to discuss the project with the HLU on two separate occasions, appeared again to speak to the proposed amendments and to answer questions.

After speaking with the Tony Barranco, considering neighborhood feedback, consulting the Macalester-Groveland Long Range plan, and assessing the merits of the amendments, the HLU passed the following resolutions with a vote of 8-6, and 14-0, respectively:

1. **“The Macalester-Groveland Community Council supports Ryan Companies in all of its requests for amendments to the Ford Site master plan.”**
2. **“Whereas the Ryan Companies current plan for the Ford Site contains NO bus/transit stations and/or bus/transit routes nor does the layout incorporate residence and business access to transit,**

**And Whereas higher density, affordable housing residents require access to transit for employment and senior residents require access to transit for care,**

**And Whereas transit orientation guides 21<sup>st</sup> century development project, targeting key demographics young adults and retirees seeking a “less driving / less car dependent” lifestyle.**

**And Whereas, transit oriented development is consistent with the City of Saint Paul’s draft 2040 Comprehensive Plan,**

**Therefore, Be it resolved, that MGCC requests the City of Saint Paul and Ryan Companies engage Metro Transit in discussions to prioritize appropriate transit capacity within the site and to include routes sufficient for citywide connectivity throughout the site and to incorporate specific transit infrastructure in future site plans."**

If you have questions or concerns, please do not hesitate to contact me.

A handwritten signature in purple ink, reading "Britta Sherrill", is displayed on a light yellow rectangular background.

Britta Sherrill  
Program & Communications Coordinator  
Macalester-Groveland Community Council

cc (via email): Ward 3, City of Saint Paul  
Tony Barranco, Ryan Companies US Inc.  
Kathy Carruth, Highland District Council



January 24, 2019

Saint Paul Planning Commission  
25 West Fourth Street, Suite 1400  
Saint Paul, MN 55102

RE: Proposed Amendments to the Ford Site Zoning and Public Realm Master Plan

Dear Saint Paul Planning Commission:

Please accept these additional comments in response to the proposed amendments to the Ford Site Zoning and Public Realm Master Plan (amendments proposed by Ryan Companies, Zoning File # 18-117-067).

As mentioned in my January 4, 2019 letter, the Public Housing Agency of the City of Saint Paul (PHA) is a public body, corporate and politic, created by the Minnesota Legislature in 1977. It is governed by a seven-member Board of Commissioners, two of whom are public housing residents. The PHA is funded primarily by the Federal Government through annual budget appropriations to the Department of Housing and Urban Development. The PHA does not receive any funding from the City yet helps house over 21,000 of the City's low-income residents, many of whom are elderly and disabled. All residents of Public Housing meet income requirements set by HUD and do not pay more than 30% of their income to the PHA for rent. Relevant to this testimony, the 144 residents at Cleveland Hi-Rise are primarily elderly or people with disabilities. Their average income is \$14,074/year, or 21% of Area Median Income (AMI).

**First Question:**

The PHA and the Cleveland Hi-Rise Resident Council have now received proper notice of the proposed Ford Site Zoning and Master Plan Amendments and the January 25, 2019 Planning Commission public hearing. We thank Councilmember Chris Tolbert, PED Director Dr. Bruce Corrie and PED Planning Director Luis Pereira for this action. We expect the PHA and the residents' governing bodies will be notified of all future developments that may affect them.

**Will the City and Ryan commit to coming to Cleveland Hi-Rise to meet the residents, hear their concerns and answer their questions about these proposed changes before they are acted upon?** They live in the area that has been the topic of possibly the highest profile development debate in the history of Saint Paul. They deserve timely, accurate information. They deserve an opportunity to weigh in on what very well may change their backyard; where they garden, walk their dogs and greet their visitors. Simply posting proposals on various webpages does not meet people where they are, nor value communities affected by this change.

**Second Question:**

The PHA's remaining concern relates to the proposed east/west connection to Cleveland through Village Way. The PHA strongly opposes a plan wherein Village Way, which is currently a



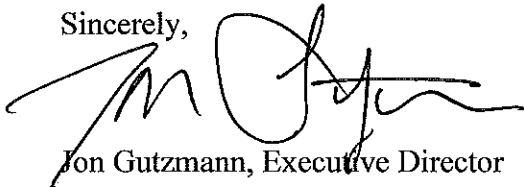
private road abutting the PHA property, becomes an east/west public thoroughfare. Village Way is directly next to a newly developed parking lot that is owned by the PHA and used by the residents of Cleveland Hi-Rise. The PHA developed this and other off-street parking on its property specifically to meet its residents' needs. Having nearby access to their vehicles or the vehicles of their caregivers is important to Cleveland Hi-Rise residents, the vast majority of whom are disabled and elderly. The private Village Way also runs along the PHA's tree-lined property that is used by residents for open and gardening space. The PHA opposes any alteration to this private road; any changes to the property that is abutting PHA property, and any action that may negatively impact the health, safety and lives of Cleveland Hi-Rise residents.

If you look at the photo of Village Way or any survey of this road, you can see that it isn't very wide. I believe the documents state it is 30 feet wide. To be a public street, the right-of-way would need to be almost double that width. As mentioned, the PHA abuts this private drive on one side and the Highland Village Apartments abut Village Way on the other side. **The question to Ryan Construction is "how does your company plan to widen the Village Way roadway without disturbing the PHA property?" To the City, the question is "why are City staff amenable to the proposal? What have you reviewed to convince you to be persuaded to allow this change? When can the PHA review documents supporting this change?"** (See Page 19, 2. of the November 13, 2018 memo from City Staff Menaka Mohan and Mike Richardson.)

Finally, I reference the "Highland Village St. Paul LLC's" submission dated January 15, 2019 and call the Planning Commission's attention to the fact that the only other property owner abutting this private drive also opposes Ryan's Village Way amendments. That should sound alarms to this Planning Commission and be sufficient for the City to move from being "amenable" to a Village Way public thoroughfare plan to being 100% opposed to it.

We appreciate being included in discussions regarding this development plan going forward. We will not, however, be able to support any plan that has a negative impact on the residents of the PHA. The PHA will stand with the Cleveland Hi-Rise residents to ensure that their health, safety, and the right to peaceful enjoyment of their home are not negatively impacted by the proposed Village Way amendments to the Ford Site Zoning and Public Realm Master Plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Gutzmann', written over a horizontal line.

Jon Gutzmann, Executive Director

Attachment: Photo of Village Way and Cleveland Hi-Rise

cc: Mayor Carter, Chair of the HRA Chris Tolbert, Dr. Bruce Corrie, Luis Pereira, PHA Board of Commissioners



Village Way looking east. Cleveland Hi-Rise to the right.

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1	11/19/2018	howard j miller	Submitted through online form	2018 highland pkwy, St. Paul, MN 55116	<p>I am a resident of Highland Park and own a house within three blocks of the Ford site. My wife and I were excited when we first heard that the Ford site was to be developed, hoping that our already wonderful assortment of shops and services would be augmented. The plans which the City eventually presented in their master plan dampened our enthusiasm considerably; it proposed putting 4,000 apartments and over 300,000 sq. ft. of commercial space in a relatively small area of our neighborhood, effectively doubling the population of that neighborhood in a small fraction of available space.</p> <p>The actual effect of such massive change would significantly increase traffic in the existing neighborhood, making currently uncomfortably crowded streets impassable during peak periods post-development. Highland Park, while currently served adequately by bus transit, would be under-served with the addition of so many people. There are no increases in transit identified in the plan (especially rail) and no new points of access to significant highways which would allow new commuters to access or leave the new development. The traffic study commissioned by the City projected significant increases in transit and bicycle usage, but all indicators are that alternative commuting is</p>

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					<p>declining. Even though bicycle lanes have been added to most arterial routes in the neighborhood, they are rarely utilized.</p> <p>For all of these and other reasons, the Ryan Co. has reduced the City's design to more reasonable levels (though still seen as excessive by many local residents). The PED and Planning Commission really need to let the experts do what they are being paid to do and prepare a more rational Ford site which will actually have paying residents and functioning businesses. The Highland District Council has provided its support to the Ryan proposal and most of those who previously opposed it have taken a cautious but positive stance. It is time for the City to listen to those who will pay for the infrastructure of this development.</p>
2	11/28/2018	Susan Miller	Submitted through online form	1800 Wordsworth Ave	Great plan by Ryan hope the city doesn't mess it up & Ryan backs out: confounded: Lived in Highland over 50 yrs I know how city works.
3	12/4/2018	L. Hickey	Submitted through online form	2015 Pinehurst Ave	
4	12/5/2018	Caitlin Magistad	Submitted through online form	1425 Ashland Ave	
5	12/6/2018	Angela Cesar	Submitted through online form	871 Wilder Street South	Overall, I am very pleased with the amendments proposed by Ryan Companies. I agree with the overall reduction of housing units in order to have the site blend more seamlessly into the



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					surrounding neighborhood. I like the idea of keeping the majority of units on Mississippi River Boulevard single family homes, but it may work just as well to have a mix of townhomes/row-houses to give more people a chance to live on the river. I agree with Ryan Companies' reduction in overall building height. I also agree with the attempt to keep the baseball fields. Overall, I like the changes made to the main water feature/storm water space. Last, I would like to give some other general hopes for the site. 1- I like the off street bike trail, I hope that bike and pedestrian traffic remain as the main vision for getting to/from and around in this space, and make safety and comfort for riders/walkers a top priority. 2- I hope for there to be many outdoor restaurant/bar options available; a rooftop with the view would be superb! 3- In the initial renderings of the green space, I see a lot of turf. If we want this site to be sustainable for the long term, let's make sure we have ample garden space. Are rain gardens a part of the storm water management plan? I believe that in order to create the most desirable urban space, we need to make room for a variety of plants in all public areas. Thanks for your consideration!
6	12/8/2018	Troy Ikeda	Submitted through online form	24 S Wheeler St Saint Paul	I wish Ryan didn't decrease the density of the site! Everyone deserves to be able to live along the Mississippi River, not just the wealthy people who can afford to purchase single family

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					homes. Add more density along the river, let more people live on the Ford Site!
7	12/13/2018	Linda Abbott	Ford Plant	669 So Howell St. St.Paul, MN	<p>To Whom it mat concern, Just wanted to let you know that I'm in favor of the 4 Proposed changes to the property and still would love to have Ryan Companies be the developer on this wonderful new development!!!</p> <p>Thanks!! Linda Abbott 669 So Howell St. St.Paul, MN</p>
8	12/13/2018	Jeanne White	Input to Ryan Cos proposed changes	1937 Hillcrest Ave St Paul, Mn 55116	<p>Dear Planning Commission, I support having Ryan Co. as the developer of the Ford Site. I also agree with the 4 must-have changes to the site plan. I have lived in Highland Park for 30 years on Beechwood Av and Hillcrest Av, and intend to stay in this wonderful community. Sincerely, Jeanne White 1937 Hillcrest Ave St Paul, Mn 55116</p>
9	12/13/2018	Jane Christensen	None	1876 Eleanor Ave	I have been studying the planning and attending meetings regarding development of the Ford site as a concerned Highland neighbor for years. I am pleased with the progress made to date, and especially thrilled that Ryan Companies (as

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					buyer/developer) is locally owned. I am encouraged by their taking into account the changes desired and concerns of neighbors. I am hopeful that the amendments made by the Highland District Council will be approved. The work of the HDC is most appreciated. The time spent by volunteers to make sure the development is well-suited to our neighborhood is noticed and appreciated. I believe it's been a thoughtful process and every possibility considered. Thank you for your work on this too! Sincerely, Jane Christensen
10	12/14/2018	Beth Friend	Concerns about the current plan for the Ford site	15 Orme Court	Dear Commission members. I am a Highland Park resident writing to say that many more revisions are needed to make a Ford site plan that is healthy and truly viable for the Highland community. I urge the following: <ul style="list-style-type: none"><li>• Further reduction in density</li><li>• Further reduction in building heights</li><li>• Pursuit of an independent and thorough traffic study that takes into consideration existing traffic problems in Highland and surrounding neighborhoods</li><li>• Pursuit of a thorough study of stress on local infrastructure and services including fire protection, police, schools, trash collection, deliveries, maintenance, etc.</li><li>• Increase in provision for open recreational fields. City documents reveal that Highland</li></ul>

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					<p>already has a desperate shortage of recreational fields and green space which will be magnified by the addition of thousands of new residents.</p> <ul style="list-style-type: none"><li>• Complete clean up of pollution at Area C and CP Rail properties.</li></ul> <p>What happens at the Ford site will impact Highland neighborhoods for generations to come. Please revise the plan to preserve a safe and viable community for all of us.</p> <p>Sincerely,</p> <p>Beth Friend 15 Orme Court St. Paul, MN 55116</p>
11	12/14/2018	Judith Connell	Density		<p>Dear City Council Members,</p> <p>I support the Ryan Companies efforts to make the Ford Site Development better suited to the needs of my community. Many of us feel you have not considered our concerns about the problems in infrastructure and traffic density which will result from this "city" in the Highland Park area. I support public transportation and affordable housing, however, the planned density will make the area unlivable for the new residents, too. We will be hemmed in here by the river and the lack of public transit options other than buses.</p> <p>Ideas that look good on paper don't always translate well into practice. This is not Europe and we do not have their great infrastructure support. People will want places to park their</p>



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					electric cars and charging stations. In this climate, you can not put 10,000 new residents on bikes. The resources in Highland are already stretched thin. People can't walk to everything, either. Consider how you will attract these new residents when they face the reality of what this new development will require of them. Hope you are not building something unsustainable. Sincerely, Judith Connell Highland Park resident
12	12/14/2018	Susan Crosby	Ford Plant development input	575 Montrose Lane St. Paul, MN 55116	<p>Dear Ford Plant Planning Commission,</p> <p>I have heard that you are welcoming community input on the Ryan Companies Proposal, so I would like to share mine.</p> <p>As a community member and homeowner who lives about 7 blocks North of the Ford Plant, on Montrose Lane, I strongly urge you to consider the following:</p> <ul style="list-style-type: none"><li>• A greater reduction in density, with a maximum of 2,000 housing units.</li><li>• Making sure than a far more thorough and complete independent traffic study is done that looks at traffic impact going all the way to where Cretin Ave. exits off of I-94. That exit is already very congesting at rush hour and will certainly be impacted by development at the Ford Plant site.</li><li>• Further reduction in building height maximum</li></ul>

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					<p>to 4 stories.</p> <ul style="list-style-type: none"> <li>• Commissioning a thorough independent study of stress of local infrastructure includes fire, police, schools, trash, deliveries, maintenance, etc.</li> <li>• Increase the allotment of local open recreation areas and greenspace within Highland. Why does Minneapolis have so much more land dedicated to this than St. Paul?</li> <li>• Complete clean up of pollution at Area C and CP Rail properties.</li> <li>• Making sure that construction pollution is continuously monitored by the city or state during all stages of construction.</li> </ul> <p>I like many of Ryan's ideas, and as they are market driven I assume they are the experts on what the market wants. I hope this Planning Commission takes their market-based input very seriously.</p> <p>Sincerely, Susan Crosby</p> <p>575 Montrose Lane St. Paul, MN 55116 -- Susan Libbey Crosby, MEd., LPC Executive VP, PainCare, LLC, Navio Health</p>
13	12/14/2018	Peter D. Engel	Ford Plant Plan		<p>To The Commission</p> <p>I am in full support of the changes proposed by the Ryan Companies for the Ford site. Reduced</p>

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					<p>density is a must for this already high density location. There simply isn't enough transportation capacity (main arterial roads) to handle the density the City proposes. Furthermore the additional parking proposed by Ryan is a necessity for successful retail and office space. Ryan knows better than the City planners the parking requirements to make retail work. One only need look at the problems on University Avenue with the elimination of street parking for light rail. The City's actions to allow parking for limited hours after the fact speaks to this point. The coming parking debacle for the Allianz Soccer site will further reinforce the lack of reality planning by the City. People drive cars. Biking isn't an option.</p> <p>Finally Ryan's plan includes maintaining two of the three Highland Little League fields is a no-brainer. The City's Park and Recreations long term plans site the need for more athletic fields throughout the City. The City's original plan for the Ford site elimination of the three fields was mis-directed. Please correct this oversight.</p> <p>Please listen to the developer and the neighborhood and grant Ryan's requests.</p> <p>-- Peter D. Engel</p>

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14	12/14/2018	Jerry Blume	Ford site		I am very impressed that Ryan company Has a much more commonsense approach than Ford and the city of Saint Paul. It is not just about taxes but making the area very livable. Again I am proud of you. Jeremiah ofs
15	12/14/2018	Barb Fleig	Ford site plans	601 Fairview Ave S	<p>Members of the planning team:  I am writing to express my support for LESS density and lower building heights for the proposed Ford development As a home owner and tax payer for 35 years I DO NOT want the neighborhood ruined with density likened to Manhattan. The traffic is already challenging. High rises belong in the city, NOT the neighborhoods especially along the river. Before he was mayor, Mr Carter didn't think it was a good idea for his neighborhood either. Using any TIF money for this development of prime real estate is unacceptable. My taxes just went up 9.5%. My pension went up zero percent.  I'm all for affordable housing and I don't care if our new neighbors are pink purple or green. They deserve less density too. Ryan's proposed changes are in the right direction. Please lower the density and raise the green space.</p> <p>Barb Fleig</p> <p>Sent from my iPhone</p>



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16	12/14/2018	Becky Kerkow	Highland Business Association Support for Ryan Company Proposed Changes	2024 Ford Parkway	<p>Dear Interested Parties,</p> <p>I'm informing you on behalf of the Highland Business Association we support Ryan's purposed amendments to the Ford site zoning and public realm master plan requested on October 10th 2018.</p> <p>We support Ryan's vision for the development of the Ford site. Ryan Companies has supported the Highland Business Association and neighborhood for many years. We trust in their expertise and their vision that these changes are required to make the project successful.</p> <p>We would like to specifically comment on the changes to the floor area ratio, required land use mix requirement's, and parking requirements. Because of our knowledge and years of business and customer experience we understand the importance of safe and sufficient amount of parking for businesses to be successful. As a result we would like to highlight our support to the zoning changings.</p> <p>Best Regards,</p> <p>Becky Kerkow Preisident of The Highland Business Association.</p> <p>PEARLE VISION Highland Park</p>

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					<p>2024 Ford Parkway St Paul, Mn 55116 651-698-2020</p> <p>Pearlevisionhighland.com Dear Interested Parties,</p> <p>I'm informing you on behalf of the Highland Business Association we support Ryan's purposed amendments to the Ford site zoning and public realm master plan requested on October 10th 2018.</p> <p>We support Ryan's vision for the development of the Ford site. Ryan Companies has supported the Highland Business Association and neighborhood for many years. We trust in their expertise and their vision that these changes are required to make the project successful.</p> <p>We would like to specifically comment on the changes to the floor area ratio, required land use mix requirement's, and parking requirements. Because of our knowledge and years of business and customer experience we understand the importance of safe and sufficient amount of parking for businesses to be successful. As a result we would like to highlight our support to the zoning changings.</p> <p>Best Regards,</p>

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					<p>Becky Kerkow President of The Highland Business Association.</p> <p>PEARLE VISION Highland Park 2024 Ford Parkway St Paul, Mn 55116 651-698-2020</p> <p>Pearlevisionhighland.com</p>
17	12/14/2018	Char Mason	Please approve the Ryan amendments to the Ford Master Plan	695 Mount Curve Blvd	<p>Dear Planning Commission, Please approve the sensible amendments being suggested by Ryan Companies for the Ford Master Plan. Ryan's slight modifications are based on:</p> <ul style="list-style-type: none"> <li>• More current market conditions</li> <li>• What lenders will be asking for</li> <li>• What they know will work based on their vast experience in development</li> <li>• What people (including neighbors) and buyers want</li> </ul> <p>Ryan has clearly said that they need these changes to move forward as the buyer for the site and they will back out if not approved. It would be foolish to risk losing this reputable, local partner in this project by not approving these reasonable amendments. Waiting for another buyer could risk years of stagnation. The Highland District Council has already voted to approve the amendments. Please do the right thing and vote to approve as well.</p>

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					Thank you, Char Mason
18	12/14/2018	Jane Burd	Ryan Companies	740 Mississippi River Blvd. Apt.21D St.Paul, MN 55116	I have read the four amendments that the Ryan Companies is proposing and am in full agreement with them. I have lived in Highland Park for thirty years, sent three children to neighborhood schools and would like to buy a town home at some point at the Ford plant. Ryan Companies has a stellar reputation and has worked diligently to listen to different viewpoints and needs. I would like to stay in Highland Park but what happens at the Ford plant, and the company that develops it, will be crucial in that decision, please support these amendments. Thank-you for your time and consideration. Jane Burd 740 Mississippi River Blvd. Apt.21D St.Paul, MN 55116
19	12/14/2018	Richard A Fahel	Ryan Properties Proposal	1071 Cleveland Ave S	I am writing to express my solidarity with NEIGHBORS FOR A LIVABLE SAINT PAUL regarding Ryan Company's proposals for the Ford Site  I believe that many more revisions are needed to create a plan that is compatible with the following:  <ul style="list-style-type: none"> <li>• Further reduction in density</li> <li>• Further reduction in building heights</li> <li>• Pursuit of an independent and thorough traffic study that takes into consideration existing</li> </ul>



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					<p>traffic problems in Highland and surrounding neighborhoods</p> <ul style="list-style-type: none"> <li>• Pursuit of a thorough study of stress on local infrastructure and services including fire protection, police, schools, trash collection, deliveries, maintenance, etc.</li> <li>• Increase in provision for open recreational fields. City documents reveal that Highland already has a desperate shortage of recreational fields and green space which will be magnified by the addition of thousands of new residents.</li> </ul> <p>Richard Fahel 1071 Cleveland Ave S St Paul, 55116</p>
20	12/14/2018	Thomas Romens	Ryan's Ford site plan	670 Mississippi River Blvd. South	<p>I have been to at least a half dozen meetings regarding the Ford site plan over the past two years, including 4 meetings held by Ryan. The plan they proposed to the Highland Council was an excellent compromise plan, one I fully support. Members of the Planning Commission should take into account that the positives that will come with the plan will benefit all of St. Paul. The negatives impacts of the plan, increased density and traffic, will only be felt by those who live nearby. Ryan has done a good job listening to the concerns of Highland Park residents - those most affected by the plan.</p> <p>I live on Mississippi River Blvd., two blocks north of the Ford site. I will definitely feel some of the negative impacts of the development as some</p>

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					southbound Cretin traffic will bail to Mississippi River Blvd. with the stops light and narrowing of Cretin south of Grand Ave.  Thomas Romens 670 Mississippi River Blvd. South
21	12/17/2018	Pamela Nielsen	Ryan Company Plan	2265 Youngman Avenue	I am in favor of what the Ryan Company has proposed, not the City plan. The City plan has too much density, not enough provisions for vehicle parking for homeowners, their guests, or visitors to whatever business wind up being located in that proposed neighborhood, among other equally important issues. Furthermore, the height of most high-rise buildings is too high and the number of units per building too high. There needs to be more open space for homeowners, visitors, and the neighborhood in general. That being said, any affordable housing built should be constructed right along the high and mid-range properties, not segregated in separate areas. One of the problems with the real estate industry, city and county planners, and others involved in this has been, and continues to be, is the development of all neighborhoods segregated by education and income. It was a horrid idea and continues to be a horrid idea.  As you can see, I am not in favor of the City of Saint Paul's plan for the Ford property. I have a deep connection to that place as my Grandfather worked for Ford at that location

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					<p>from its opening in 1924 until he retired in 1960. I still grieve the loss of that plant and the many jobs it provided to so many families. You would do well to listen better to the neighbors telling you of their opposition to your plan and accept the Ryan Company's plan.</p> <p>Pamela Nielsen 2265 Youngman Avenue St. Paul, MN 55116 651-738-0272</p>
22	12/26/2018	Paul Mason	Re: Support for Ryan Companies Proposed Amendments for the Ford Site	695 Mount Curve Blvd.	<p>To the St. Paul Planning Commission,</p> <p>Please approve the Ryan Companies proposed amendments for the Ford Site project. The amendments make a great deal of sense seeing as they are based on:</p> <ol style="list-style-type: none"> <li>1. Current and projected real estate market conditions for both retail and residential</li> <li>2. Amendments allow Ryan to obtain the bank financing to initiate the project; all developers would face similar financing obstacles</li> <li>3. Amendments reflect what retailers, buyers and renters want and will be looking for in a large development such as the Ford Site</li> <li>4. Amendments will ensure the project is successful for the City of St. Paul, the residences and retailers in the Ford Site development and Ryan Companies as well</li> </ol>

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					<p>It is important for the Commission to trust Ryan Companies, a very well respected and local developer, to know what they are talking about and allow them to proceed with the project with these slight plan modifications. As a local developer, with many family members living in the 55116 and 55105 zip codes, Ryan will be invested in making sure the project is wildly successful.</p> <p>Should the amendments not be approved, Ryan has made it clear the project is no longer viable and they will pull out of the project altogether. This would be a mistake for three reasons:</p> <ol style="list-style-type: none"><li>1. The entire project would be unnecessarily delayed further due to Ford needing to locate a new buyer/developer who would then need to go through the same site assessment work already completed by Ryan Companies</li><li>2. The new buyer/developer may not be local and therefore not genuinely invested in the city and the community well-being</li><li>3. The new buyer/developer will face the same financing hurdles from lenders if they don't allow for necessities like enough parking for business and retail as one example, and the Commission will likely see similar amendments proposals all over again</li></ol> <p>Know that I am a Mount Curve resident and can</p>



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					<p>literally see the Ford Site from my house. While initially opposed to the original Ford Site plan, Ryan has done a tremendous job of listening to resident concerns and has worked extremely hard to come up with ways of staying true to the original site concept while making modifications that will allow this project to be something the City of St. Paul can truly be proud of going forward.</p> <p>Please approve the proposed amendments put forth by Ryan Companies. It is time for this project to begin.</p> <p>Paul Mason 695 Mount Curve Blvd. St. Paul, MN 55116 pmason695@gmail.com</p> <p>Paul Mason The Sherwin-Williams Company HR Director, Global Coil Coatings &amp; Minneapolis Campus 1101 South 3rd Street Minneapolis, MN 55415</p>
23	12/28/2018	Tony Giuliani	Fwd: Community Feedback Prior to Planning Commission Vote	2154 Pinehurst Ave St. Paul, MN. 55116	St. Paul Planning Commission, As you prepare for your Ryan Companies Amendment Vote in January, I thought you might want to hear from a life long resident (over 40 years) Highland Park. We appreciate the hard work and effort of the Ryan Companies to work with the community through multiple

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					<p>open forum sessions to come up with a plan that is balanced. While no one will get everything they want, Ryan has done a tremendous job ensuring all those within the community get something they like.....higher density but not too high, multiple types of housing options, a good use of retail space and keeping some of the ball fields. It would be a shame to let all this hard work and dedication go to waste to start this process over with a company that doesn't "get it." 15 years of waiting and debating has been long enough; Lets turn the page on the debate and move this balanced plan forward so we can start to see Ryan's vision come to shape.</p> <p>Tony Giuliani 2154 Pinehurst Ave St. Paul, MN. 55116</p>
24	12/28/2018	Tony Giuliani	Submitted through online form	PINEHURST AVE	<p>St. Paul Planning Commission,</p> <p>As you prepare for your Ryan Companies Amendment Vote in January, I thought you might want to hear from a life long resident (over 40 years) Highland Park. We appreciate the hard work and effort of the Ryan Companies to work with the community through multiple open forum sessions to come up with a plan that is balanced. While no one will get everything they want, Ryan has done a</p>

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25	12/29/2018	Andy, Kate, Hugh & Amelia Burda	Ford Site - Support the Baseball Fields!	2196 Berkeley Ave Saint Paul, MN 55105 651-308-6040	<p>Hello-</p> <p>We wanted to voice our support and gratitude related to the approach Ryan Companies is taking with the development of the Ford site. Specifically, related to the vote coming up in 1/25 on the proposed amendments to the site plan, and retaining two out of the three Highland Ball baseball fields.</p> <p>We are long time Saint Paul residents, in addition to having a family legacy that spans several generations of Saint Paul proper residents. We have voiced extreme concern over the development. On several occasions we have had people say the development plan does not matter because many of the changes won't happen for years and most of us won't be here anymore. That mind set leaves us speechless. We care what happens in the city now and well</p>

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					<p>into the future. Our own children have voiced their own concerns around the idea that if they live here when they grow up they want the city to offer their kids what they were able to experience.</p> <p>The ball fields have been a fabric of our community for a long time and we believe it is imperative to continue that legacy. Our family and many others would be devastated to lose those baseball fields. We support the approach Ryan Companies has taken on the redevelopment. Specifically, their collaboration and thoughtfulness in including preservation of two of the ball fields in their plan.</p> <p>Thank you!</p> <p>Andy, Kate, Hugh &amp; Amelia Burda 2196 Berkeley Ave Saint Paul, MN 55105 651-308-6040</p>
26	12/29/2018	Jim Jeffery	Submitted through online form	2019 Pinehurst	I am in favor of the Ryan Company plan. It is a good use of the land and will benefit the nearby population and the City as a whole. In particular I like the keeping of Ford Fields. The fields are a real asset for the community and are pleasant to look at as well!
27	12/29/2018	andrea backes	Submitted through online form	2019 Pinehurst Avenue, Saint Paul, MN 55116	I'm writing to support the approach Ryan Companies has taken on the redevelopment, specifically, their collaboration and thoughtfulness in including preservation of two



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					of the Ford ball fields in their plan. The ball fields are a hallmark of this community and create the small town feel that goes missing once many developers take over. I can see future generations lauding the approach of the planners who saw a chance to preserve an important part of a community- and did so.
28	12/29/2018	Rebecca Foss	Submitted through online form	275 Howell street South	
29	12/29/2018	Andrew and Kate Burda	Submitted through online form	2196 Berkeley Ave, Saint Paul, MN 55105	<p>Hello-</p> <p>We wanted to voice our support and gratitude related to the approach Ryan Companies is taking with the development of the Ford site. Specifically, related to the vote coming up in 1/25 on the proposed amendments to the site plan, and retaining two out of the three Highland Ball baseball fields.</p> <p>We are long time Saint Paul residents, in addition to having a family legacy that spans several generations of Saint Paul proper residents. We have voiced extreme concern over the development. On several occasions we have had people say the development plan does not matter because many of the changes won't happen for years and most of us won't be here anymore. That mind set</p>

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					<p>leaves us speechless. We care what happens in the city now and well into the future. Our own children have voiced their own concerns around the idea that if they live here when they grow up they want the city to offer their kids what they were able to experience.</p> <p>The ball fields have been a fabric of our community for a long time and we believe it is imperative to continue that legacy. Our family and many others would be devastated to lose those baseball fields. We support the approach Ryan Companies has taken on the redevelopment. Specifically, their collaboration and thoughtfulness in including preservation of two of the ball fields in their plan.</p> <p>Andy, Kate, Hugh &amp; Amelia Burda</p> <p>2196 Berkeley Ave</p> <p>Saint Paul, MN 55105</p> <p>651-308-6040</p>
30	12/30/2018	Christine Walsh	comments on Ford Site development	1575 Edgcumbe Rd	<p>Dear Ryan Companies,</p> <p>I have peripherally watched the events to this</p>

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					<p>point.</p> <p>The neighbors I speak with are concerned about high density, building height and congestion. There is diminishing trust with the City Council and Highland District Council but a cautious optimism about Ryan Companies and decisions that will be made.</p> <p>My hope is that the area can be developed in a way that keeps our Village special with local businesses and housing for a variety of price points. Recreation and green space are important for a calm feeling too.</p> <p>I am concerned about the pollution that remains, especially in area C.</p> <p>Thank you for considering.</p> <p>Sincerely,</p> <p>Christine Walsh 1575 Edgcumbe Rd</p>
31	12/31/2018	Andrew Tessier	Support for Ryan Companies' proposed amendments to the Ford site plan	1004 Saint Paul Avenue, Saint Paul, MN, 55116	<p>Seasons Greetings,</p> <p>Please consider this email a show of support for Ryan Companies' proposed amendments to the Ford site plan. In particular, their collaboration and thoughtfulness in including preservation of two of the three Highland Ball baseball fields in their plan. Our family strongly believes Ryan Companies' plans are well considered and in the</p>

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					<p>best interest of our community.</p> <p>We have lived up the street from the Highland Ball (Ford Field) fields for 20 years. We value the energy the fields bring to our neighborhood, the opportunity for children in our community to continue to play baseball in Saint Paul, and the opportunity for our son Gabe to continue to play Highland Ball at the field making friends and memories each Summer in Highland Park.</p> <p>Thank you for your consideration and Happy New Year.</p> <p>Meredith and Andrew Tessier 1004 Saint Paul Avenue, Saint Paul, MN, 55116</p>
32	1/1/2019	Christiaan & Nicole Engstrom	Ford Development: Highland Ball	745 Victoria St S St. Paul, MN 55102	<p>I am sending this email to support the approach Ryan Companies has taken on the redevelopment of the Ford site. Specifically, I've been impressed with their collaboration and thoughtfulness in including the preservation of two of the Highland Ball fields in their plan.</p> <p>This is a beautiful build site with incredible potential. My wife and I are business owners in Highland Park, and plan to continue to build our family in this community. We have two sons (14 &amp; 11) with another on the way any day. The older two have had an amazing time at these fields. We can't wait for our third son to</p>

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					<p>experience the summer in St. Paul the same way.</p> <p>Thank you for listening to my comments.</p> <p>Christiaan &amp; Nicole Engstrom 745 Victoria St S St. Paul, MN 55102 (651) 329-7747 mobile</p>
33	1/1/2019	Christiaan Engstrom	Submitted through online form	745 Victoria St S	I am writing you in support of this development and encourage you to support the portion of the plan that invests in the baseball fields. Thank you!
34	1/2/2019	Tim & Judy Giulian	comments on Ford Site redevelopment plan	2087 Pinehurst ave. ,St.Paul.	<p>To Whom it may concern: As life long residents (71 years) of Highland Park we would like to add our voices to those who firmly believe that the Ryan Companies (Ryan) is the best developer the City of St.Paul could have chosen to work with on the redevelopment of the Ford here in Highland Park.They have demonstrated through various neighborhood meetings where Ryan solicited input &amp; feedback from the neighbors &amp; businesses alike to come up with a excellent plan for the site.Ryan is experienced in this area &amp; are very knowledgeable regarding the local real estate markets (both residential &amp; commercial) which in our opinion is paramount in designing a successful project. Ryan is a proven developer with a long list of successes . Any recommendations for changes to the City's preliminary plan made by Ryan should be carefully &amp; seriously considered.In the long run</p>



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					it is our belief that Ryan will be there through the ups & downs that will surely come with a project of this size & will realize a project that will result in a terrific neighborhood both for it's residents & businesses & be a very desirable place to live & work. It is also our belief that the preservation of the Little League fields is a critical element to the livability & desirability of this community now & in the future. We are looking forward to learning more about the on-going redevelopment plan and it's final conclusion . Good luck & Happy New Year! Respectfully, Tim & Judy Giuliani, 2087 Pinehurst ave. ,St.Paul. Phone : 651-690-3646
35	1/2/2019	Scott and Rachel Andresen	Ford Site Development - Support for Ryan Plan	1737 Bayard Avenue St. Paul, MN 55116	<p>St. Paul Planning Commission,</p> <p>We are writing to ask you to support Ryan Companies' plan for development of the Ford Site, including its proposed amendments to the Master Plan. Our family has lived in the St. Paul Highland Park neighborhood since 2005. Our children attend school and Rachel works at Highland Catholic; we play sports on our local fields; and we shop at our local stores, so we are in the area impacted by the development nearly every day.</p> <p>As a family who lives, works, and plays in the Highland neighborhood, we believe that Ryan's vision for the Ford Site has the perfect mix of housing, commercial space, and recreational land that will blend into the existing</p>

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					<p>neighborhood and, at the same time, create a new vibrancy that enhances St. Paul's standing as one of the most livable cities in the country. City planners did a tremendous job of listening to residents and employing their own visionary resources to create the Master Plan. Likewise, Ryan has done an excellent job of seeking feedback from residents and conducting its own due diligence to determine the best course for development within the parameters of the Master Plan. Ryan's request for a few minor amendments to the Master Plan should not be cause for concern. In fact, it shows Ryan's commitment to the success of the project.</p> <p>Ryan's proposed amendments are reasonable. Ryan has created successful developments all across the country. If Ryan suggests that adjusting housing types in a couple locations will help kick-start the development, or that more parking is essential to build a thriving commercial district within the Ford Site, the City should trust that Ryan has the best interests of its home-town community at heart and approve these minor amendments. Likewise, the City should accept Ryan's judgment that removal of the Hillcrest right-of-way is necessary to preserve existing businesses and support the new development.</p> <p>Redevelopment of the Ford Site presents a dream opportunity for the City of St. Paul and</p>

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					<p>the Highland neighborhood. From our perspective, the City could not find a better partner in that endeavor than Ryan, a local company with a national reputation for building strong communities. Rejecting Ryan's proposed amendments to the Master Plan would be a huge step backwards, as it would no doubt end that partnership and require the City, and the neighborhood, to start over with a new developer (who would likely request all of the same amendments). We urge you to move the project forward and approve Ryan's reasonable adjustments to the Master Plan. It's time to make this dream a reality.</p> <p>Thank you for all of your hard work, and for your consideration.</p> <p>Sincerely,</p> <p>Scott and Rachel Andresen 1737 Bayard Avenue St. Paul, MN 55116</p>
36	1/2/2019	Amy Murphy	Ford Site Development Update - Ryan Companies is doing everything RIGHT	1770 Bayard Avenue	<p>Ford Site Planning Commission, Ryan Companies is doing everything right. They are a local company with employees living and vested in the Highland Community.</p> <p>Ryan has thoughtfully presented at public forums. These well attended meetings were clearly communicated to the public. The turnout was impressive!</p>

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					<p>Ryan recognizes the unique needs of Highland. Highland is a long standing, and highly engaged, community that has shown overwhelming support to Ryan Construction. And, this is why:</p> <ol style="list-style-type: none"> <li>1. Ryan has done extensive research on traffic patterns.</li> <li>2. Ryan isn't going to over populate, or over build, on the development site.</li> <li>3. Ryan supports building design that aligns with other homes/buildings in the community.</li> <li>4. Ryan actively seeks public opinion.</li> <li>5. Ryan knows that people, families, 1st, 2nd, 3rd, 4th and 5th generation St. Paulites love this community and want to stay in Highland.</li> <li>6. Ryan's plan factors housing and recreational needs for all generations. This includes ball fields.</li> <li>7. Multi-generational living makes for a richer culture. Sports, including baseball and softball, are deeply loved in our community.</li> </ol> <p>Thank you for your consideration. I support Ryan Construction. I support Highland Ball. Let's keep the ball fields in Highland!</p> <p>Amy Murphy</p>
37	1/2/2019	Andrew Zimney	Submitted through online form	1703 Bohland Ave., St. Paul, MN 55116	The Ford Baseball Fields have been a long-treasured resource in this community and invaluable part of our family experience. Those fields have provided life-changing experiences for our son and we hope they continue to provide a

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					place for him and future generations to learn valuable lessons about life, community, and pereserverance. PLEASE KEEP THE BASEBALL FIELDS!
38	1/2/2019	Matt Sargent	Submitted through online form	1360 Edgcumbe Rd.	I support the collaboration and thoughtfulness in including preservation of two of the ball fields.
39	1/2/2019	Brooke Evans	Submitted through online form	1776 Ashland Ave	We NEED to allow Ryan Companies approach to redevelopment of the Ford Fields, specifically around the preservation of 2 of the ballfields for children. St Paul cannot have no ball fields for children!
40	1/2/2019	Mary Haugh Wood	Submitted through online form	3344 47th Ave S	Thank you to the city and to Ryan Companies for the consideration and thoughtfulness given to preserving green spaces and ball fields for the community, specifically youth, to use. We appreciate the support given to the hundreds of kids who use the spaces - and to those who will in the future.
41	1/3/2019	Greg Shipp	Submitted through online form	819 Holly Ave	In an age of digital solitude and video games, the Highland Little League fields are a true source of community run by volunteers and supported by families. From an athletic standpoint, the city parks program does not offer the competitive level of baseball common in the metro area. These fields are nurtured and maintained to provide the level of quality and safety necessary.



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					<p>Thank you for your consideration. It is wonderful to see these ball fields are part of the vision. Please ensure it remains so.</p> <p>Regards,</p> <p>Greg Shipp</p>
42	1/5/2019	Jamie Stolpestad	Submitted through online form	842 Raymond Avenue, St Paul, MN 55114	<p>Menaka and Mike, good work on the very thorough and thoughtful responses and recommendations on the very detailed plan. I strongly support the staff's recommendations. However, sustainable practices and techniques for the development remain vague. I hope there might be more work and transparency on how the site will be developed, more details on the SB2030 standards, and how the overall site development will comport with the city's Climate Action Plan. It seems the Ryan plan, to achieve the broader city goals, needs more work related to electric car / car sharing programs, bike share, electric scooters and public transportation / linkage topics. Said differently, land use topics seem to be planned out of context to the mobility system.</p>
43	1/6/2019	Erick Mortenson	Ford Plan / Ford baseball fields support	1959 Norfolk Ave, St Paul, MN 55116	<p>I wanted to take a moment to support the approach that the Ryan companies have taken regarding the redevelopment of the Ford site, and specifically the preservation of the 2 baseball fields on Cleveland and Montreal.</p>

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					<p>I live in the neighborhood and have a 10-year-old son who plays at the Ford fields, and can verify that the baseball fields bring a lot of joy and a strong sense of community to the area. This impacts a lot of people in a positive way.</p> <p>Thank you, Erick Mortenson 1959 Norfolk Ave, St Paul, MN 55116</p>
44	1/6/2019	Rebecca Kremer	Submitted through online form	2228 RUBY RD, Hudson, WI 54016	
45	1/7/2019	Jim Jeffery	baseball		Please include baseball in the Ford site plan. Thanks. Jim Jeffery. I live close to the development.
46	1/7/2019	Brigid and Jeremy Ling	Ford Fields	1152 Laurel Avenue	<p>Hello-</p> <p>Thanks for the opportunity to show our support for the plan that Ryan Companies has shown for redeveloping the Ford Fields. Our three sons have enjoyed/are currently enjoying playing Little League at these fields. These fields are a place for teamwork, sportsmanship, and leadership, as well as a home for lessons on winning and learning, lessons on watching for cars in a parking lot, lessons on and budgeting a summer allowance for treats at concession stands. It's a safe meeting place for baseball players, younger and older siblings, parents, grandparents, aunts, uncles, and friends who want to cheer on their little and not-so-little baseballers. Please do continue to collaborate</p>

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					with your neighbors and stakeholders at this field as you continue to make plans for redevelopment.  Thank you! Brigid and Jeremy Ling
47	1/7/2019	Sarah Aamodt	Ford Fields		To Whom It May Concern,  My understanding is that there will be consideration made for the Highland Little League Fields. I want to applaud those involved in this decision and plead that space be made available for this St. Paul institution. My son has played ball there for years and It's a slice of Americana being at those ball fields. The families all get to know each other during the season and those friendships build a stronger community. There is no other place like it in the twin cities and it would be a grave mistake to bring a close to this valuable part of our community. Please make sure to save some space for the Highland Little Fields in the new Ford Plan!  My sincere thanks! ~ Sarah Aamodt St. Paul Resident
48	1/7/2019	Paul Middleton	Ford Site Development - Saint Paul, MN	1971 Palace Avenue St. Paul, MN 55105 651-690-9583	To Ford Site Planning, I would like to convey my support of the approach that Ryan Companies has taken on the redevelopment of the Ford Site. Specifically, their collaboration and thoughtfulness in

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					<p>including preservation of two of the ball fields in their plan.</p> <p>As a citizen of St. Paul and a longtime volunteer at the Ford Ballfields I think the fields provide an invaluable resource for our city. From young kids playing on the fields to the fans (young and old) coming together to watch youth sports. To eliminate the fields would be a tremendous mistake. Again, I am very pleased in Ryan Companies approach and efforts with the Ford Site.</p> <p>Respectfully,  Paul Middleton  1971 Palace Avenue  St. Paul, MN 55105  651-690-9583</p>
49	1/7/2019	Tom Rosenberg	highland baseball fields		<p>To Whom it concerns:</p> <p>The Highland Ball baseball fields used by thousand of kids over the decades are and have been an important part of life for so many in this area of Saint Paul. Preserving them as part of the redevelopment of the former Ford Plant site is important to the community.</p> <p>I support any efforts and plans to do so.  Sincerely,    Tom Rosenberg</p>

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50	1/7/2019	Sarah Aamodt	Highland Little League - Ford Fields		<p>To Whom It May Concern,</p> <p>My understanding is that there will be consideration made for the Highland Little League Fields with the new Ford Site Plan. I want to applaud those involved in this decision and plead that space be made available for this St. Paul institution. My son has played ball there for years and It's a slice of Americana being at those ball fields. The families all get to know each other during the season and those friendships build a stronger community. There is no other place like it in the Twin cCties and it would be a grave mistake to bring a close to this valuable part of our community. Please make sure to save some space for the Highland Little Fields in the new Ford Plan!</p> <p>My sincere thanks! ~ Sarah Aamodt St. Paul Resident</p>
51	1/7/2019	Jolie Beckey	Support for Ryan Companies' plan to save Highland Ball fields		<p>I am writing to express support for the Ryan Companies' plan to save Highland Ball fields. These fields have a long history with the neighborhood and with the history of the Ford Company. Saving them not only provides support to a great neighborhood organization but can also reflect some of the long history of Ford and its relationship to Saint Paul. And I can't imagine summer without ballgames bringing the neighborhood together.</p>



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					Thank you, Jolie Beckey Saint Paul resident and parent of a Highland Ball player
52	1/7/2019	David Peterson	We support the Ryan Companies proposal that includes 2 baseball fields	1844 Eleanor Ave St Paul, MN 55116	<p>With a family of 4 kids we dearly enjoy the summer nights spent watching city kids get to play baseball in there own neighborhood. Their is a reason Major League Baseball donates so much to inner city baseball and its because so many cities have done what you are considering and allowed safe spaces like this to disappear. We pay a large premium in taxes for things such as this and have considered moving out of St Paul to Mendota Heights as we no longer feel represented. Please help us feel like our kids matter and that our government stills works for us the people in the neighborhood.</p> <p>We support the Ryan Companies proposal. Sincerely</p> <p>David Peterson 1844 Eleanor Ave St Paul, MN 55116</p>
53	1/7/2019	Mary Cerise	Submitted through online form	1140 Howell St. S	I want to express my support to the approach Ryan Companies has taken on the redevelopment. Specifically, their collaboration and thoughtfulness in including preservation of two of the ball fields in their plan. I have 3 boys who have been playing at the Ford Fields for the past 6 years, and the community around these ball fields is amazing.

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54	1/7/2019	Shari Mooney	Submitted through online form	1950 Bayard Ave	
55	1/7/2019	Sarah E Aamodt	Submitted through online form	1329 Fairmount Ave	My understanding is that there will be consideration made for the Highland Little League fields. I want to applaud those involved in this decision and plead that space be made available for this St. Paul institution. My son has played ball there for years and It's a slice of Americana being at those ball fields. The families all get to know each other during the season and those friendships build stronger community. There is no other place like it in the twin cities and it would be a grave mistake to bring a close to this valuable part of our community. Please make sure to save some space for the Highland Little Fields in the new Ford Plan, my sincere thanks!
56	1/7/2019	Paul Dzubnar	Submitted through online form	1530 Edgcumbe Road	I support keeping the Ford Fields for Highland Ball as a part of the Ryan Cos development.
57	1/7/2019	Jessica Quinn	Submitted through online form	1245 Stanford Avenue	I'm writing to show my support of the approach Ryan Companies has taken on the Ford site redevelopment. Specifically, their collaboration and thoughtfulness in including preservation of two of the ball fields in their plan. Both of my children have played many years at Ford Field - there's nothing like a neighborhood baseball game on a beautiful summer night. The Ford fields draw many many local families to these games and keeps us closer together as St Paulites.
58	1/7/2019	Jim Holm	Submitted through online form	1969 Princeton Ave St Paul Mn 55105	Please retain the Highland little league ball fields. It is one of the few things that remain

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					<p>from a time and day bygone. Without the generosity of The Ford Motor Company it wouldnâ€™t have existed in the first place. Please allow future generations of kids to have the same experience as their brothers and sisters and fathers and grandparents have had going back to the 1950s. A public park will just water it down to any other ball field.</p> <p>Thank you,</p> <p>Jim Holm</p> <p>611-990-0905</p>
59	1/7/2019	Mike Sullivan	Submitted through online form	1703 Jefferson Avenue	Thank you in advance for considering preserving the ball fields. One of the greatest concentrations of joy in the city can be found daily on those fields Spring through Fall!
60	1/7/2019	G. Armada	Submitted through online form	2240 Edgumbe Road	Our family would like to see the fields used by the Highland ball association retained at the Ford site. They are a St. Paul fixture and with all the development under discussion and the anticipated neighborhood congestion, we hope that the ball fields will be retained for future generations of young ball players and families to

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					enjoy.
					Thank you for your consideration.
61	1/7/2019	Jeff Harris	Submitted through online form	1147 Palace Ave	<p>My family and I greatly appreciate the proposed redevelopment plan by the Ryan Companies, preserving 2 of the baseball fields used by Highland Little League. Highland Ball has been well established in the neighborhood years before we had our own child, who will start his 2nd year of baseball as a 6 year old this summer. Highland Ball is one of those great institutions that makes our home town feel smaller. The kids talk about it, comparing team uniforms, equipment and stories. The parents are active and excited, sharing their memories of seasons past and hopes for the upcoming one. The Ford fields have been integral to our league. It's where we get to cheer on our little sluggers, where kids form lifelong friendships, learn the value of being a good sportsman and teammate and where we can hopefully escape a few times a week in the future, enjoying wonderful summer evenings in Minnesota. We hope that this tradition can continue at the current Ford fields and ask that you keep them in your thoughts as your finalize plans for the Ford site.</p> <p>Thank you!</p>

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					Sincerely,  Jeff Harris
62	1/7/2019	Lawrence Davidson	Submitted through online form	1702 Jefferson Ave. Saint Paul, MN 55105	I would like to support the Ryan Companies proposed amendment to the Ford Site, in which preserves two of the baseball fields in the proposed plan. I think having those fields benefits the community greatly, and should be saved by this proposed amendment plan.
63	1/7/2019	Elizabeth Longval	Submitted through online form	1697 Pinehurst Avenue	A huge note of appreciation to Ryan Cos. for considering retention of two little league fields on the Ford site. The fields are a great community asset and we hope our kids get the opportunity to play there.
64	1/7/2019	Angela Stoltz	Submitted through online form	5215 14th Ave S	Please consider preserving the highland little league fields within the Ford plant development project. There are very few spaces with in this urban setting that provide a home for youth athletics. Commit to the history and family values that these fields represent. Thank you!
65	1/8/2019	Amy & Jeffrey Sieben	Ford Site	Amy & Jeffrey Sieben 1736 Juliet Ave St. Paul, MN 55105	Dear Sir or Madam:  Our son, Benjamin, plays Highland Ball in St. Paul.  We are writing to show our support for the approach Ryan Companies has taken with regard to the redevelopment of the Ford Site. Ryan Companies' approach has been to listen to and collaborate with the community. We personally applaud Ryan Companies for their thoughtfulness and plan to preserve the



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					baseball fields – something that is not only very important to our son, but also the community.  Thank you.  Amy & Jeffrey Sieben 1736 Juliet Ave St. Paul, MN 55105
66	1/8/2019	Carl and Melissa Wangberg	Ford Site Development - Highland Ball Fields	Carl and Melissa Wangberg 1847 Wellesley Ave Saint Paul, MN 55105	I just want to lend my support to the Ryan Companies plan that includes keeping the Highland Ball Fields. As a St. Paul Resident, we need more facilities like this and need to make sure they are a part of our plans looking forward.  If you look at surrounding cities and suburbs, it seems that St. Paul is actually falling behind in the investment in facilities like this. As a father with children in sports, I visit a number of these and I always impressed with the new, large and expansive investments these communities are making in these kinds of facilities. If anything, we should be expanding our development and access to these to keep up with the neighboring community.  Having access to these kinds of resources is critical to the development of our youth and makes for a better community.  Carl and Melissa Wangberg 1847 Wellesley Ave

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					<p>Saint Paul, MN 55105</p> <p>I just want to lend my support to the Ryan Companies plan that includes keeping the Highland Ball Fields. As a St. Paul Resident, we need more facilities like this and need to make sure they are a part of our plans looking forward.</p> <p>If you look at surrounding cities and suburbs, it seems that St. Paul is actually falling behind in the investment in facilities like this. As a father with children in sports, I visit a number of these and I always impressed with the new, large and expansive investments these communities are making in these kinds of facilities. If anything, we should be expanding our development and access to these to keep up with the neighboring community.</p> <p>Having access to these kinds of resources is critical to the development of our youth and makes for a better community.</p> <p>Carl and Melissa Wangberg 1847 Wellesley Ave Saint Paul, MN 55105</p> <p>I just want to lend my support to the Ryan Companies plan that includes keeping the Highland Ball Fields. As a St. Paul Resident, we need more facilities like this and need to make sure they are a part of our plans looking forward.</p>

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					makes for a better community.  Carl and Melissa Wangberg 1847 Wellesley Ave Saint Paul, MN 55105
67	1/8/2019	Jody A. Cohen Press	The Ford Site: Necessary & Practical Reductions in Density and Building Heights	2001 Magoffin Ave St Paul 55116	Dear Members of the Planning Commission:  I am a 34 year resident of Highland Park. I am extremely unhappy with plans to “pack in” thousands of people on the Ford site. The Ryan Companies’ plan to reduce density and building heights is a good start but significant further reductions are desperately needed to maintain the livability of Highland Park. The Planning Commission must have an independent and thorough traffic study completed that takes into consideration existing traffic problems in Highland Park and surrounding neighborhoods. I suggest that the Commission schedule one of its meetings at Ford Parkway & Cleveland any weekday between 3:00pm and 6:00pm to appreciate the current traffic burden on my neighborhood.  The Commission must also ensure that there is a complete cleanup of pollution at Area C and CP Rail properties before any residential properties are built.  Jody A. Cohen Press 2001 Magoffin Ave St Paul 55116



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68	1/8/2019	Carl Wangberg	Submitted through online form	1847 Wellesley Ave	
69	1/8/2019	Chad Skally	Submitted through online form	1215 Highland	I support Ryan Companies development of the Ford Plant and their thoughtfulness in including preservation of two of the ball fields in their plan.
70	1/8/2019	Jen and Shawn Colestock	Submitted through online form	1101 Cleveland Ave S Saint Paul, Mn 55116	Its with great appreciation that Ryan Companies will be collaborating with Highland Ball to keep 2 of the baseball fields. Last year was our sons first year playing for Highland Ball. Its is a Great, well Organized, league that puts our kids first. I was so impressed with the coaches and organization. As a parent and community member of Highland Park, I am so glad that Highland Ball will continue to impact out sons love for baseball!!!
71	1/8/2019	Anne Hendricks	Submitted through online form	1362 OSCEOLA AVE	Thank you for including ball fields in the development plan. St. Paul already lacks appropriate space for young ball players to learn the game and compete with suburban leagues. Including the fields will help retain residents who want to prioritize sports so their children learn about team work and understand the importance of an active lifestyle. The fields are a great community builder for the strong program that exists there.
72	1/8/2019	Jennifer Brondum	Submitted through online form	1955 Juliet Avenue	I support and encourage the preservation of Highland Little League baseball fields. It is a wonderful location and nostalgic for so many. I also highly encourage the addition of a softball field right there as well. Highland little league is a great community of many schools, ages, and

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					abilities. How fun is it for players to just bike up to their games and for fans to watch baseball on the very fields they played on as kids. Please keep the tradition going!
73	1/8/2019	Molly F Forsberg	Submitted through online form	1540 Lincoln Ave	I am writing to express my support to the approach Ryan Companies on how they have taken on the redevelopment. Specifically, I would like to express my support on their collaboration and thoughtfulness in including preservation of two of the ball fields in their plan. These ball fields have served as a wonderful community gathering space and attraction to use in our move to Saint Paul and we have been thankful for them.
74	1/8/2019	Scott Deming	Submitted through online form	2137 Watson Ave	<p>Good afternoon,</p> <p>As a long-time resident of St. Paul and now, the father of 3 boys who all love, adore and play baseball, I am writing to show my support and appreciation for the Ryan Companies thoughtful and well-designed plan to preserve the beautiful legacy ball fields our community has known for over 50 years. The chance that my sons would be able to continue to play on the same fields that I did and my father before me, means a tremendous deal to me... and to them. Thank you for your time and consideration of this important proposal!</p>

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75	1/9/2019	Lainey & Stephanie Chinquist	Green space	1235 Cleveland Avenue South	<p>Hello,</p> <p>We have concerns about the lack of appropriately allotted green space for public use with the projected rise in population. We strongly believe that more is needed to maintain the integrity of the neighborhood's coexistence with nature and the overall feel of Highland Park.</p> <p>We have a toddler and a dog and would love to have more options in the neighborhood that are family friendly. We are excited about the current layout opening up more pathways for walking, but also want to make sure a traffic study is done because further congestion will greatly impact merchants, residents, pedestrians and pollution (noise, air and otherwise).</p> <p>Unfortunately we are unable to attend the next meeting because we will be out of town, but hope you can note our feedback along with others who have expressed the same.</p> <p>Thank you, Lainey &amp; Stephanie Chinquist</p>
76	1/9/2019	Tom Vetscher	Submitted through online form	3800 48th Ave S	<p>I support Ryan Companies and their collaboration and thoughtfulness in including preservation of two of the baseball fields in their plan.</p>

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77	1/10/2019	Kate Hunt	Approve Ryan's Ford Plan	2081 Highland Parkway	<p>To the St. Paul Planning Commission: As a resident of Highland Park, I urge you to approve Ryan's plan with minor amendments. I disapprove of the city's rezoning plan because of its deleterious impact on the neighborhoods nearby. Ryan's plan, while not perfect, holds greater potential for success and minimizes the Ford development's burden on the community.</p> <p>Residents of Highland overwhelmingly approve of Ryan's plan. It is hoped that the city will not subvert this preference in service to an agenda promoted by special interests. If Ryan pulls out of this development because of city politics, what will replace it? A developer from L.A.? Ryan and its practical market-savvy plan is the best choice. Your legacy is on the line.</p>
78	1/10/2019	Gregory Forsberg II	Submitted through online form	1540 lincoln ave	History and longevity of the ford fields and highland baseball have built a foundation and connected community that is vibrant and committed to the families and friends of the community and instills a sense of pride and collaboration that is profound. Keep the fields and strengthen the community. Thanks. Gregg Forsberg
79	1/10/2019	F	Submitted through online form	F	
80	1/11/2019	Bruce Hoppe	Public Comment to Planning Commission - Regarding the Ford Site (2nd attempt)	531 Mount Curve Blvd	<p>To who it may concern:</p> <p>Myself and family live at 531 Mount Curve Blvd in the Highland area. Per your website instructions, I want to use this forum to provide</p>

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					<p>public comment to the proposed amendments to the Ford Site Zoning and Public Realm Master Plan (amendments proposed by Ryan Companies, Zoning File # 18-117-067) ahead of the January 25th Public Hearing.</p> <p>Comments:</p> <ul style="list-style-type: none"><li>• As a longtime taxpayer / property owner in Highland, I have a vested reason to advocate for a reasonable and balanced approach to this development</li><li>• In general for myself and many of my neighbors, we believe that the proposed Ryan amendments are in the right direction – We ask that the City Planners support ALL of Ryan's amendments and the realities that justify the amendments in the first place</li><li>• Amendments we generally support:<ul style="list-style-type: none"><li>o Permitted use changes – less retail proposed in Ryan's plan– We like less retail because retail requires more parking and adds congestion/traffic. Places like West End and North Loop development are already experiencing excessive retail/commercial vacancies</li><li>o Street grid proposal – we like the proposed changes – all common sense</li><li>o Saving 2 Ford Baseball fields – We have heard that some members on the Planning staff are sadly against saving a portion of the ball fields -- We love this aspect in Ryan's plan and the community will fight for this</li></ul></li></ul>



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					<ul style="list-style-type: none"><li>o Changing zoning portion to lower density / single-family housing along Mississippi River Boulevard (F2 to F1 river residential district) -- We love this change and the community will fight for it</li><li>o Ryan's plan for some structured parking ramp(s) is good and only common sense – City planners cannot ‘Force” changes in people's driving habits overnight by limiting parking options – Parking will just overflow into the neighborhoods without some structured parking</li><li>o Max building height limited to 6 stories is good – this is not only more economical for Ryan, but also reduces the visual blight on the area and reduces density – The City was advocating up to 10 story max which was reckless</li><li>o Allowance for more ownership vs rental apartments – We like the plan for more owner-occupied Row Houses /Condos</li><li>o We like the 50 acres (or ~40% on the 122 acres) designated as “Public space” -- we assume that would also mean larger setbacks and more tree plantings</li></ul> <p>I know that some City Planners come from the New Urbanism mindset and are pushing back on any changes to the original Ford Site Zoning and Public Realm Master Plan. We think that Ryan's changes are in the right direction. I think that the amendments offer some innovative ideas to re-think and re-imagine the ways to develop this</p>

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					<p>site – still allowing for walkability, mixed-use, placemaking, etc. But the idealistic notion of jamming more families into tall, unsightly, overbearing, high-density construction does not create value over the long-term. If not careful, a high-density development bubble will create greater negative long-term economic and infrastructure impacts that will destroy the attractive quality or life “offer” that the Highland area provides today. Yes, the Planning Commission may be the subject matter experts here, but I think Ryan and the tax paying residents are better in-touch with the realities.</p> <p>Further, I would argue that there is more that should be done beyond what Ryan is proposing:</p> <ul style="list-style-type: none"><li>• Further reduction in density</li><li>• Further reduction in building height maximums</li><li>• More single-family housing / condos</li><li>• Independent and thorough traffic study (AUAR) that takes into consideration existing traffic problems in Highland and surrounding neighborhoods – Scope needs to include added CP Rail site development impacts</li><li>• Thorough study on the stress on local infrastructure and services including public utilities, fire protection, police, schools, trash collection, maintenance, etc.</li><li>• Increase in provisions for open recreational space – two baseball fields are not enough – there is already a shortage of</li></ul>

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					<p>recreational and green space which will be magnified by the addition of thousands of new families</p> <ul style="list-style-type: none"> <li>• Complete pollution cleanup of adjacent Area-C and CP Rail properties – Will people choose to invest in this development if they know that a hazardous waste site remains only 100's of feet adjacent?</li> <li>• Complete the CP Rail spur use debate - the spur use needs to dovetail into the master plan</li> </ul> <p>In the end, only smart development / smart growth will preserve the health and quality of life we currently enjoy (and pay for) in the Highland area. I would like to ask the Planning Commission to support all of Ryan's proposed amendments.</p> <p>Sincerely,</p> <p>Bruce Hoppe – Highland</p>
81	1/11/2019	Bruce Hoppe	RE: Public Comment to Planning Commission - Regarding the Ford Site Development	531 Mount Curve Blvd	<p>To who it may concern:</p> <p>Myself and family live at 531 Mount Curve Blvd in the Highland area. Per your website instructions, I want to use this forum to provide public comment to the proposed amendments to the Ford Site Zoning and Public Realm Master Plan (amendments proposed by Ryan Companies, Zoning File # 18-117-067) ahead of the January 25th Public Hearing.</p>

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82	1/11/2019	Zack Ryan	Ryan Proposal		<p>I support the Ryan Proposal as is. As a large number of seniors from the suburbs move in and young families come here as well, I like the balance. There are ballfields for kids and apartments for seniors. The ballfields are a unique signature in the area and are a great place to keep. For our seniors, there are great local service options and transit. With those two ends of the spectrum, it serves the people in between even better.</p> <p>Thanks. Zack Ryan</p>
83	1/11/2019	Zack Ryan	Submitted through online form	675 Prior Ave	<p>I like the Ryan plan. As someone in the city with young children I like the ballfields in there. As the neighborhood grows with more seniors</p>

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					itâ€™s nice to see a balance of housing and areas for kids.
84	1/13/2019	Sarah Kusa	Open Finn Street at Ford/Pinehurst	553 Montrose Lane	<p>Dear Planning Commission:</p> <p>Since Ford Parkway, Cleveland Avenue, and Cretin Avenue are already filled with traffic, and since the Ford development will add even more traffic, is it time to consider opening up Finn Street between Ford and Pinehurst?</p> <p>Since the street grid is already being changed, and since there is already space for Finn to go through, this seems like an obvious way to keep traffic from being locked in signal-light delays along Ford.</p> <p>The benefit of gridded streets is that cars can move through freely in a variety of ways that distributes traffic. Deviating from the grid on that section of Finn has created a pinch point that will only get worse.</p> <p>Please consider opening up Finn at Ford as a way to mitigate the congestion that will come with the new development.</p> <p>Respectfully,</p> <p>Sarah Kusa</p> <p>553 Montrose Lane</p>

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85	1/14/2019	Jon Anglum	Ford Site Development		<p>To Whom it May Concern,</p> <p>I am writing in support of Ryan Companies plans for the Ford Plant development site. Many Children growing up in the area had one thing in common, they were part of the Highland Baseball program. Growing up in the Highland area, the fields were the best place to be. There was a great sense of community and belonging. Everyone knew one another and loved to spend time in the Highland Village Area. The Highland field have been around for decands and have hosted tournaments and gatherings of many kids. My great uncle, helped renovate the fields 25 years ago. They've stayed in great condition due to the respect for how important the fields are to the families in the community and hundreds of volunteer hours.</p> <p>I played baseball at the fields for seven years. I started at the age of nine on the smallest field and played through my second year on the Babe Ruth field. The fields were like a seond home to me as well as everyone who participated in the great American sport of baseball. The people I played with and watched games with were some of the most genuine and caring people I have ever met. I've never let go of some of the bonds and connections I've had with these people and many of them are great friends of mine to this day.</p> <p>The atmosphere was truly inspiring and taught me hoe to win and lose graciously and the importance of teamwork and respect of the</p>

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					game. Something like this program can influence a child greatly and teach them valuable lessons that help them later in life. Considering the impact of the Highland fields and the program, I believe that they should stay where they are and be used for generations to come.
86	1/14/2019	Jean Hoppe	Public Comment to Planning Commission - Regarding the Ford Site Development	531 Mount Curve Blvd	<p>To Whom it May Concern:</p> <p>I live at 531 Mount Curve Blvd in the Highland area with my family of five.</p> <p>I am using this forum, per your website instructions to provide public comment on Ryan's Company's proposed amendments to the Ford Site Zoning and Public Realm Master Plan (Zoning File # 18-117-067). I understand there is also a public hearing on the subject on January 25th Public Hearing.</p> <p>Comments:</p> <p>As a direct neighbor to the Ford site, and a longtime taxpayer / property owner in Highland, my family will be significantly impacted by this development. I support and request a reasonable and balanced approach to this development, and I believe for the most part, the Ryan amendments are moving this development in the right direction. Ryan's position of experience and authority on developments has provided a level of trust in this process that was not felt by many in the</p>



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					<p>neighborhood adjacent to the site. Honoring these minor changes that are for the better of the community will ensure the success of this development. Opposition to these needed tweaks to the plan could result in a long term failed project, or in the more imminent future, Ryan potentially walking away from the project due to the City's interference with the business relationship between Ryan and Ford. Please let these well regarded businesses do what they do best, and get on with the plan with these necessary changes in the right direction.</p> <p>As a taxpayer and voter, I ask the City Planners to support the below amendments and the realities that justify the amendments.</p> <p>Amendments I generally support include:</p> <ul style="list-style-type: none"><li>• Permitted use changes – a decrease in retail proposed in Ryan's plan– Retail requires parking and adds congestion/traffic. Places like West End and North Loop development are already experiencing excessive retail/commercial vacancies</li><li>• Street grid proposal – The proposed change to Finn – this is a common sense change</li><li>• Saving 2 Ford Baseball fields – Sadly, I've heard some members on the Planning staff are against saving a portion of the ball fields -- I love this aspect in Ryan's plan and the community will fight for this. Our neighborhood is already lacking in recreational fields- elimination of these will further put us behind- keeping a</li></ul>

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					<p>portion of the fields is the right thing to do and continue's Fords legacy in this regard.</p> <ul style="list-style-type: none"><li>• Adding a zoning portion to allow single-family housing along Mississippi River Boulevard (F2 to F1 river residential district) -- lower heights make sense, as do single family homes- It serves as a continuation of this aspect of the adjacent neighborhood's character which was completely lacking in the City's prior plan. Furthermore, multi-family dwellings will still get the full river view with these single family homes in the foreground to the Mississippi River. Building without basements is a creative solution to Ford's issue regarding clean up.</li><li>• Ryan's plan for some structured parking ramp(s) is common sense – Parking will just overflow into the neighborhoods without some structured parking. We need to put some trust in Ryan's experience on these issues of what makes for a successful development. They know what will sell.</li><li>• A maximum building height of 6 stories is still within the City's plan. The prior plan called for maximums. The City should not require minimums on this. Building heights maxed at 6 stores will reduce the visual blight on the area and reduces some density.</li><li>• Allowance for more ownership vs rental apartments. Most people's dream is dwelling ownership- allowing for more of this meets these needs and creates these options for affordable housing rather than relegating lower</li></ul>

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					<p>income people to the continuous trap of paying rent and never owning. Further, studies show that home ownership creates an increase in maintenance of the property, likely due to pride in ownership.</p> <ul style="list-style-type: none"><li>• 50 acres (or ~40% on the 122 acres) designated as “Public space” is a great move in the right direction. Hopefully this will mean larger setbacks which were previously wholly inadequate. Again, trust should be placed in Ryan’s long experience in what sells and what is needed to create a livable community and not a maze of tall buildings with no space for light.</li></ul> <p>Although some City Planners come from the Sustain Ward3 mindset and are pushing back on any changes to the original high density, relatively low green space set forth by the Ford Site Zoning and Public Realm Master Plan, recognition must be made that Ryan has expertise that does not exist with the City Planners on a project of this magnitude and importance. We think that Ryan’s changes are in the right direction. The amendments offer some innovative ideas to re-think and re-imagine the ways to develop this site – still allowing for walkability, mixed-use, and a unique plan that will be recognized nationally for its success, rather than an attempt at an impossible dream, while still maintaining the attractive quality of life “offer” that the Highland area provides today.</p>

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					<p>Further, I as I've clearly stated above, my preference and ongoing request is that there be reconsideration of the proposed density and heights by Ryan that provide for even further reductions in density, increase in green space, and reductions in height maximums. I request the additional following measures:</p> <ul style="list-style-type: none"><li>• Following the results of a real traffic study, that goes beyond the edges of Highland will likely dictate these changes. Since an independent and thorough traffic study (AUAR) that takes into consideration existing traffic problems in Highland and surrounding neighborhoods – the scope needs to include added CP Rail site development</li><li>• Thorough study on the stress on local infrastructure and services including public utilities, emergency services including fire protection, hospitals, police, schools, trash collection, maintenance, etc.</li><li>• Increase in provisions for open recreational space – two baseball fields are not enough – there is already a shortage of recreational and green space which will be magnified by the addition of thousands of new families</li><li>• Complete pollution cleanup of adjacent Area-C and CP Rail properties – Will people choose to invest in this development if they know that a hazardous waste site remains only 100's of feet adjacent?</li></ul>

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					<ul style="list-style-type: none"> <li>• Complete the CP Rail spur use debate - the spur use needs to dovetail into the master plan</li> </ul> <p>In the end, Smart growth will preserve the health and quality of life we currently enjoy (and pay for) in the Highland area. I request the Planning Commission support Ryan's proposed amendments.</p> <p>Sincerely,</p> <p>Jean Hoppe – Highland</p>
87	1/14/2019	Catherine N Dienhart	Submitted through online form	1944 Bayard Ave., Saint Paul, MN 55116	<p>In general, I appreciate the changes to the master plan as explained in the last public presentation by Ryan Companies. I feel that they are generally listening to the residents of Highland Park, but more importantly, TAKING OUR OPINIONS INTO CONSIDERATION. I love the idea of rowhomes/townhomes west of the water feature. Not everyone wants to live in 4-5 story apartment/condominium type buildings. Townhomes/rowhomes are a critical need in the city of St. Paul - particularly appealing to those of us who want to downsize and stay in St. Paul.</p>
88	1/15/2019	Kay	COMMENTS		<p>Why are they not interested in building a manufacturing plant and create real jobs?</p> <p>The comment so far do not interest me</p> <p>I would also take a look at senior living like az</p>

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					<p>Complex community that houses on the hour fitness and bright non chlorine pool that is heated-no heated pool in mn-DALLAS? HEATED ALL YEAR?</p> <p>WE ALSO NEED OUTDOOR HEATED PATIOS AND RESTUARANTS</p> <p>WE ARE NOT BUILDING FOR 7 MO OF INCLEMENT WEATHER AT ALL This is not Nashville</p> <p>We are the 3rd coldest city in the world</p>
89	1/15/2019	Rick Dagenais	comments on Ford Site development	2111 Highland Parkway	<p>City of St. Paul Planning Commission; I am writing in support of Ryan Companies' proposed amendments to the Ford Master Plan. The changes reflect input from the community while supporting the majority of the initial master plan and density requirements. The changes allow for more variety in housing choices so as to appeal to a greater number of potential residents. This increases the odds of success for the development. Having a very successful development should be one of the key objectives for the City. Ryan is a local successful development company on many different size projects. They bring expertise in what will be successful in the short and long term.</p> <p>While many believe that the automobile is a thing of the past it is still the primary mode of transportation and will be into the foreseeable</p>



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					<p>future. Ryan understands this with the provision for parking as part of the development. Their foresight in proposing parking structures that can be converted to other uses as parking demands diminish, as projected by the city, is an example of how they plan for the future. Without the provisions for parking with the development business are at risk of survival. It will also put enormous strain on the neighborhoods surrounding the Ford development as customers and residents look for places to park. One only has to look to the new small development at 725 South Cleveland called the Finn. During construction and after completion of the Finn there has put greater stress on parking in the surrounding blocks which has caused a negative impact to the neighborhood. While provisions for pedestrian, bicycle, and transit has to be a priority of the development parking of cars cannot be ignored in the Ford Plan.</p> <p>Please vote for the changes as proposed by Ryan Companies so that all of St. Paul has the best opportunity for a successful development.</p> <p>Thank You</p> <p>Rick Dagenais 2111 Highland Parkway St. Paul 55116</p>
90	1/15/2019	Bill and Kari Roberts	Ford Development	1620 Hillcrest Ave St Paul	<p>Hello,</p> <p>I am writing in support of Ryan Companies plan changes to the Ford site. I am especially pleased that baseball fields were included. The Ford</p>

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					<p>fields have been an important part of my kids summer sports activities. The tradition of little league baseball lives on in organizations like Highland Ball. These traditions give our community the flavor and depth that we cherish.</p> <p>Thank you for your efforts on this complex project.</p> <p>Bill and Kari Roberts 1620 Hillcrest Ave St Paul</p>
91	1/15/2019	David Devine	Ryan Companies preservation of Ford ball fields	2003 Palace Avenue	<p>Dear Planning Commission,</p> <p>I am writing in support of Ryan Companies' plan to keep 2 of the existing 3 ball fields in its development plan. These fields are a great asset to our community, and have served generations of children in this community. I played baseball there in the 1990s, and my children play there today.</p> <p>Respectfully,</p> <p>David Devine 2003 Palace Avenue Saint Paul, Minnesota 55105</p>
92	1/15/2019	John Young	Supporting the Future of Highland Ball at Ford Fields		<p>Good Evening,</p> <p>I am writing to show my support to the approach Ryan Companies has taken on the redevelopment of the Ford Plant redevelopment project. Their collaboration and thoughtfulness in including preservation of two</p>

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					<p>of the ball fields is most appreciated. I grew up playing on these fields, and hope my kids will have the same opportunity. These are special fields that have been a pillar in the community, and will hopefully continue to serve as a foundation for many more memorable years to come.</p> <p>Sincerely,</p> <p>John Young</p>
93	1/15/2019	David Devine	Submitted through online form	2003 Palace Avenue, 55105	<p>Dear Planning Commission,</p> <p>I am writing in support of Ryan Companies' plan to keep 2 of the existing 3 ball fields in its development plan. These fields are a great asset to our community, and have served generations of children in this community. I played baseball there in the 1990s, and my children play there today. All of us have learned the importance of hard work, teamwork, respect and sportsmanship at these fields.</p> <p>Respectfully,</p> <p>David Devine</p> <p>2003 Palace Avenue</p> <p>Saint Paul, Minnesota 55105</p>

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94	1/15/2019	Mark Otness	Submitted through online form	845 Cleveland Avenue South, Saint Paul, Minnesota 55116	
95	1/16/2019	Glenn and Rachael Caruso	Ford Fields	1811 Hillcrest Ave	<p>To whom it may concern re: the Ford Site planning,</p> <p>We just wanted to take a minute and let you know how much we appreciate your thoughtfulness in preserving the Ford Little League fields in your redevelopment plans at the Ford Site. You are not only continuing the opportunity for kids to play baseball and nurture friendships, but a place for families to enjoy time together and make memories along the way. The Ford Fields have been a long standing staple in St Paul and we look forward to having them be apart of our community for years to come, thanks to you!</p> <p>Kind Regards, Glenn and Rachael Caruso</p> <p>To whom it may concern re: the Ford Site planning,</p> <p>We just wanted to take a minute and let you know how much we appreciate your thoughtfulness in preserving the Ford Little League fields in your redevelopment plans at the Ford Site. You are not only continuing the opportunity for kids to play baseball and nurture friendships, but a place for families to enjoy time together and make memories along the way. The Ford Fields have been a long standing</p>

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					<p>staple in St Paul and we look forward to having them be apart of our community for years to come, thanks to you!</p> <p>Kind Regards, Glenn and Rachael Caruso</p>
96	1/16/2019	Catherine Hunt	Submitted through online form	2081 Highland Pkwy	<p>To the St. Paul Planning Commission:</p> <p>As a resident of Highland Park, I urge you to approve Ryan's plan with minor amendments. I disapprove of the city's rezoning plan because of its deleterious impact on the neighborhoods nearby. Ryan's plan, while not perfect, holds greater potential for success and minimizes the Ford development's burden on the community.</p> <p>Residents of Highland overwhelmingly approve of Ryan's plan. It is hoped that the city will not subvert this preference in service to an agenda promoted by special interests. If Ryan pulls out of this development because of city politics, what will replace it? A developer from L.A.? Ryan and its practical market-savvy plan is the best choice..</p>
97	1/18/2019	John Fisch	Ford Plant Development		<p>I would like to throw my support behind the Ryan Plan with lower density and more parking availability. I liked their plan and their connection to St Paul and understanding of what it takes to make developments like this successful. Thanks for considering my input.</p>

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98	1/19/2019	Jim Ginther	Public Comment to Planning Commission re: the Ford Site Development	1019 Colby St.,	<p>My family and I have lived at 1019 Colby St., St. Paul for 28 years. We have the closest homestead to the Ford Site and CP Rail properties. I was raised in St. Paul's West End and graduated from Cretin High School and the University of Minnesota. Our two children were raised in this house and graduated from the same high school, now Cretin - Derham Hall. Our daughter went on to the U of M and is now a teacher at Edison HS in Minneapolis. Our son went to the United States Military Academy and is now a Captain in the Army.</p> <p>We love this area and feel quite vested in the Highland neighborhood and the city of St. Paul. We also feel we have some standing in the Ford Site Zoning and Master Plan Amendments before you.</p> <p>We strongly support the Ryan amendments to the plan, particularly:</p> <ul style="list-style-type: none"> <li>*Saving the two ball fields that add so much to the community.</li> <li>*Changing the zoning along River Road from F2 to F1 to allow for single family housing which will complete the continuity and beauty of the Boulevard..</li> <li>*Less retail which will ease parking congestion.</li> <li>*Maximum building heights limited to six stories.</li> <li>*More owner occupied condos and row houses - especially for seniors.</li> </ul>



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					<p>While we would like to see a further reduction to the proposed 3800 living units in the plan, we realized that Ryan and any partners need a reasonable return on their investment, and we can live with that. Having owned two investment duplexes and some small farm acreage in the 80s and 90s, I have some appreciation for the enormous risk that the Ryan Companies are taking. We have been excited about Ryan's plan and vision for the Ford property ever since they were awarded the opportunity to develop the site. They are a local company and it is in their interests to be a responsible and fair player in this endeavor.</p> <p>Again we implore the Commission to adopt the Ryan amendments to the plan. I worked at West Publishing in downtown St. Paul in 1991 when West had to take its headquarters and 4300 jobs and move to Eagan because the City would not approve their plans to expand along the River in downtown. Of course there are over 7000 jobs at the now Thomson Reuters campus. I would hate to see St. Paul miss this fine opportunity that Ryan offers.</p> <p>The US is in the tenth year of an economic expansion, its longest in history. However, leading economic indicators such as housing starts and new construction permits are slowing. Germany just reported its slowest</p>

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					<p>growth in their economy in five years. The economy is beginning to see the effects of rising inflation on the mortgage and housing market with rising interest rates slowing down home buying and new construction. If the Ryan plan is not approved, I am afraid the window of opportunity to develop the Ford Site may close soon. If this happens it could be years before conditions are ripe for another developer to come forward and put the resources together needed to re-start a project of this size.</p> <p>Jim Ginther</p>
99	1/20/2019	Shannon Mulligan	Submitted through online form	1726 Pinehurst Avenue Saint Paul 55116	<p>I am writing in support of the the changes that Ryan Companies is proposing to the city master plan for the Ford site, including</p> <ul style="list-style-type: none"> <li>1) support single family homes along Mississippi River Boulevard - in fact, I would like to see even more single family homes on the site</li> <li>2) support lower density overall across the site</li> <li>3) support lower building heights including 3 story (or less) row homes and 6 story or less for condos/apartments</li> <li>4) support keeping the 2 ball fields and as much green space as possible</li> <li>5) support Ryan's recommendations on parking needed for retail, visitors, etc. - along with</li> </ul>

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					ped/bike friendly. all types of transportation should be an option and supported
					other than that I would like to know how the city will support all infrastructure needs without raising taxes on existing residents. Overall, Ryan companies has done a great job on listening, incorporating feedback and planning for a successful site
100	1/20/2019	Eric Woitas	Submitted through online form	1726 Pinehurst Avenue	<p>I am writing in support of the the changes that Ryan Companies is proposing to the city master plan for the Ford site, including</p> <p>1) support single family homes along Mississippi River Boulevard - and would like to see even more single family homes on the site</p> <p>2) support lower density overall across the site -</p> <p>3) support lower building heights including 3 story (or less) row homes and 6 story or less for condos/apartments</p> <p>4) support keeping the 2 ball fields and as much green space as possible</p> <p>5) support Ryan's recommendations on parking needed for retail, visitors, etc. - along with ped/bike friendly. all types of transportation should be an option and supported</p>

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					<p>other than that I would like more information on how traffic will be addressed (getting to/from the site not necessarily within the site as those main arteries are already quite busy), and how the city plans to efficiently and effectively support all infrastructure needs.</p> <p>Overall, Ryan companies has done a great job on listening, incorporating feedback and planning for a successful site and their requested changes should be approved.</p>
101	1/21/2019	Pamela Moody-Ginther	Attached is a pdf of Letter of Public Comment to Planning Commission re: Ford Site Development	1019 Colby Street	<p>Public Comment to Planning Commission - Regarding the Ford Site Development FordSitePlanning@ci.stpaul.mn.us</p> <p>To whom it may concern: As a home owner of 28 years at 1019 Colby Street located next door to the Ford Site I would like to weigh in on the (amendments proposed by Ryan Companies, Zoning File #18-117-067) before the January 25, 2019 Public Hearing. I believe the proposed Ryan amendments have moved the Ford Site development in the right direction. — I ask that the City Planners support Ryan’s amendments and respect their measured reason in requesting them. Ryan demonstrated</p>

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					<p>not only their careful and professional expertise, but a willingness to really listen to the concerns of the community.</p> <p>Those admendments being:</p> <ul style="list-style-type: none"><li>— Changing zoning to lower density and allow for a mix of single family homes along River Road. I also appreciate that there will be a better mix of housing varieties throughout the site. This allows for home ownership rather than building an insular site of rental properties. This will further create a more balanced community. And it will be integral in Ryan’s vision to design a community that is in keeping with the existing one. I believe they will build with intention, blending new with old, being mindful of creating soft edges, that artfully expand Highland Village’s charms to be inclusive, without destroying the strength of the exist-ing community. They seem to truly understand that community is not just buildings and volume, but about mindfully creating a home for people and a place for them to come together in shared society. Which leads to the next point:</li><li>— Saving 2 of the Ford Baseball fields is a foundational piece of Highland Village’s history. Its evident mentoring of youth in this area (for generations) extends far beyond this neighborhood. In times where it is clear to all of us that the need for mentoring our young is critical. These fields provide space for, dedicated parents, coaches and neighbors to teach, encourage, cheer on,</li></ul>

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					<p>and exercise the skills of teamwork, fair play, commitment, leadership, and the joy of playing. This is a very strong thread in the fabric of build-ing and preserving a community.</p> <p>— Maximum building height limited to 6 stories makes more economical sense for Ryan and again allows for the mindful design and preservation of this unusual and beautiful area. Henry Ford himself recognized this rare natural landscape, and worked mightily to create a beautifully designed factory who’s footprint did not ruin the surrounding look of the neighborhood. I suggest we follow Henry Ford’s lead and appreciate the natural wonder of our village, making it an exemplary design that honors the land and the people.</p> <p>Additionally I appreciate Ryan for being diligent in monitoring and insisting on the complete clean up of the pollution. We are continuing to watch this, and the CP rail clean up— as the health of our community, The Mississippi, the greater Twin Cities (drinking water), Hidden Falls, and indeed our unusual National Park are in need of mending and our care. It affects ALL OF US now and generationally.</p> <p>Continued</p> <p>— Ryan’s plan for parking is realistic and makes sense. The U.S. was built on/for cars. (Hence Ford.) And while we all agree we’re in times that require a shift from this, it cannot be turned on a dime. Ryan takes this into consideration. They have allowed for transition in order to “shift”</p>



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					<p>while being practical in supporting the retail business area without overloading the surrounding neighborhoods.</p> <p>— Ryan’s proposal for less retail this will keep traffic and congestion down. The retail that is built on the new site must be appropriate to the village needs. This is not a downtown area, nor a space for big box stores. (BTW: The new retail and hotel amenities soon to be built in downtown St. Paul will enliven a sleep-ing city center.) Density there is more appropriately placed. Downtown St. Paul should be the center not Highland Village.</p> <p>I commend Ryan for diligently engaging the community and carefully listening. They have envisioned a thoughtful mixed use site by integrating a variety of housing throughout so as not to silo neighborhoods. They have created walk-ability, are preserving our mature trees, considering the natural water drainage with the water feature while creating shared spaces.</p> <p>Other concerns:</p> <p>— Ford Rail Spur while this is not on the table in this discussion, it will have great impact on this plan and on our neighborhood. I do not see how it can be separated from the planning. This is where I ask the city to stay in keeping with Ryan’s vision of “soft edges” in the new development, so as to minimize the impact of rail running next to our homes from West 7th Street. Except for the pollution, Ford and CP rail</p>

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					<p>were good neighbors. The trains were quiet and slow moving. There was no high-speed noise, and no people traveling next to our homes disturbing the tranquility of our yards and residential streets.</p> <p>— Further reduction in density Due to the coming economic down turn and the lack of clarity defining what is meant by “affordable housing.” I have had a consistent concern that we are over building the area and unnecessarily creating density that will lead to unsold, and unrented structures. I would argue that we need more green space and I would still like to see more reduction in building heights.</p> <p>— Stress on the existing an aged infrastructure I am concerned that our aging infrastructure will not be able to handle the stress of building this new site and the disruption it could cause along with predicted global warming (much more rain in MN) resulting in major fiascos for the existing residents. (ie water main breaks, sewer, back ups, electrical outages, internet disruption etc). And with the density increase I am concerned whether we have studied the impact it will have on services, schools, trash collection, maintenance, utilities, fire, rescue and police. All said, I feel Ryan demonstrates a thorough knowledge of the area and their business. They seem to have the skill and vision to create mindful design that is necessary in preserving this unusual and desirable area. I believe they will take care in helping us to enhance and</p>

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					<p>preserve it for all, and for the generations to come.</p> <p>I ask the Planning Commission to support Ryan and their proposed amendments.</p> <p>Sincerely,</p> <p>Pamela Moody-Ginther</p>
102	1/21/2019	ED SUSAN JAMBOR	Ford Site comments	1797 Scheffer Avenue	<p>We have lived in St. Paul Highland for almost 20 year; St. Paul since 1987. We believe the Ryan Companies' vision for the site is the best compromise between bikers and cars. Both of us need to drive to work for our jobs so taking public transportation or riding a bike is not an option. We would like there to be some of the additional parking spots that Ryan is requesting so retail is viable for those that drive. We also believe that the row of homes facing Mississippi Blvd. helps it to blend into the rest of the street (while there are some condos east of Randolph many of the new homes have been 'tear-downs'. We also applaud the design extras of the water tower feature and stream. Finally, saving a couple of ball fields is excellent. Please work with Ryan to create this vision for our future.</p> <p>Ed and Susan JAMBOR</p>
103	1/21/2019	Jeff Christenson	Submitted through online form	1482 Lincoln Ave	Please plan for high quality transit and robust infra for pedestrians and bicyclists
104	1/22/2019	Chip Delaney	100% for Ford site	1918 Pinehurst Ave	We enthusiastically and fully support the amendments to the Ford master plan that Ryan

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					<p>is requesting and ask that you approve it as presented.</p> <p>Thank you all for the great work over the last few years getting the project to this point.</p> <p>Frank and Jane Delaney</p>
105	1/22/2019	katie shaw	Approve the Ryan Amendments to the Ford Master Plan!!!	453 Saratoga St South	<p>I'm writing to offer unequivocal support for the common sense amendments that Ryan Companies have offered to the Ford Master Plan. Ryan Companies has taken the concerns of the neighborhood to heart, while increasing the odds that the site will be economically viable. These reasonable, effective, and smart changes play to the site's strengths while addressing the very real concerns the surrounding neighborhoods have about the plan:</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less retail/commercial development, thereby reducing traffic by an estimated 25%</li> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both</li> </ul>

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					<p>commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</p> <ul style="list-style-type: none"> <li>• Maximum building height limited to six stories</li> <li>• 50 acres designated as public space</li> </ul> <p>I have made this neighborhood my home since 1984 and am committed to progress that preserves the unique character that makes it so special. This community has spoken consistently and clearly to the city about our opposition to aspects of the plan that will directly, and very negatively impact us, it's time to take our concerns seriously and adapt the amendments that Ryan Companies propose.</p> <p>Thank you for your time,</p> <p>Katie Shaw</p>
106	1/22/2019	michael furey	Comment	1845 Dayton Ave	<p>As a 35 year resident and homeowner in Saint Paul I urge you to consider the needs and desires of the people you actually represent and accept the Ryan Companies most recent amendments to the proposed Ford site project. I am very concerned about the direction that our city council has taken in recent years. They seem to be focused on personal agendas and have not been responsive to input from the actual communities that they represent. Specifically, and among other things, they seem to be determined to alter the character of our</p>

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					<p>neighborhoods to dramatically increase density and traffic. I am referring to the Ford project and the rezoning of Snelling and Marshall Avenues.</p> <p>Who does our city council serve? Certainly not the actual people who live, own homes, raise families and pay taxes in the community. Why this stubborn insistence on increased density instead of a balanced approach that considers all? Why doesn't the will of those that actually live here matter? My message to them is; please don't ignore the voices of the community. Work on behalf of the people you represent. Listen to them. That is your job.</p> <p>With great concern, Michael Furey</p> <p>-- Michael W. Furey</p>
107	1/22/2019	Jim Carlen	Comment on Ryan Companies Ford Plan	601 Montcalm Place	<p>I support wholeheartedly Ryan Companies amended plan for the Ford site. Specifically, I support the recommended changes listed below as fitting in with the Highland Neighborhood and better reflecting the needs and desires of St. Paul voters:</p> <ul style="list-style-type: none"> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• permitted use change resulting in less retail/commercial development, thereby reducing traffic</li> </ul>



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					<ul style="list-style-type: none"><li>• Saving two of the Ford Little League fields—this is key.</li><li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li><li>• Increased parking space in both commercial and residential areas while reducing space for bike and car share parking and electric car stations. This reflects current reality not some pie in the sky social engineering experiment.</li><li>• Maximum building height limited to six stories</li><li>• 50 acres designated as public space</li></ul> Sincerely,  Jim Carlen
108	1/22/2019	Christa Treiche	Ford Master Plan	1860 Mississippi River Blvd S.	<p>Thank you for the opportunity to share feedback about the Ford Master Plan. As a resident of this community, and someone who has a home on one of the major thoroughfares, I remain very concerned about the impact of this development in my community. I encourage you to accept the amendments to the plan made by the developer, the Ryan Companies. I hope to hear that you will approve their amendments when you meet this Friday, January 24th.</p> <p>I would appreciate a confirmation that you have received my email.</p>

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					Sincerely, Christa Treichel
109	1/22/2019	Lance Teachworth	Ford Plant	1734 Hampshire Ave.	I urge approval of the Ryan plan for the development of the Ford Plant property. I have lived in Highland Park for over fifty years, raised two children who live in the neighborhood, and feel strongly committed to the long term future of the city and this neighborhood. Please support the Ryan plan, as I believe it represents the majority opinion of the area residents. Thank you.  Lance Teachworth
110	1/22/2019	Susan Crosby	Ford plant - Ryan Co Plan changes	575 Montrose Ln.,	Dear City Planners,  I write you today to say that I fully support the recommendations of Ryan companies for their changes to the Ford site plan. They do seem like common sense changes that will likely make the development both more livable and more economically viable. Clearly they have done the market research to determine this, and we certainly don't want a bunch of store fronts and apartments sitting empty because the site was not designed with good market research to support it.  Sincerely, Susan
111	1/22/2019	Joanne Routzahn	Ford Plant Highland Project	1875 Palace Avenue	I attended the Ryan Company presentation on Saturday and fully support their plan which

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					reflects lower heights, more greenery, variety of housing offering multiple choices and the bicycle Pedestrian paths.  Joanne Routzahn
112	1/22/2019	Barbara	Ford plant site	1783 Eleanor Ave	Greetings, We have lived in the neighborhood since 1974 and have always loved our choice. We enthusiastically support the Ryan Companies plan and hope you will also endorse it! Andrew and Barbara Streifel
113	1/22/2019	Andrew and Barbara Streifel	Ford plant site	1783 Eleanor Ave	Greetings, We have lived in the neighborhood since 1974 and have always loved our choice. We enthusiastically support the Ryan Companies plan and hope you will also endorse it! Andrew and Barbara Streifel
114	1/22/2019	Nancy	Ford Property plan	1806 Hartford Ave.	I am writing to indicate my support for the Ryan Companies plan for the Ford property. I am very concerned about the planning commission's desire and plan to develop this area into high density buildings and homes. I have lived in Highland Park for 15 years and in that time I can see how much worse the traffic has gotten along Ford Parkway and the surrounding area. I walk and ride my bike in the area a lot, and I have almost been hit by cars numerous times. It is baffling to me why the commission and the city of St. Paul want so much development in the area. The only conclusion I can come to is to increase the tax base. Apparently the drastic increase in our

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					<p>property taxes hasn't generated enough money.</p> <p>The Ryan companies has proposed a reasonable development plan and it's obvious they are trying to meet the demands of the city as well as the needs of the local residents. I keep hearing from several sources – editorials, neighbors, statements from my former garbage hauler – that the City of St. Paul is not listening to the residents and disregards their concerns, and hasn't been for some time.</p> <p>Thank you, Nancy Hovland</p>
115	1/22/2019	Dale Johnson	Ford site	1263 Scheffer Ave.	<p>To Whom it May Concern:</p> <p>I applaud Ryan Companies for having made a sincere effort to listen to the community. Ryan's amendments seek to accommodate the neighborhood's concerns while increasing the odds that the Ford site development will actually be economically viable.</p> <p>Despite the community's consistent and long-standing opposition, the City and its Planning Commission appear to be poised to reject Ryan's amendments. The City continues with its insistence on an ultra-high-density proposal for the site, not the wishes of the neighborhood.</p> <p>I've lived here for years and I have trouble going down to the village now, I think the time has come for our representatives to represent us. Please approve the Ryan amendments.</p>

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					Dale Johnson
116	1/22/2019	Sharon Skarda	Ford site	1719 Hillcrest Ave.	<p>I support Ryan Co. plan for the Ford site. I have lived on Hillcrest Ave. for forty years. Most everyday I am in the village at one time of the day or another, traffic is a problem. We do not need an excess of cars due to more people and more businesses. Ryan Co. has done some great buildings and planning in our city and I think they should be listened to.</p> <p>Please send confirmation that this message was received.</p> <p>Thank you, Sharon Skarda</p>
117	1/22/2019	Barbara Wolf	Ford Site	611 Mount Curve Blvd.	<p>To whom it may concern,</p> <p>I have lived in St. Paul for 35 years. My husband and I have been home owners and we raised three children here. We have been active members in the community and now that we are both retired we spend even more hours as volunteers in the St. Paul schools and other communities.</p> <p>I am writing today in support of the amendments to the site plan that the Ryan Companies have proposed.</p> <p>There are many aspects of the original plan that I find very distressing.</p> <p>!. Traffic - Traffic is already an issue in</p>

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					<p>Highland. Many times it is backed up on all the major streets including the Ford Bridge. This is especially true during the school year when both St. Thomas and St. Catherine's is in session. Parking is also an issue. I myself try to avoid going to the Village between the hours of 11-1 during the week. It is unrealistic to think that in Minnesota new residents will not be coming with cars. How are these cars going to get to the freeways? Is it okay with Minneapolis that many drivers will go through Minnehaha Park to get to the freeway?</p> <p>2. The height of the buildings should be much lower than proposed. Even six stories is much higher than what I want.</p> <p>3. The ball fields are an important part of the history and the joy of living in Highland Park. Both of my sons learned to play baseball there. And as adults they are both avid Twins fans. We spent many summer hours there as a family. Children are an important part of this community and their needs should be recognized and provided for.</p> <p>4. I also feel that public space needs to be provided. The Ryan Company has asked for 50 acres of this space. This should be a minimum.</p> <p>I am also concerned about how the increase in the number of people will affect the current</p>



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					<p>community spaces. During the summer I use the Highland Pool daily - both as an adult and as a grandparent taking my grandchildren there. Will another pool be built to accommodate several thousand more people? I have same questions about the library, the rec. center and the playground. Will the walking path along the river become impossible to navigate because of the huge increase in use? I understand the need to build more housing but it needs to be balanced and not overwhelm the livability of the neighborhood.</p> <p>The Ryan Companies have listened to the community and I support their conclusions and recommendations. I am sincerely hoping that the plans for the Ford Site and the actual development enhance the community and do not spoil what has been a wonderful urban community.</p> <p>Sincerely, Barbara Wolf</p>
118	1/22/2019	Terry Frahm	Ford Site comments re Jan 25 Planning Commission mtg	1314 Miss Riv Blvd S	<p>Hi, I'm a Highland resident living at 1314 Miss Riv Blvd S and would like to 'voice' my support for Ryan Co's thoughtful amendments to the Ford Site plans. The single family homes facing MRB add tremendous credibility to the overall plan, and will help preserve home values to current MRB homeowners while the development promotes a breadth of residential living styles. Also a big supporter of at least a</p>

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					couple of the Ford Little League Fields which are a positive link to history of this area. Thanks, Terry Frahm, 612-865-5224
119	1/22/2019	Laurie Schaaf	Ford Site Redevelopment	2159 Bayard Avenue	<p>Please approve the Ryan Company Amendments to the Ford Master Plan.</p> <p>Just this week there was an article in the Star Tribune about retail establishments closing in Uptown and Grand Avenue in part because there was inadequate parking for their customers. Please let Ryan have the parking they request so that Highland can avoid the same fate.</p> <p>Ryan has developed their amendments based on their expertise as a developer, interviews with potential Ford Site businesses, and Highland resident feedback. It leaves most of what the City wants intact.</p> <p>Please don't reject the amendments. I do not understand the City's unwillingness so far to accommodate viewpoints other than that of its own planners.</p> <p>We still have not seen anything from the City regarding plans to improve the street grid surrounding the Ford Site to accommodate the increased traffic and we have not heard from the City regarding schools, police, and fire protection for the residents of the new development. The City could mitigate resident uneasiness and generate some goodwill for this project if it would share the detailed plans for</p>

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					accommodating the increased population.  Laurie Schaaf
120	1/22/2019	Maggie LaNasa	In support of Ryan Companies amendments	1752 Bohland Ave	I'm an writing to the city and the planning commission to offer my formal support for the Ryan Company amendments to the Ford Plant development. Unlike the city, they have listened to the citizens and continue to work with the community to make this development everyone can believe in.  My hope is that the City and the planning commission actually listen to the taxpayers and support all The Ryan Company amendments. I strongly oppose the City's insistence on an ultra-high-density proposal for the site, and your turning a blind eye to the many problems this would create and ignoring the market forces at play. As a millennial who is choosing to live in Saint Paul, I hope you are able to put greed aside and do what is best for the community and future of highland park. Please confirm that you received this email and are incorporating it into your evaluation. Maggie LaNasa
121	1/22/2019	Erin Probst	Please Support the Amendments made by Ryan Companies	1927 Saunders Avenue	Good Afternoon,  I'm writing to ask you to please support the amendments made to the Ford Master Plan by Ryan Companies. I have attended numerous meetings that Ryan has held regarding their proposal and applaud the amount of time, effort and due diligence spent in order to come

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					<p>up with a plan that makes sense for the surrounding community. In light of the tension that this issue has caused in our community, these amendments seem to offer a relatively fair compromise that neighbors on both sides of the issue can agree on. Even the Highland District Council has weighed in in support of the amendments.</p> <p>We live about 4 blocks directly east of the Ford Site on Saunders Avenue. The stakes are high for us and for our neighbors. More green space (while maintaining two little league fields!), reduced building heights and allowing for a stretch of single family homes along the river road are a significant win for those of us who have been seeking some form of compromise all along. The proposed amendments still allow for a high level of density as the proponents of the original Master Plan have pushed for.</p> <p>Ryan Companies has strong ties to the community and understands how to redevelop this property in order to meet the needs of the community and the market in general. Please approve their amendments to that we can all move forward and our community can begin to heal form the damage done during the past several years.</p> <p>These amendments just make sense.</p>

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					Sincerely,  Erin Probst
122	1/22/2019	Sondra and Dwaine Glasenapp	Presbyterian Homes?	2192 Eleanor Ave	Is there a plan for a senior independent living program in the Ford Site?  Sondra and Dwaine Glasenapp 2192 Eleanor Ave., St. Paul, MN 55116
123	1/22/2019	Kate Burda	RE: Pro - For the Ford Site Ryan Co. Amendments	2196 Berkeley Ave	Hello- We are writing to you today to ask (actually beg) for you to please accept the amendments Ryan Companies has proposed for the Ford Plan Site. Our home is our biggest investment (we have both worked very hard for years in order to pay our mortgage and our crazy high taxes). Everyone who comments around this issue keeps saying how much they like Saint Paul and how they were attracted to it the way it is now, shouldn't the development embodied at least some of what we all like about it? I care what happens to the city long after I am gone!!!! Please show some respect for your constituents and common sense toward the proposal.  Andy & Kate Burda 2196 Berkeley Ave Saint Paul, MN 55105  Please be receptive to modifying the development so we can keep a neighborhood feel feeling in our city. Specifically... • Permitted use change resulting in less

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					<p>retail/commercial development, thereby reducing traffic by an estimated 25%</p> <ul style="list-style-type: none"> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields THIS IS HUGE FOR MY KIDS!!!</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</li> <li>• Maximum building height limited to six stories</li> </ul>
124	1/22/2019	Kate Burda	RE: Pro - For the Ford Site Ryan Co. Amendments	2196 Berkeley Ave	<p>Hello-</p> <p>We are writing to you today to ask (actually beg) for you to please accept the amendments Ryan Companies has proposed for the Ford Plan Site. Our home is our biggest investment (we have both worked very hard for years in order to pay our mortgage and our crazy high taxes). Everyone who comments around this issue keeps saying how much they like Saint Paul and how they were attracted to it the way it is now, shouldn't the development embodied at least some of what we all like about it? I care what happens to the city long after I am gone!!!! Please show some respect for your constituents and common sense toward the proposal.</p>



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					<p>Andy &amp; Kate Burda 2196 Berkeley Ave Saint Paul, MN 55105</p> <p>Please be receptive to modifying the development so we can keep a neighborhood feel feeling in our city. Specifically...</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less retail/commercial development, thereby reducing traffic by an estimated 25%</li> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields THIS IS HUGE FOR MY KIDS!!!</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</li> <li>• Maximum building height limited to six stories</li> </ul>
125	1/22/2019	Rick Dagenais	Re-sending note: Changes to Ford Master Plan	2111 Highland Parkway	<p>City of St. Paul Planning Commission; I am writing in support of Ryan Companies' proposed amendments to the Ford Master Plan. The changes reflect input from the community while supporting the majority of the initial master plan and density requirements. The</p>

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					<p>changes allow for more variety in housing choices so as to appeal to a greater number of potential residents. This increases the odds of success for the development. Having a very successful development should be one of the key objectives for the City. Ryan is a local successful development company on many different size projects. They bring expertise in what will be successful in the short and long term.</p> <p>While many believe that the automobile is a thing of the past it is still the primary mode of transportation and will be into the foreseeable future. Ryan understands this with the provision for parking as part of the development. Their foresight in proposing parking structures that can be converted to other uses as parking demands diminish, as projected by the city, is an example of how they plan for the future. Without the provisions for parking with the development business are at risk of survival. It will also put enormous strain on the neighborhoods surrounding the Ford development as customers and residents look for places to park. One only has to look to the new small development at 725 South Cleveland called the Finn. During construction and after completion of the Finn there has been greater stress on parking in the surrounding blocks which has caused a negative impact to the neighborhood. While provisions for pedestrian, bicycle, and transit has to be a priority of the</p>

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					development parking of cars cannot be ignored in the Ford Plan. Please vote for the changes as proposed by Ryan Companies so that all of St. Paul has the best opportunity for a successful development. Thank You Rick Dagenais
126	1/22/2019	Julie O'Brien	Ryan amendments to Ford Master Plan	1413 Juliet Ave	Hello:  Although I am not in Representative Tolbert's Ward (I've happily voted for Dave Pinto!) I nevertheless often frequent the area near the old Ford Plant and shop there similarly often.  I've am very much in favor of the Ryan Amendments to the Ford Master Plan and agree with them in their entirety and request that the Planning Commission do vote to approve the Ryan Amendments for a livable and sensible development that will accommodate current residents as well as future residents and businesses that will inhabit that space.  Thank you very much for voting to approve those Amendments.  Thank you, Julie
127	1/22/2019	Brian D. Dusbiber, Ed.D.	Ryan amendments to Ford Site Development	1912 Montreal Avenue	Planning Commission members,  I have owned a home in St. Paul since 1980. I chosen to remain living here, and thereby pay

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					<p>taxes, for the quality of living we desire in St. Paul.</p> <p>I understand there is a Planning Commission meeting scheduled for Friday, Jan. 25. I would like to comment on the Ford Site Development agenda item.</p> <p>Ryan Companies has work thoroughly and patiently with community members to design a development plan for all St. Paul. The amendments they are proposed should be accepted by the Planning Commission.</p> <p>Among the amendments I am in favor of is:</p> <p>1) The designation of 50 acres for public space. We are known for our parks, let's not surrender that reputation.</p> <p>2) Provision for two of the Ford Little League fields. Recreation opportunities for our youth must be protected.</p> <p>3) Restrict overall maximum building height to six stories. As you can plainly see, currently the two taller residential facilities are an eyesore in the area. Higher density housing is being constructed effectively now near light rail stations in St. Paul.</p> <p>4) Ryan amendment recommendations to reduce retail and commercial square footage, and those reducing traffic in the area significantly.</p> <p>5) Reasonable increases to parking in</p>

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					<p>commercial and residential areas, and backing off the original plan to focus on bikes, care share and electric. This can happen later, when the demand is apparent.</p> <p>6) Allowance for more single family homes along Mississippi River Boulevard, so as to not create a "wall" of brick and mortar along the Boulevard.</p> <p>Ryan Companies has proposed reasonable amendments. Let's endorse them.</p> <p>Would you (and those cc'd) please confirm with a "receipt of message"?</p> <p>Brian</p>
128	1/22/2019	Brian Dusbiber	Ryan amendments to Ford Site Development	1912 Montreal Avenue	<p>Planning Commission members,</p> <p>I have owned a home in St. Paul since 1980. I chosen to remain living here, and thereby pay taxes, for the quality of living we desire in St. Paul.</p> <p>I understand there is a Planning Commission meeting scheduled for Friday, Jan. 25. I would like to comment on the Ford Site Development agenda item.</p> <p>Ryan Companies has work thoroughly and patiently with community members to design a development plan for all St. Paul. The amendments they are proposed should be accepted by the Planning Commission.</p>

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					<p>Among the amendments I am in favor of is:</p> <p>1) The designation of 50 acres for public space. We are known for our parks, let's not surrender that reputation.</p> <p>2) Provision for two of the Ford Little League fields. Recreation opportunities for our youth must be protected.</p> <p>3) Restrict overall maximum building height to six stories. As you can plainly see, currently the two taller residential facilities are an eyesore in the area. Higher density housing is being constructed effectively now near light rail stations in St. Paul.</p> <p>4) Ryan amendment recommendations to reduce retail and commercial square footage, and those reducing traffic in the area significantly.</p> <p>5) Reasonable increases to parking in commercial and residential areas, and backing off the original plan to focus on bikes, care share and electric. This can happen later, when the demand is apparent.</p> <p>6) Allowance for more single family homes along Mississippi River Boulevard, so as to not create a "wall" of brick and mortar along the Boulevard.</p> <p>Ryan Companies has proposed reasonable amendments. Let's endorse them.</p> <p>Would you (and those cc'd) please confirm with a "receipt of message"?</p>



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					<p>Brian</p> <p>--</p> <p>Brian D. Dusbiber, Ed.D.</p>
129	1/22/2019	Glen Carpenter	Ryan Amendments to the Ford Master Plan	730 Ridge Street	<p>To Whom It May Concern,</p> <p>My name is Glen Carpenter. I reside and own a home at 730 Ridge Street in St. Paul's Ward 3. I am writing today in support of the Ryan Companies proposed amendments to the Ford site Master Plan that set to be discussed at the Planning Commission meeting on Friday, January 25.</p> <p>I strongly encourage you to support and adopt the amendments. As a resident of Highland Park I believe that adoption of the amendments will result in a successful development of the Ford Site by Ryan Companies.</p> <p>I support the amendments because they will:</p> <ul style="list-style-type: none"> <li>* Result in less retail/commercial development that will assist in traffic reduction.</li> <li>* Result in the current "Lunds" block remaining unchanged from it's current configuration.</li> <li>* Result in two of the Ford Little League fields to remain in their current location.</li> <li>* Provide for zoning changes along the Mississippi River Boulevard to allow for single family and town-homes. This will blend the development with the current existing community.</li> </ul>

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					<p>* Result in the maximum building height limits to six stories.</p> <p>*result in 50 acres of designated public space.</p> <p>Ryan's proposed changes will result in a development that has a lower risk to be successful and produce the benefits the city needs. Ryan Companies is an expert in development of urban areas. Their proposed changes should be adopted and trusted due to their expertise and desire to build a successful project that will remain viable for many years</p> <p>I request your vote in favor of the proposed amendments.</p> <p>Thanks,</p> <p>Glen Carpenter</p> <p>Highland Park Resident</p>
130	1/22/2019	Isla Hejny	Ryan Co. amendments to Ford Plant Site	1718 Highland Parkway,	<p>Sirs:</p> <p>We heartily endorse the common sense amendments to the original Ford Plant site plan and ask you to approve these when next you examine and vote on this issue.</p> <p>It is important in going forward that the city works with the community most affected by this development and retains our goodwill. Approval of the Ryan amendments will help to ensure this.</p>

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					Thank you for your attention to this matter and please confirm receipt of this email.  Isla Hejny and Jeffrey Stanko
131	1/22/2019	Judith Connell	Ryan Companies Amendments		Planning Commission, I would once again like to say I support Ryan Companies efforts to make the Ford site development a viable addition to my neighborhood. Please give serious consideration to their advice, otherwise, I believe this new "city" in Highland Park will not be able to be self sustaining and will not make the area a desirable place to live and work. Thank you for your consideration of this matter. Judith Connell Highland Park resident
132	1/22/2019	Beth Upton	Ryan Plan	4512 44th Ave s	As a neighbor just across the bridge in Minneapolis, I will be affected by the development on the former Ford site and as of now, the Ryan plan looks the most feasible. We are getting a lot of density development in a very short time and this plan looks the most reasonable. thanks Beth Upton
133	1/22/2019	Allan Brill	Ryan plan	593 Montrose Lane	I'm in support of the Ryan plan as layed out and approved by the Neighbors for a Living St Paul. I would appreciate a confirmation that your message was received. Allan Brill
134	1/22/2019	Doug Hanson	Ryan plan for Ford site	1697 Ford pkwy	I am writing in support of the amendments that Ryan has proposed for the Ford site. The changes Ryan has proposed will create a

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					development that is better aligned with the character and needs of the highland neighborhood.  Doug Hanson
135	1/22/2019	Kevin Berg	Ryan's proposed amendments to the Ford Site Plan	1752 Pinehurst Ave.	I have been a Highland Park resident for 60 years. I love my City and my neighborhood. I had alot of apprehension about the plan you approved fo rthe Ford site, so I was very relieved to have Ryan step in as the developer, really listen to legitimate concerns of us neighbors, and come up with some common sense amendments to the plan. I think these amendments come from Ryan's experience and knowledge of what the market and the surrounding community can bear. They do not change the fundamental nature of the Ford project, while still addressing some legitimate concerns.  Please vote to accept these amendments. If you fail to do so, I believe alot of people like me, who are not overreactive or irrational about this project, but are legitimately concerned, and wanted to give our leaders a chance to work out the details with a quality developer, may take a hard look at whether we need different leadership next time we have the opportunity to vote.  Thank you.

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					Kevin Berg
136	1/22/2019	Claire Mathews-Lingen	Support of Ryan Companies' Amendments	2126 Jefferson Ave	<p>Hello Ford Site Planning Team, Council member Tolbert, and Planning Director Pereira,</p> <p>I am a young resident at 2126 Jefferson Ave. St.Paul 55105, I have lived at this address my entire life and have seen the area develop in different ways in my 18 years alone. As someone planning to live most of my life in this neighborhood and knowing it is where my parents will grow old I want to urge you to support Ryan Companies' Amendments to the Ford plant development. These amendments are steps towards making this project fit with the neighborhood and have a long lasting positive impact on the neighborhood, which I do not foresee if the current proposal goes through.</p> <p>Thank you for listening to the community and I hope you will make this important decision with the future in mind. Please let me know that you have received this email.</p> <p>Claire Mathews-Lingen</p>
137	1/22/2019	Jim (MMA) McQuillan	Support the Ryan Amendments	519 Mount Curve Blvd	<p>Due to my work responsibilities, I cannot attend the Planning Commission Hearing on Friday. I have attended the vast majority of meetings and would like to be on record as fully supporting the Ryan amendments to the Ford Master Plan.</p>

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					<p>Note: I live on Mount Curve and the Ford Development is not likely to do much for me personally. However, I am impressed with the Ryan Companies sincere effort to listen to the surrounding community and find a balance between appropriate density and respect for the existing neighborhood. I cannot characterize the city planners as having the same openness to listening as Ryan has shown.</p> <p>The Ryan Companies have found a way to bring opposing parties together. Please embrace there sincere attempt to find common ground.</p> <p>Jim McQuillan</p>
138	1/22/2019	Melinda Bonk	The Mount curve bLvd		<p>There is a serious problem extending Mount Curve Blvd as a major street. Where do people go at Randolph? People will be stuck and turning right to cretin. This is not good.</p> <p>Kind Regards Melinda Bonk</p>
139	1/22/2019	Elaine Chiquist	We support the Ryan Amendments for the Ford Plant Site	1235 Cleveland Avenue South	<p>My name is Elaine Chiquist, and I live at 1235 Cleveland Avenue South, St. Paul MN 55116. My wife, daughter and I were very impressed with the amendments that Ryan Companies came up with after listening to feedback from residents such as ourselves. We strongly feel that this is a step in the right direction, and we support the efforts they've made to work with the</p>

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					<p>community to keep the integrity and character of Highland Park intact.</p> <p>We were deeply disappointed to hear that the city and planning commission are poised to reject these amendments. It makes us feel as if the city of St Paul doesn't value its residents and is only interested in total tax revenue that it will reap at the expense of creating a livable neighborhood.</p> <p>I urge you to reconsider rejecting these amendments. In this political climate, it's more important now than ever to continue the dialogue and work together to find a solution.</p> <p>Please reply with receipt of this email. I want to make sure my voice is being heard, even if I'm unable to attend the hearing.</p> <p>Thank you, Elaine Chiquist</p>
140	1/22/2019	BRUCE N HOPPE	Submitted through online form	531 Mount Curve Blvd, Highland 55116	<p>Note: Apparently your FordSitePlanning@ci.stpaul.mn.us website is not working or you are not taking comments from this site even though you offered it as an option. So I will leave my comment here:</p> <p>Date: Jan 22, 2019 at 6:19 PM</p>



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					<p>Subject: RE: Public Comment to Planning Commission - Regarding the Ford Site Development</p> <p>To who it may concern:</p> <p>Myself and family live at 531 Mount Curve Blvd in the Highland area. Per your website instructions, I want to use this forum to provide public comment to the proposed amendments to the Ford Site Zoning and Public Realm Master Plan (amendments proposed by Ryan Companies, Zoning File # 18-117-067) ahead of the January 25th Public Hearing.</p> <p>Comments:</p> <p>As a longtime taxpayer / property owner in Highland, I have a vested reason to advocate for a reasonable and balanced approach to this development</p> <p>I believe that the proposed Ryan amendments are in the right direction We ask that the City Planners support ALL of Ryan's amendments and the realities that justify the</p>

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					<p>amendments in the first place - Amendments I generally support:</p> <ul style="list-style-type: none"> <li>o Permitted use changes “ less retail proposed in Ryan's plan” We like less retail because retail requires more parking and adds congestion/traffic. Places like West End and North Loop development are already experiencing excessive retail/commercial vacancies</li> <li>o Street grid proposal “ we like the proposed changes “ all common sense</li> <li>o Saving 2 Ford Baseball fields “ We have heard that some members on the Planning staff are sadly against saving a portion of the ball fields -- We love this aspect in Ryan’s plan and the community will fight for this</li> <li>o Changing zoning portion to lower density / single-family housing along Mississippi River Boulevard (F2 to F1 river residential district) -- We love this change and the community will fight for it</li> <li>o Ryan’s plan for some structured parking ramp(s) is good and only common sense “ City planners cannot “ Force• changes in people’s driving habits overnight by limiting parking options “ Parking will just overflow into the neighborhoods without some</li> </ul>

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					<p>structured parking</p> <p>o Max building height limited to 6 stories is good â€” this is not only more economical for Ryan, but also reduces the visual blight on the area and reduces density â€” The City was advocating up to 10 story max which was reckless</p> <p>o Allowance for more ownership vs rental apartments â€” We like the plan for more owner-occupied Row Houses /Condos</p> <p>o I like the 50 acres (or ~40% on the 122 acres) designated as â€œPublic spaceâ€• -- we assume that would also mean larger setbacks and more tree plantings</p> <p>I know that some City Planners come from the New Urbanism mindset and are pushing back on any changes to the original Ford Site Zoning and Public Realm Master Plan. We think that Ryanâ€™s changes are in the right direction. I think that the amendments offer some innovative ideas to re-think and re-imagine the ways to develop this site â€” still allowing for walkability, mixed-use, placemaking, etc. But the idealistic notion of jamming more families into tall, unsightly, overbearing, high-density construction does not create value over the</p>

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					<p>long-term. If not careful, a high-density development bubble will create greater negative long-term economic and infrastructure impacts that will destroy the attractive quality or life “offer” that the Highland area provides today. Yes, the Planning Commission may be the subject matter experts here, but I think Ryan and the tax paying residents are better in-touch with the realities.</p> <p>Further, I would argue that there is more that should be done beyond what Ryan is proposing:</p> <ul style="list-style-type: none"> <li>“ Further reduction in density</li> <li>“ Further reduction in building height maximums</li> <li>“ More single-family housing / condos</li> <li>“ Independent and thorough traffic study (AUAR) that takes into consideration existing traffic problems in Highland and surrounding neighborhoods “ Scope needs to include added CP Rail site development impacts</li> <li>“ Thorough study on the stress on local infrastructure and services including public utilities, fire protection, police, schools, trash collection, maintenance, etc.</li> </ul>

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					<p>â€¢ Increase in provisions for open recreational space â€” two baseball fields are not enough â€” there is already a shortage of recreational and green space which will be magnified by the addition of thousands of new families</p> <p>â€¢ Complete pollution cleanup of adjacent Area-C and CP Rail properties â€” Will people choose to invest in this development if they know that a hazardous waste site remains only 100â€™s of feet adjacent?</p> <p>â€¢ Complete the CP Rail spur use debate - the spur use needs to dovetail into the master plan</p> <p>In the end, only smart development / smart growth will preserve the health and quality of life we currently enjoy (and pay for) in the Highland area. I would like to ask the Planning Commission to support all of Ryanâ€™s proposed amendments.</p> <p>Sincerely,</p>

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					Bruce Hoppe â€“ Highland
<b>141</b>	1/22/2019	Jean Frahm	Submitted through online form	1314 Mississippi River Blvd. S	<p>Hi- As a resident of Highland Park and a property owner near the proposed site I am writing in support of the Ryan company amendments. We have been to several meetings and followed the progress. I think the single family homes support the current landscape of the Blvd. and the diversity among the housing styles offers something for most home owners.</p> <p>I feel the ballparks play an important role in the community spirit and keeps some of the history of the area in tact.</p> <p>I feel strongly that the Ryan Company has tried to accommodate the space, area of the city and its history in the most positive way possible in regards to the development criteria.</p>
<b>142</b>	1/22/2019	Ryan	Submitted through online form	1663 Saunders Ave	Keep density and a non car emphasis a priority.
<b>143</b>	1/23/2019	Dennis McGuire	Ryan Proposal for the Ford Development	2203 Fairmount Ave	<p>Please accept this note as a supporting vote for the proposed changes by Ryan Companies. Having attended several recent meetings by Ryan I am confident their changes will enhance the site for all st. Paul residents.</p> <p>Please support the proposed changes.</p>

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					Dennis McGuire 2203
144	1/23/2019	Beth Brombach	Amendments proposed by Ryan	2214 Goodrich Ave	<p>I am appalled to hear that the common sense, non-greedy, good for the neighborhood, amendments that are being proposed by the Ryan Companies, are likely to be rejected by the planning commission. Isn't the planning commission in place to support the health of the city and to protect us from builders who would not keep our best interest at heart? Instead, it appears, we must be protected by a private company, trying to do the right thing, as the planning commission greedily tries to pack in as much density as it can, with no regard for the neighborhood.</p> <p>Step up and represent the city in a decent way by supporting the following amendments:</p> <ul style="list-style-type: none"> <li>- Less retail and commercial development</li> <li>- Street grid proposal</li> <li>- Zoning change along the Mississippi River to allow for single family homes and soft edges to the development.</li> <li>- Limiting height to 6 stories.</li> <li>- 50 acres of public space.</li> </ul> <p>The people of this neighborhood are not opposed to change. We are opposed to the livability of this area being squandered by people making selfish and poor decisions!</p>
145	1/23/2019	Peter Myers	Comments for Planning	1600 Edgcumbe Road	My name is Peter Myers and I am a 25-year homeowner at 1600 Edgcumbe Road, St. Paul,



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			Commission re: Ryan amendments to Ford site plan		<p>MN 55116. I am a lifetime St. Paul resident. I have followed with great interest the progress on the future development of the Ford site. I have attended hearings, community forums and presentations including those recently made by Ryan Companies. I urge the Planning Commission and the City Council to support the Ryan Companies' request for amendments to the Ford master plan. In my opinion, these amendments are entirely reasonable and will do nothing to adversely alter the intent of the Ford master plan. Regarding the four requested amendments:</p> <ol style="list-style-type: none"><li>1. Allowing a small number of single-family homes will not detract from the site's ability to offer a wide range of multifamily housing options. Neighbors have expressed strong interest in having single-family homes on the site, and the amendment allows that, on a very limited basis. The site will remain overwhelmingly multi-family, including affordable options.</li><li>2. Reducing rowhome minimum building heights to 30 ft will be more feasible than requiring an unnecessarily tall facade that serves no practical purpose.</li><li>3. I cannot envision any negative impact by reducing the amount of commercial use by half of what the City plan requires, while allowing sufficient parking to support those non-residential uses. Despite the City's best efforts to encourage walking and transit use, the reality</li></ol>

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					<p>is that many people will still choose to access the site via automobile. Artificially restricting the amount of non-residential parking space will make it more difficult for businesses to attract customers, and may cause increased traffic as frustrated motorists need to keep driving around the site in hopes of finding a parking space.</p> <p>4. Modifying the street layout around Ford Parkway, Finn, Cretin and Bohland is reasonable.</p> <p>Ryan Companies has gone to great lengths to listen to the community and discern what residents deem most important. They are sensitive to the sometimes conflicting views of residents and have done an excellent job of developing a plan that adheres to the City master plan. Their proposed amendments are very modest and reasonable, but they are necessary to enable Ryan to proceed with the project. We are fortunate that a reputable local developer has emerged as the master developer. The site could easily have been sold to an out-of-town firm that would have no sense of our history or the community's vision for this amazing piece of property. By accepting these modest amendments, we can ensure that the site remains in the hands of an experienced local developer.</p> <p>Peter B. Myers</p>

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146	1/23/2019	Michelle Doyle	Comments on Ford site plan amendments	1878 Hampshire Ave.	<p>Dear St. Paul Planning Commission,</p> <p>I am the mother of a young family (6 and 3 year-old children) and I'm writing to express my unequivocal support for the amendments to the Ford site master plan that Ryan Companies has put forward.</p> <p>Ryan Co. has clearly indicated their commitment to building a community that best serves the neighborhood and the city. Ryan Companies' development plan balances the desires of the city for increased housing density with the concerns of existing neighbors and actual market forces.</p> <p>I support Ryan Companies' proposed zoning changes that reduce density, decrease building heights, and increase diversity of housing types. It is imperative to allow single family homes and lower townhomes or row homes to the west of the storm sewer feature. These additions increase the diversity of housing on the Ford site and recognize that Highland Park has a very high demand for single family homes.</p> <p>I am thrilled to see that Ryan Co. plan will preserve two of the three little league fields. My 6 year-old son is starting baseball in the Highland little league this year and I look forward to walking to those fields in the future.</p> <p>I support the changes requested to reduce commercial uses, increase non-residential parking on the site, and street grid changes that will help to reduce congestion and improve traffic flow in and out of the site.</p>

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					Ryan Co. offers the current and future residents of St. Paul the best opportunity to build a livable community on the Ford site. Please listen to the current residents and approve all amendments that Ryan Co. has requested.
147	1/23/2019	Jim Winterer	Comments on Ford Site Zoning Amendments	1032 Bowdoin St.	<p>Dear St. Paul Planning Commission,</p> <p>I have lived three houses south of the Ford site (1032 Bowdoin St.) for 25 years and I am writing to strongly support the amendments to the Ford Site Zoning and Master Plan as proposed by the Ryan Companies.</p> <p>I have followed this topic closely over the years and have attended every Ford site meeting that has been open to the public, including all those hosted by the Ryan Companies.</p> <p>Every change the Ryan Companies has suggested appeals to me for one underlying reason: it makes the site fit better with the Highland neighborhood and will make the development far more attractive to those who would want to live and work here.</p> <p>Some of the best examples of this are allowing for a relatively small number of single-family homes along Mississippi River Boulevard, the retention of two of the three ball fields, lower heights for the apartment buildings, and a less dense commercial and retail zone.</p> <p>I am sure you are familiar with the specifics of these changes and I won't go into them. I would like, however, to appeal to your sense of fair play. I know Highland Park well, having frequently used the public pool and archery</p>

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					<p>range when I was a youngster. Later, as a high school and college student, I was a dishwasher and cook at the former and iconic Lee's Village Inn. Later still, in the late 70s, I put rear axles on trucks at the Ford plant.</p> <p>I wanted to live and raise my two sons in this neighborhood because it WAS a neighborhood. It was not one of the most densely populated sites in the country, which is what the city planners are calling for with their original Ford site plan.</p> <p>Let's be honest. The Ford site will dramatically change the character of Highland Park forever. The Ryan Companies know this ... they GET this ... and they have done their best to reduce the negative impacts of the original zoning plan and build on the positive impacts.</p> <p>Out of fairness to all those who have put down roots in this neighborhood, I'm asking you to approve the Ryan requests. They have given us something I feel good about, rather than the dread I felt when the city's original plan was unveiled.</p> <p>Sincerely, Jim Winterer</p>
148	1/23/2019	Karen Wilson	Comments on the Ford Site Development Plans - the changes proposed by Ryan Companies	1690 Beechwood Ave	<p>Members of the Planning Commission, I am writing to you in support of the proposals put forth by Ryan Companies to develop the Ford Plant property. We support the changes they have proposed including</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less retail/commercial development, thereby</li> </ul>

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					<p>reducing traffic by an estimated 25%</p> <ul style="list-style-type: none"> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</li> <li>• Maximum building height limited to six stories</li> </ul> <p>These common-sense amendments are a great step in the right direction. As a committed and experienced local developer with strong roots in the community, Ryan Companies offers the best chance of providing Saint Paul with a sensible and livable development at the Ford site.</p> <p>Please send me a confirmation that you have received this message. thanks very much for your time!</p>
149	1/23/2019	Pratik Joshi	Comments on the Ford Site Development Plans - the changes proposed by Ryan Companies	1690 Beechwood Ave	<p>Members of the Planning Commission, I am writing to you in support of the proposals put forth by Ryan Companies to develop the Ford Plant property. We support the changes they have proposed including</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less</li> </ul>

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					<p>retail/commercial development, thereby reducing traffic by an estimated 25%</p> <ul style="list-style-type: none"> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</li> <li>• Maximum building height limited to six stories</li> </ul> <p>These common-sense amendments are a great step in the right direction. As a committed and experienced local developer with strong roots in the community, Ryan Companies offers the best chance of providing Saint Paul with a sensible and livable development at the Ford site.</p> <p>Please include my comments for the record.</p>
150	1/23/2019	Bill Hickey	Ford Development	1795 Pinehurst Ave	<p>I live in Highland Park and I am very concerned on creating too much density and people congestion in the area, it is already a busy area. I support Ryan in their plans and want to have you support them too, what is your position on this matter? I vote and this issue impacts my</p>



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					view of officials. Thank you for your support, Bill
151	1/23/2019	Nancy Grace	Ford planning compromise	2190 Edgcumbe Road	<p>Planning Commission, To whom it may concern,</p> <p>I am writing to ask you to seriously consider approving the Ryan proposed adjustments to the Ford Master Plan for development.</p> <p>Ryan Companies, as a long experienced developer in the MSP community, has a well respected reputation as a developer who is able to build/ develop successful commercial and residential projects.</p> <p>Ryan Companies have shown that they understand the need to discuss with potential stakeholders in this development, to find the fine line that will make each piece of the project a successful enterprise.</p> <p>Compromise in building parking ramps with substantial base structure that can later be converted to another apartment, when the need for commercial parking has declined, shows a real effort to accommodate the planning commission's desires for limited car parking, balanced with a present day need for adequate parking for commercial businesses. Additional factors would be elderly drivers, winter weather leaving a need for added parking availability.</p>

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					<p>Certainly bike parking and a variety of car recharging stations can be fit into the plan, without much controversy.</p> <p>I feel that Ryan Companies will be able to build this project of very large scope, a project we all will feel is a successful answer to the needs of all our citizens, today into the future.</p> <p>Please approve Ryan Companies for this very important step forward for St. Paul.</p>
152	1/23/2019	Elizabeth Lenz	Ford Site	1817 Palace Avenue	<p>Dear City Planners,</p> <p>Unfortunately your decision is going to be made when I cannot be away from work.</p> <p>Please accept the Ryan amendments rather than your original master plan. The traffic in that area is already horrendous. I think it is important that you listen to the people rather than make your decision without consideration of those you represent.</p> <p>An acknowledgment of this message is appreciated.</p> <p>Thanks,</p> <p>Elizabeth Lenz</p>
153	1/23/2019	Elizabeth Lenz	Ford Site	1817 Palace Avenue	<p>I really wish there would be more listening to the people and the amendments Ryan has. Please consider the amendments rather than going with your first plan!</p>

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					Acknowledgement of this message is appreciated.  Elizabeth Lenz
154	1/23/2019	Donald Kist	Ford site : Ryan Amendments		I fully endorse all the Ryan Co. amendments to the project. It's the best chance of providing St. Paul with sensible and livable development at the Ford site.
155	1/23/2019	Andrew Nelson	Ford Site Amendments: Citizen's Comments	1878 Hampshire Avenue	<p>To the St. Paul Planning Commission:</p> <p>As a current resident of Highland Park, I write to express my strongest support for Ryan Companies' proposed changes to the Ford site redevelopment plan.</p> <p>The city planning commission's original proposal is unrealistic. It was formed through a politically manipulated process to impose an ultra-progressive agenda on the average citizens of Highland Park. We were busy working our jobs, raising our families, and paying our taxes while polarized political action groups pushed forward a plan with supposed "community support".</p> <p>Ryan Companies has now shown an adept ability to listen to the entire spectrum of community feedback, realistically evaluate the residential and commercial real estate market, honestly assess transportation and parking needs, and still meet the need for increased density and diversity of housing stock.</p>

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					<p>There is tremendous value in the proposed changes by Ryan Companies to decrease the overall density, increase accessibility based on real patterns of transportation utilization, and smooth the transition of a new, higher-density development into the surrounding community. Ryan Co. has the real-world expertise to accurately assess the economic viability of the development plan which the city government lacks. Further, Ryan Companies is a local company. It's leadership has local roots, long-standing connections, and genuine concern for the needs and opinions of all residents of St. Paul. This type of honest, intrinsic incentive to care for the community will not be found in another developer from outside the state. The city of St. Paul cannot risk losing this strength in a selected development partner due to an unwillingness to compromise.</p> <p>As a hard-working, tax-paying resident of the Highland Park neighborhood, I ask you to recognize that the Ryan Co. amendments represent the best possible set of compromises which seek to meet the housing needs of St. Paul AND respect the efforts and investments that we current residents have put into our neighborhood to make it such a wonderful place to live. Please approve all of Ryan Companies' change requests without alteration or delay.</p>

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					Sincerely, Andrew Nelson
156	1/23/2019	Jen Winterfeldt	Ford Site Comments from Highland Park Residents	2216 Eleanor Avenue	<p>Hello Ford Site planning committee,</p> <p>We have been residents of Highland Park since 2015. When moving to the Twin Cities from greater Minnesota, we focused our home search on St. Paul and have fallen in love with the Highland Park community. We were originally drawn to this neighborhood for the proximity to the river, Minneapolis communities, the airport, and selected it because in spite of everything happening in the neighborhood, it is still quiet and quaint. Since moving here, we have grown to appreciate more and more about this neighborhood including the shops and amenities available to us in Highland Village, access to walking paths near the river and through quiet neighborhood streets, and most of all we love the community feel of this neighborhood.</p> <p>We live just 3 blocks from the Ford Site and are very invested in the redevelopment projects that will take place on this property. Our primary concerns for the redevelopment site have been about traffic, maintaining the look and feel that makes this St. Paul neighborhood special, and incorporating public green space near the river. We have attended the meetings hosted by the Ryan Companies and have been</p>

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					<p>very impressed with how responsive they are to hearing from the community. We support the sensible amendments that Ryan Companies has proposed for the Ford site and encourage you to include these in the development plans for the site, namely:</p> <ul style="list-style-type: none"><li>• Limiting traffic increases by reducing retail development permits</li><li>• Allowing single family homes and town homes along Mississippi River Boulevard to blend into the existing neighborhood</li><li>• Setting the maximum building height to 6 stories</li><li>• Increasing parking space</li><li>• Preserving 2 little league fields as a valuable community asset</li><li>• Designating 50 acres as public green space</li></ul> <p>We are hopeful about the new housing and retail space that the Ford Site development will bring to our community. But we also want the development to be smart and enhance our neighborhood, not detract from everything that makes Highland Park special. We strongly urge you to accept the proposed amendments from Ryan Companies.</p> <p>Sincerely, Jen Winterfeldt and Clare Dudzinski</p>
157	1/23/2019	Karen Brown	Ford Site plan	215 Woodlawn Avenue	<p>Dear Saint Paul City Council,</p> <p>I urge you to accept the proposed changes from</p>

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					<p>the Ryan Company. These changes are common sense and will be a benefit to the people who will eventually live in the Ford area and surrounding neighborhoods. Without these types of changes the area is going to be a negative to St Paul and it's citizens. Please accept and approve the Ryan proposed changes.</p> <p>Sincerely,</p> <p>Karen Brown</p>
158	1/23/2019	Frances Fuerstneau	Ford Site Zoning and Master Plan Amendments	1074 Colby St.	<p>I support the amendments to the Ford Site Zoning and Public Realm Master Plan proposed by Ryan Companies along with the corresponding draft Zoning Code amendments. This plan (with amendments) demonstrates a flexibility and willingness to make the site development work for the existing and future city of St. Paul.</p> <p>Frances Fuerstneau</p>
159	1/23/2019	Kathy Shields	Fw: COMMENTS REGARDING FRIDAY NIGHT MEETING 1-25-19	1891 Hillcrest Avenue	<p>Hi,</p> <p>I live up on Hillcrest Avenue by Howell and have lived here since 1981. I think you might want to look at the Ford Site rebuild as a community you personally would want to live in. If you can do that, then maybe you can also see that the Ryan Co. has given a lot of thought to what would make better sense of how to use the acreage to make for a workable, livable and beautiful development. I think they did a good job</p>



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					<p>listening to the concerns of the people who currently live here and are trying to accommodate our wishes.</p> <p>"Less is more" is an old adage that has worked well for many uses including housing. What I envision as our possible next step for a retirement home at the Ford Site, is one that would not to have that "big city" congested feel. If that means cutting back a bit on housing at the Site, it will probably be less congested and more friendly to those who live there and for the rest of the Highland Park community. Remember, the Ford Site is an extension of our village. It is a village not a metropolis. We live here and pay big property taxes to keep it the way it is, which is many pockets of nice older homes and some well kept apartments and condo areas. Jamming a bunch of 6 story buildings along with upscale river view housing and middle class condos for many, on top of commercial use areas would not lend itself to a good Highland Park feel. I would hope that you are taking into consideration all the many senior citizens who have something to say about what is going onto the Site. Personally, I am excited about the development. I don't wish for it to complicate my life or the lives of all the folks who are currently living and supporting what we have come to love as our village. Many of us shop in the Village and we drive there. If it becomes a traffic nightmare, we will have to go</p>

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					<p>elsewhere. Also, many seniors who live here are thinking about possibly downsizing while still remaining in the village. I hope it will be the kind of development that will welcome seniors along with everybody else who might be interested in living there. Seniors make good neighbors.</p> <p>I think it would be a good idea to have a community center of sorts, where people young and old can gather for their various interests. Nothing too elaborate; but with all the people potentially going to be living there, it makes sense. Our current lovely library rooms and staff can only do so much and I think it would be overtaxed with the influx of thousands of new residents.</p> <p>Perhaps this has all been thought through and I missed the updates. I enjoyed the Ryan Co's presentation that was online recently. They have done an excellent job in the preliminaries and will continue to do well as the building begins and finishes. I think a large part of it is because they really listened to the residents in the community about what they thought of the plans. It really does matter what we think. I am sorry to say that I've heard rumblings about people choosing to move out of the village. I hope it is not true.</p> <p>I look forward to seeing how the city of St. Paul moves forward. I hope it bears in mind that they</p>

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					<p>have a certain responsibility to the folks who live here now. I'm not afraid of change, but I hope the Ford Site will be developed with intelligent foresight as to what it will become in the big picture. Can Highland Park schools handle the influx of children that will be enrolling and the busing that will happen every day at many different times all year long. I would hate to think that classroom sizes will increase due to the influx, but where are they going to go. I would imagine there will be additions to the 3 or 4 grade schools that we have now which will cost millions and have to be absorbed by the taxpayers. Not to mention we only have one junior/middle school and one high school that I know of. Just a thought.</p> <p>Well, I've had my say and I thank you for hearing me out and considering what I have to say. Thank you.</p>
160	1/23/2019	Pam Gee	Fwd: Ryan Ford plans		<p>support the Ryan plan adjustment to the Ford Site. I have a hard time understanding why St. Paul doesn't hold on to its history for example the Ford baseball fields. Those are the same fields Joe Mauer and Jack Morris played on. Ch 2 just did a documentary on how the Ford plant changed St. Paul. Where is any homage to that? Do not demolish your history - harness it. If The Lost Twin Cities taught us anything it is that we don't hold on to our history like big cities in surrounding states. ABC news had a nice article</p>

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					<p>on MN baseball stating:</p> <p>&gt; “Yet despite its northern latitudes and cold, lengthy winters, Minnesota has a baseball culture and history as strong and vibrant as anywhere in the country.” I feel like St. Paul can honor its history rather than erasing it and it has the chance to do that with this land.</p> <p>&gt;</p> <p>&gt; I like St. Paul, but I do not like where it’s going. In addition, you are having a hearing on a work day at 8:30am. How is that helpful to many of us who have to be at work? Please reconsider demolishing St. Paul’s history in an effort for high density in an area that doesn’t have the schools or roads for it.</p> <p>&gt;</p> <p>&gt; Thank you-</p> <p>&gt; Pam Guarnera</p>
161	1/23/2019	Mark Bahn	In Support of Ryan Plan	1149 Cleveland Ave. S	<p>Hello,</p> <p>My name is Mark and I live off Cleveland Ave S close to the Ford site. I am emailing to express my support for the current Ryan Plan for the new Ford site. I hope you listen to the overwhelming support for the Ryan plan which is a great compromise and listen to those of us who live, work and enjoy Highland Park.</p> <p>Thanks, Mark Bahn Highland Park Resident</p>

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162	1/23/2019	Jennie McQuillan	meeting this Friday		<p>To whom it may concern,</p> <p>Due to Jury duties this week, I will not be able to attend the Friday meeting, but have been very active in attending previous meetings, and fully support the plan that Ryan Cos has developed and HDC approved. What I like most are the accommodations made to scale back heights on high density buildings, presenting a parking ramp as an option for additional parking along retail corridor so as to limit cars to one end of the site, but also provide extra spaces to attract and keep retail businesses, without which, the plan will be void. I appreciate the intent to preserve the landscape of our neighborhood in building styles, and plenty of green/park/water space to invite walkers, bikers and kid play. The addition of single family housing along Mississippi River Blvd will be a lovely extension to the existing housing blocks along the river, keeping it a seamless vantage point. I still worry about traffic impact in the neighborhood, especially as I live on Mount Curve and know there are plans to open up our “boulevard” as a more major artery, but given these terrific accommodations by Ryan Cos, I am willing to sacrifice our beautiful, divided blvd for benefit of our larger community.</p> <p>Thank you, Jennie McQuillan</p>
163	1/23/2019	TERRY ROBERTSON	Public Comment	1049 Colby St.	Chris Tolbert, Ward 3, and Ford Site Planning Commission,

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					<p>My family ( my husband, Douglas, and our two grown children and myself) has resided happily at 1049 Colby Street (the 5th house from the Ford site on the west side of Colby St.) for 23 years and we plan to be here for several more.</p> <p>We have been interested, and sometimes concerned, about the development plans at the Ford site. We greatly appreciate the fact that Ryan Companies is a well and long established entity in the twin cities and that they are interested in seeing that all points of view are respectfully considered.</p> <p>We strongly support the following Ryan amendments:</p> <p>maximum building height of six stories,</p> <p>single family housing along the River Road,</p> <p>saving the ball fields at the Ford League site,</p> <p>decreased retail to help ease traffic congestion.</p> <p>Thank you for your consideration. Sincerely,</p>

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					Terry Robertson
164	1/23/2019	Daniel Jschrivier	Public Comment to Planning Commission RE: Ford Site Development	9900 Bren Road East	<p>As a resident in the shadows of the Ford Plant at 1110 Bowdoin Street, I am writing to voice that I strongly support the Ryan amendments to the plan, particularly:</p> <p>Saving the two ball fields as they add to the neighborhood / community.            Changing the zoning along River road from F2 to F1 to allow single family homes.            Limit retail in an effort to lessen parking concerns            Max building heights to six stories            More owner occupied condos etc.</p>
165	1/23/2019	Barbara Fleig	Ryan amendments	601 Fairview Ave S	<p>As a property owner, tax payer and neighbor for 35 years I fully support Ryan Company's proposed amendments for the Ford plant The existing traffic is horrendous and any mitigation in the planned density is welcomed.            I urge you all to support these changes.            Please acknowledge receipt of this request.</p> <p>Regards</p> <p>Barbara Fleig</p>
166	1/23/2019	Scott Potter	RYAN AMENDMENTS - Ford Master Plan for redevelopment	2248 St. Clair Ave	<p>Dear members of the Commission. As a long time resident of the community to be effected by this development and a voter I write today in strong support of the Ryan amendments to the Ford Master Plan and request your support as</p>



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			of the St Paul Ford site.		well. Please acknowledge receipt of this email. Thank you. Sincerely, Scott M. Potter
167	1/23/2019	Harriet H Arend	Ryan Co .amendments	740 Miss. Rv. S 5f	The Ryan Company amendments for the development of the Ford sight are more in keeping with the unique character of the area. Please accept their plan. Thank you.  Harriet Arend
168	1/23/2019	Dennis McGuire	Ryan Companies Proposed Changes to the Ford Plan	2203 Fairmount Ave	Good Morning; I am writing in support of the proposed changes by Ryan Companies to the Ford plan. Having attended several recent meetings and witnessing their success and expertise at the Selby and Snelling project as well as the East Block development in Minneapolis, I support their plan. This will certainly result in a win win for Ryan and St. Paul. I ask that you vote in favor of their changes. Dennis McGuire
169	1/23/2019	Dennis McGuire	Ryan Proposal for the Ford site	2203 Fairmount Ave	Councilmember Tolbert; I am reaching out to express my support for the Ryan proposal for the Ford Site Development. Seeing the expertise in Ryan's work (Selby and Snelling, the East Block in Minneapolis) I am confident their changes to the plan will result in a successful venture for Ryan and St. Paul. Please support their changes. Dennis McGuire
170	1/23/2019	Pat Mcdonough	Site Planning	1314 Fairmount Ave.	I am in favor of the amendments that Ryan Cos. has made. We do not need high density proposal that the City wishes

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					Thank you Pat McDonough
171	1/23/2019	Mary Engleson	support for Ryan's Development plan for the Ford Site	2177 James Ave.	<p>Planning Commission, I support the Ryan Amendments to the Ford Master Plan. Ryan considered the neighborhood concerns and developed a better plan and vision for the site and the neighborhood. I appreciate the traffic reduction on our local streets, especially Cretin Ave. which is already too congested. I applaud Ryan for considering the importance of recreational space for the young ball players. I agree with the building height reduction to six stories. Please listen to the concerns and wishes of the residents who live in the immediate area and who will be the most affected by the decisions you make.</p> <p>Please confirm you received this email.</p> <p>Thank you, Mary Engleson</p>
172	1/23/2019	Bill	Submitted through online form	1850 Saunders Ave.	<p>As a life long resident of St. Paul and the past 32 years in Highland Park, I encourage you to vote in favor of the Ryan Company proposal. Although I do not agree with certain aspects of it, I can compromise and can live with the changes they propose. I feel the city is way out of line with what they offer. To live in Highland Park is to enjoy it, not complaining about every blade of grass turned which is what is happening</p>

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					<p>now. The city is creating deviseness. If the Ryan plan is accepted I feel the residents will come together and the complaints now being heard will diminish. I will not sell my home if the Ryan plan is accepted but will strongly consider selling if it is not. That would be a total injustice given to me after so many years of loyalty to the city.</p> <p>Thank You,</p> <p>William J. Rogers</p>
<b>173</b>	1/23/2019	Frank Jossi	Submitted through online form	1810 HARTFORD AVE	
<b>174</b>	1/23/2019	Jeff Zaayer	Submitted through online form	1750 Saunders Ave	<p>Downzoning of the F1 and F2 areas on the western portion of the site creates an inequitable housing division at the Ford Site, and reinforces the false narrative that Mississippi river boulevard is and should only be lined with single family homes.</p> <p>Possible resolutions or proposal could include the following as a mitigation to this division:</p> <p>A commitment to include a relative percentage of affordable units in the areas currently zoned F1 and F2 on the western portion of the site or</p> <p>An increase in the overall number of affordable units on the site at 50/60% AMI.</p>

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					<p>Alternate proposals for access to the eastern side of the site should be resolved before the Saint Paul Planning Commission accepts the Ryan proposal to eliminate the Saunders access. Reducing access to and from the Eastern edge of the site will funnel bicycle, pedestrian, and vehicle traffic all to a single alignment under these changes. Without a redundant point of access to the east this will create a mandatory choke point that will result in increased conflict between different mode users.</p> <p>Ryan's proposal for additional commercial parking to be created is reasonable but it is recommended that this parking take the form of metered on street parking or dedicated municipal parking garages so that surface parking is not present on the site. And the missed opportunity for city revenue from a proposed reduction in site commercial and retail square footage can be made up at least in part via parking fees.</p> <p>The request for a reduction in the number of bike racks on the site is unacceptable given: The site is adjacent to the grand rounds and likely number of people arriving on bicycles as a result. Another reason to maintain the planned</p>

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					number or even increase the number of bicycle racks on the site is the current study underway to develop the CP rail spur as a linear park and trail. This would provide a safe accessible non motorized point of access to the site from a part of Highland with some of the densest housing.
175	1/23/2019	Kourtny Long	Submitted through online form	1189 Cleveland Ave S	If downzoning on the West side of the site is going to take place, then Ryan should compromise by committing to a certain percentage for affordable housing to F1/F2 and/or increase the site's overall affordable units at 50-60% AMI. If downzoning is for aesthetics, row homes would look just fine along the West side as the site is cut off by a park on the south and an Assisted Living, school, and church to the north - single family homes actually may look more out of place. More East to West connections before approval of the plan. The increased parking proposal should take form of metered street parking or garages but please do not take away retail/commercial for parking, parking fees could be made up for the difference.
176	1/23/2019	Johannah Bomster	Submitted through online form	110 36th St E	
177	1/24/2019	Amanda Willis	Comments about the Ford site amendments	1727 Race St.	Greetings Planning Commission,  I have concerns about the proposed

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					<p>amendments to the Ford Site master plan. I believe that after 10 years the master plan was thoughtfully considered for the future of St. Paul.</p> <p>I was excited to see what this site could become. The watering down of the master plan makes me very nervous about what Ryan's best interests are in the site.</p> <p>I understand that incremental changes will need to be made and addressed, why can't that be handled in a different manor? If Ryan wants single family homes, why can't they ask for a variance to insure that the site remains equitable? Why not raise the density in over zones? Why not build more affordable housing to off set that wealth zone?</p> <p>Removing the eastern road access to the site to keep the ball fields is very short sighted. We've heard from all neighbors that they are concerned about traffic in and out of the site and removing that access will only increase traffic to the other points of access.</p> <p>Adding additional parking for national retailers without considering how the city can use that parking as an income stream is also short sighted. Why can't we have meters or paid parking garages to insure that we can take care of the future of that infrastructure?</p>

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					<p>I hope that you will consider these comments like I did for the Highland District Council and vote no to these proposed amendments.</p> <p>Amanda Willis Grid 5 rep, Highland District Council 1727 Race St.</p>
178	1/24/2019	J B	Comments: Zoning & Master Plan Amendments		<p>You have the opportunity of a generation or more, and you only have one chance to get it right.</p> <p>Please examine the impact of ANY development of the Ford Site with an abundance of caution. I've been told that a traffic study hasn't even been completed. The original plans would have dumped 20,000 to 30,000 more cars and trucks on Highland streets that have already become unpleasantly congested in just the past 2-3 years. The additional noise and air pollution could destroy the Village feeling as well as quality of life.</p> <p>And yes, affordable housing is lacking in the Twin Cities--but concentrating it in one location would be a mistake. In fact, it would have the potential to marginalize people based on class.</p> <p>Another danger is agism. I was stunned to hear that a young woman stood up at one of the Ford Site Development Hearings and essentially said</p>



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					<p>that older Highland residents need to move out so that younger residents can move in. Among the problems with that disrespectful statement, I'm not sure why anyone would think that displacing older residents would create any additional housing availability; it would merely create a game of musical chairs.</p> <p>Many younger people likely can't afford current Highland homes anyway. In addition, the explosion of high rise apartments and condos all over the Twin Cities has created congestion, shrinking green space, and an architectural dullness of repetitive overuse of the same style. The Amendments call for some larger, single family homes, which is a partial solution. Why not further diversify the development by taking advantage of an exploding trend--tiny houses? It would diversify accessibility based on income, avoid the cookie-cutter sameness of excessive high rises that other Twin Cities developments are falling prey to, be compatible with the goal of greening the development along with a park with a pond and an extension of light rail, and would potentially avert the emerging agism and classism of the previous plans.</p>
179	1/24/2019	Winston Kaehler	Ford Master Plan	1712 Palace Avenue	I support the Ryan Companies' proposed amendments to the Ford Master Plan. I believe the majority of St. Paul residents do also, and City government should not ride roughshod over their wishes.

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180	1/24/2019	Wendy Matthews	Ford Master Plan	2009 Bayard Avenue	<p>I support the amendments to the Ford Master Plan that Ryan Companies has put forth. Ryan Companies is listening to people's concerns. I've lived in the immediate area over 40 years and do appreciate Ryan Companies listening to the neighbors.</p> <p>Wendy Matthews 2009 Bayard Avenue</p>
181	1/24/2019	Nancy Grace	Ford planning compromise	2190 Edgcumbe Road	<p>Planning Commission, To whom it may concern,</p> <p>I am writing to ask you to seriously consider approving the Ryan proposed adjustments to the Ford Master Plan for development.</p> <p>Ryan Companies, as a long experienced developer in the MSP community, has a well respected reputation as a developer who is able to build/ develop successful commercial and residential projects.</p> <p>Ryan Companies have shown that they understand the need to discuss with potential stakeholders in this development, to find the fine line that will make each piece of the project a successful enterprise.</p> <p>Compromise in building parking ramps with substantial base structure that can later be converted to another apartment, when the need for commercial parking has declined,</p>

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					<p>shows a real effort to accommodate the planning commission's desires for limited car parking, balanced with a present day need for adequate parking for commercial businesses. Additional factors would be elderly drivers, winter weather leaving a need for added parking availability.</p> <p>Certainly bike parking and a variety of car recharging stations can be fit into the plan, without much controversy.</p> <p>I feel that Ryan Companies will be able to build this project of very large scope, a project we all will feel is a successful answer to the needs of all our citizens, today into the future.</p> <p>Please approve Ryan Companies for this very important step forward for St. Paul</p>
182	1/24/2019	Layne Hendel	Ford Site - Ryan Amendments to the Ford Master Plan	1861 Norfolk Ave.	<p>Dear Sir or Madam:</p> <p>I wish to express my "support " for Ryan's sincere effort to hear the cry of the Highland Residents and Businesses and their recommended amendments fo the St. Paul's Ford Master Plan for the site.</p> <p>An Ultra-high-density site is misguided and does not fit with the character of Highland Park. This is a vibrant single family neighborhood. The Planning Commission goal to achieve the highest density creates massive problems for</p>

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					<p>the community and neighborhoods.</p> <p>Please listen to us and Ryan as your make your decision. Again, I am in favor of Ryan's amendments to St. Paul's Ford Master Plan.</p> <p>Thank you,</p> <p>Layne Hendel</p>
183	1/24/2019	Peter Probst	Ford Site - Ryan Plan	1927 Saunders Avenue	<p>To whom it may concern</p> <p>I encourage the planning commission to approve the plan submitted by Ryan Companies. The revised plan contemplates significant feedback that was provided by the community, and ignored in the Master Plan.</p> <p>Peter Probst 1927 Saunders Avenue</p>
184	1/24/2019	Tom Fisher	Ford site amendment request	1 Rapson Hall 89 Church Street S.E.	<p>Dear Mayor Carter, Council member Tolbert, and the Ford Site Planning staff,</p> <p>I write in support of the request by the Ryan development team for what I think are relatively minor amendments to the zoning of the Ford site. While I generally support more density in developments, the changes they are requesting will not make much of a difference in terms of the density of the site and I think a degree of consistency along the river edge and a switch in the direction of one street all makes sense.</p>

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					<p>The one area that I would encourage the city to do, with their request for 1 stall for ever 200 sf of retail, would be to insist that all structured parking in the development be planned for an alternative use in the future. While I understand that retailers and funders almost require that amount of parking in today's market, given the transition in our transportation system over the next two decades to a mobility service model on the part of the automobile industry, there will be a dramatic drop in the demand for parking and we need to get ready for that now so that we do not have a lot of empty parking ramps taking up valuable space in our fair city.</p> <p>Best,</p> <p>Tom Fisher</p>
185	1/24/2019	Tim Morehead	Ford Site Planning Amendments	1932 Bayard Avenue	<p>City of Saint Paul Planning Commission:</p> <p>I am sending this document to you expressing my support for the Ryan Company's amendments to the Ford Site Plan. Let me detail my rationale for my support:</p> <p>1. The Ryan Company has spent a considerable amount of time and effort exploring the best fit for the Ford Site Plan into the future. This included getting considerable valuable input from the community. The general community has received Ryan's plans very positively and is in support of Ryan's amendments. There had</p>

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					<p>been much controversy in the community with the original Ford Site Plan in the past. Ryan's efforts to propose some minor adjustments to the original plan based on much research and listening has turned the community concerns into a positive force for the Ford Site.</p> <p>2. The basic Ford Site Plan is mostly intact and the Ryan amendments are minor in nature compared to the total goals of the plan. Every plan needs adjustments over time. Ryan's amendments improve the plan by having the plan fit better into the existing Highland community. A win-win for the developer, the community and the City of St. Paul.</p> <p>3. Ryan's amendments are based on some logical business research and community input, but also has options for adjustments in the future. Let me provide some examples to support my statement:</p> <ul style="list-style-type: none"><li>• The increase of parking is needed to attract businesses to this site under the current automobile transportation habits of the general public at this time. Once this public traffic habit changes to more mass transit, then these parking locations can be converted to other purposes as agreed by Ryan Company. This is a very thought out and flexible plan.</li><li>• Leaving the existing Lund's building in place makes much sense. This would be less disruptive to the community and also not demolishing a good functioning building at this time. The building can always be revised or</li></ul>

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					<p>removed in the future to meet new demands.</p> <ul style="list-style-type: none"><li>• Providing the option for single family housing along Mississippi River Blvd makes the buildings along that street to be consistent as someone travels along that boulevard from north to south. This would make the Ford development appear to be more a part of Highland Park and less like an addition to the community.</li><li>• The Row houses on one side of the water stream is a nice touch. It provides some diversity in housing that matches the unique diversity of the general housing in Highland Park. Row houses are popular and would be a good business decision for quick sales to jump start the project.</li></ul> <p>In summary, I want the Ryan Company to continue their development of the Ford Site because they have done their homework on this plan and it would benefit the community and St. Paul in total. Ryan has provided good support and rationale for their adjustments. Again, as I have mentioned already, Ryan's amendments are minor in comparison to the goals of the total Ford Site Plan, but their changes are important for their business to succeed. I would hate to have Ryan back out of this project because these amendments cannot be approved. Ryan is a "home town" developer that wants everyone to succeed.</p> <p>I'm available to help in any way I can to support</p>

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					<p>a good outcome for this Ford Site Plan.</p> <p>Sincerely,</p> <p>Tim Morehead 1932 Bayard Avenue</p>
186	1/24/2019	John Dittberner	In Favor of Ford Master Plan Amendments	1630 Beechwood Ave.	<p>Planning Commission,</p> <p>As a resident of Ward 3 I am writing to express my support for the Ryan Companies' amendments to the Ford Site Master Plan. I believe that Ryan has listened in good faith to community input and their amendments go much further than the city council and planning commission have to accommodate the concerns for local residents like myself.</p> <p>The changes proposed by Ryan Companies that I am strongly in favor of include:</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less retail/commercial development, thereby reducing traffic by an estimated 25%</li> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing</li> </ul>



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					<p>space for bike and car share parking and electric car recharging station.</p> <ul style="list-style-type: none"> <li>• Maximum building height limited to six stories</li> <li>• 50 acres designated as public space</li> </ul> <p>Please acknowledge receipt of my comments.</p> <p>Respectfully,</p> <p>John Dittberner 1630 Beechwood Ave.</p>
187	1/24/2019	Karen Osen	Please support Ryan Co. Amendments!	1545 Goodrich Ave.	<p>Dear Planning Commission,</p> <p>After attending the community input opportunity and presentation by Ryan Co.'s this past Saturday, Jan. 19, at Central Baptist Church I want to express my reaction. A lot of people have clearly worked very hard on the Ford Site plans for a very long time. What an amazing opportunity St. Paul has, to be able to create a new, high density neighborhood loaded with amenities! I applaud the choice of Ryan Co.'s for the project! I was thoroughly impressed with the overall plan laid out by Ryan Co.'s at the meeting. It is sensible and desirable, both as a destination to visit, shop and eat at, but I would also love to live there if it is developed as shown and described! Please approve of the proposed amendments to the Master Plan for the site, researched and explained by Ryan Co.'s. The site will be great if you trust them on this!</p>

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					Sincerely, Karen Osen
188	1/24/2019	Shannon Palm	Public Comment to Ford Site Development	1124 Bowdoin Street	<p>Saint Paul Planning Commission</p> <p>I am writing in support of the Ryan Companies proposal for development of the Ford Plant. As a resident of Highland Park for the past 20 years, I consider this neighborhood home. I believe the Ryan Companies has nicely blended two contrasting visions for this parcel of land, and has a vested interest in its development as a local company. I appreciate their consideration for single family homes along the Mississippi River, consistent with the character of the adjacent neighborhood. I also believe that limiting the height of buildings to 6 stories better aligns with the neighborhood character. I am excited to see their vision come to life from the vast acreage of dirt it is now, and ask that you approve the amendments being requested by Ryan Companies so this project can move forward.</p> <p>Thank you for your consideration,</p> <p>Shannon Palm 1124 Bowdoin Street</p>
189	1/24/2019	Gwen Phillips	Ryan amendments	2136 Magoffin Avenue	<p>Dear Planning Commission and Council member Tolbert,</p> <p>I am writing to encourage you to support the Ryan Companies amendments to the Ford Master Plan.</p>

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					<p>I particularly support:</p> <ul style="list-style-type: none"> <li>- Zoning change along the Mississippi River Blvd to allow single family homes and townhomes</li> <li>- Saving two of the Ford Little League fields</li> <li>- Maximum building height limited to six stories</li> <li>- 50 acres designated as public space</li> </ul> <p>Thank you,</p> <p>Gwen Phillips</p>
190	1/24/2019	David Anderson <	Ryan Amendments to Ford Development Plans	544 Mississippi River Blvd S	<p>To whom it may concern,</p> <p>Neighbors for a Livable Saint Paul asked me to contact you regarding my position on the amendments proposed by Ryan Companies based on input from citizens. I've reviewed the amendments believe these amendments, with the exception of reducing space for bikes, car share parking and electric car charging stations, would greatly enhance the development while addressing many of the concerns expressed over the past several years as the plans were finalized and shared with the public. I encourage you to give serious consideration to these amendments, since they appear to address many of the concerns I've heard from many in the neighborhood.</p> <p>Sincerely,</p> <p>David Anderson 544 Mississippi River Blvd S Saint Paul</p>

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191	1/24/2019	Jason Emrick	Ryan Companies proposals	1856 Bohland Ave	<p>Hi,</p> <p>My Names is Jason Emrick. I live at 1856 Bohland Ave. I have been watching the Ford site debate since it began and have been consistently disappointed by decisions made by the city and the planning committees. I feel like the voices of many of the citizens have not been heard or addressed. Ryan companies seems to have a very good understanding of the both the city's desires and needs as well as the concerns of the neighborhood residents. I strongly support the amendments proposed by Ryan companies and hope that they will be approved.</p> <p>Thank you,</p> <p>Jason Emrick</p>
192	1/24/2019	Susan Ognanovich	Ryan Company Amendments	1824 Wordsworth Ave	<p>St. Paul Planning Director, Luis Pereira, Members of the Planning Committee, Members of the St. Paul Council, and Chris Tolbert:</p> <p>I am a home owner and resident of Highland Park, and have been closely following the St. Paul Counsel's zoning recommendations, along with the design progress that the Ryan Company has worked towards.</p> <p>I have been to Ryan's neighborhood meetings, have studied the plans they wish to incorporate in the site, and agree with the amendments and reasoning for the changes that have been</p>

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					<p>suggested by them. They have put much time and effort into making this site a pleasure for all of St. Paul, and the community is in favor of these changes.</p> <p>I recommend that you accept the recommendations that Ryan is proposing, because they are not changes to advance their stake in this project, they are intelligent changes that many citizens want because they are better for the project and the future of the neighborhood.</p> <p>DO NOT loose Ryan as a partner in our St. Paul future. NO other company will invest more than our hometown Ryan has and will!!</p> <p>Sincerely, Susan Ognanovich 1824 Wordsworth Ave</p>
193	1/24/2019	Rick Miller	Ryan Company's Amendments	1824 Wordsworth Ave	<p>St. Paul Planning Director, Luis Pereira, Members of the Planning Committee, Members of the St. Paul Council, and Chris Tolbert:</p> <p>I am a home owner and resident of Highland Park, and have been closely following the St. Paul Counsel's zoning recommendations, along with the design progress that the Ryan Company has worked towards.</p> <p>I have been to Ryan's neighborhood meetings, have studied the plans they wish to incorporate</p>

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					<p>in the site, and agree with the amendments and reasoning for the changes that have been suggested by them. They have put much time and effort into making this site a pleasure for all of St. Paul, and the community is in favor of these changes.</p> <p>I recommend that you accept the recommendations that Ryan is proposing, because they are not changes to advance their stake in this project, they are intelligent changes that many citizens want because they are better for the project and the future of the neighborhood.</p> <p>DO NOT loose Ryan as a partner in our St. Paul future. NO other company will invest more than our hometown Ryan has and will!!</p> <p>Sincerely, Rick Miller</p>
194	1/24/2019	Robert Wales	Ryan Ford Proposed Changes Public Comments	1727 Race St	<p>To the Saint Paul Planning Commission -</p> <p>I am writing to urge the Saint Paul Planning Commission to take into consideration the following critiques of the proposed zoning and master grid changes proposed by Ryan Companies.</p> <p>In 2017, the City of Saint Paul adopted a bold zoning and master grid vision put forth by city</p>

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					<p>planners of the City of Saint Paul. That plan included no single family zoning, recommendations for zoning the site to support the most new and affordable dwelling units as possible, a well constructed infrastructure grid that would mitigate traffic to and from the site through the surrounding neighborhoods as well as promote transit options other than single user car traffic, and limited surface parking and parking/units. It was certainly met with opposition but it was adopted by the City Council and has been supported by Mayor Carter throughout his candidacy and tenure in office. More than anything the plan sets a vision for Saint Paul's future- an expanding city that is environmentally conscious and filled with opportunity for all its residents.</p> <p>The changes proposed by Ryan Companies would introduce single family housing to the site, increase commercial parking while reducing commercial opportunity and tax base, and limit access to and from the site from the east. In general. I do not believe that these are positive changes to the site plan.</p> <p>While not significantly reducing the number of units, single family housing zoning is not environmentally responsible and is in direct contrast to what I believe are the intentions of Ford and the City of Saint Paul. By eliminating multi-unit housing from the western side of the</p>

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					<p>site, Ryan Companies's proposal for single family housing and eliminating multi-unit housing on the western portion of the site will create a de facto wealth and affordability divide. Without multi-unit housing on the western side there can be no affordable housing units available and will cut off the western amenities (the 1 sq block park and the river) to all but the wealthiest residents.</p> <p>Ryan is proposing reducing the amount of commercial square footage in half but then asking for more parking for those that smaller percentage of opportunity on the site. I do not believe that reducing the potential tax base of the site as well as employment opportunities is in the best interest of the City of Saint Paul or its residents.</p> <p>Furthermore, Ryan proposes to eliminate an access point to the site on the east (in favor of single use ball fields) without proposing a realistic alternative access point. I believe allowing this change at present would be irresponsible and will contribute to the already high level of traffic anxiety surrounding the site. In addition this creates a transit dessert on the southeastern portion of the site as access to transit corridors that are wide enough for bike, pedestrian, car and shared transit will only be possible on Montreal.</p>



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					<p>Instead of adopting the the proposed changes to the Plan by Ryan Companies, I recommend that the changes be viewed as a starting point for engaging in a partnership with Ryan. Some of these changes could be considered variances that with conditions could mitigate the effects I point out above. For instance, if Ryan does indeed believe that single family housing is the only alternative for Lot 11 and the F1 zoned areas on the western site, it could be a condition that not only do the F2 and F3 zones contain multi-unit housing - but that a certain percentage of the site's affordable units will be included in those areas. This way there is not as much of a divide in the site and segregation of the affordable units on the site.</p> <p>Another example where there is opportunity for compromise is the parking expansion. One thought that comes to mind is to use metered street parking or municipal garages so that the City of Saint Paul is not completely left devoid of revenue that can help maintain the infrastructure on the site and in part make up for the loss in tax revenue.</p> <p>In conclusion, I urge the Saint Paul Planning Commission members to view these proposed changes as the first step in a partnership with Ryan Companies. While some of the major goals of the site are still being met (density at 95%, affordability goals), I don't believe that these</p>

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					<p>proposed changes are in keeping with the Master Plan's overall vision of diversity, equity and sustainability and ultimately run the risk of making the Ford Site less of a 21st century community and simply doing more of the same which will leave us struggle in environmental, equity, and financial crisis.</p> <p>Thank you for your consideration of the above, your time and energies on this project thus far, and for your continued service to the City of Saint Paul.</p> <p>Sincerely,</p> <p>Robert Wales 1727 Race St</p>
195	1/24/2019	Sarah.Emrick	Support for amendments to the Ford Master Plan	1856 Bohland Ave	<p>Hello,</p> <p>I want to give my support for the Ryan amendments to the Ford Master Plan including:</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less retail/commercial development, thereby reducing traffic by an estimated 25%</li> <li>• Street grid proposal—Lund's block remains unchanged, and Saunders will NOT extend between Cretin and Cleveland</li> <li>• Saving two of the Ford Little League fields</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> </ul>

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					<ul style="list-style-type: none"><li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</li><li>• Maximum building height limited to six stories</li><li>• 50 acres designated as public space</li></ul> Thank you, Sarah Emrick
196	1/24/2019	Kevin Gallatin	Support for Ryan Amendments to the Ford site zoning	1822 Highland Parkway	<p>Dear Planning Commissioners,</p> <p>I support Ryan Companies' proposed amendments to the Ford Site zoning and encourage you to do so as well. I strongly supported and advocated for the city's ambitious vision of the Ford Site Master Plan. We absolutely need more housing in Saint Paul, especially affordable housing, and we need to grow our city's economy and tax base. Quality development in our great city will reduce carbon-intensive development in outlying areas.</p> <p>I've done a lot of community engagement work over the past 4 years and have talked to hundreds of community members about their hopes and fears for the Ford Site. I did my best to counter exaggerations (and some outright falsehoods) and truthfully explain the planning process and why I felt we should all be optimistic about how the development would work out. Central to my argument was that an experienced developer would have a strong incentive to design a high-quality project that</p>

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					<p>would be appealing to residents, tenants, and visitors. Building something that would in any way “ruin the neighborhood” would devalue their investment, an obviously undesirable outcome for anyone. I fully expected a developer to propose changes to the master plan based on their experience and analysis of the market.</p> <p>I’ve been very impressed with the engagement and planning work Ryan Companies has done so far. They clearly listened to community members and attempted to balance the city’s vision with community input while considering market conditions. In my observation the changes they are proposing are strongly supported in the community. I know that some people on both sides of the issue are unhappy with these proposals...some that they don’t go far enough, and some that they are happening at all. On the whole Ryan’s proposed development is a massive leap in the right direction for Highland, Saint Paul, and the region. Even after the matter of zoning is settled we still have a lot of negotiation and work ahead, and I am eager for all of us to begin enjoying the benefits of this project.</p> <p>Thanks,</p> <p>Kevin Gallatin 1822 Highland Parkway</p>

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197	1/24/2019	Charles Hathaway	Support for the Ryan amendments to the Ford site plan	507 Montrose Lane	<p>Dear Planning Commission members -</p> <p>As a long-time resident of the Highland Park neighborhood, I am very interested in seeing that the development of the Ford site is compatible with the existing neighborhood and actually enhances it, improving the quality of life for the community. Ryan's amendments represent a very positive step forward in this regard.</p> <p>Ryan has done an excellent job of listening to the community, is a respected and conscientious local developer, and is invested in making the Ford site beautiful. Ryan is also very experienced with the local real estate market, and so has a good sense of what will work (i.e. be economically viable) and what will not. That experience and understanding of the marketplace should not be discounted.</p> <p>Ryan's proposed modifications to the plan are relatively minor; the plan would remain largely as conceived by the City and its planning department. And among possible developers for the site, Ryan should be the clear preference for the City of St. Paul. It would be a shame to have Ryan walk away from the Ford site development as a result of frustration with inflexibility on the City's part.</p> <p>For the sake of the future of the Highland</p>

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					community, please accept the Ryan amendments.  Thank you, Charles Hathaway  507 Montrose Lane Ford Task Force member since 1996
198	1/24/2019	Berit Peterson	Support of proposed changes to Ford Master Plan	2111 Highland Pkwy.	City of St. Paul Planning Commission, I am writing to support the changes that the Ryan Company has proposed for the Ford property in St. Paul. They are a reputable, local business with expertise in this area. They have listened to the residents of St. Paul and responded to many of the concerns of the neighbors. I believe they have proposed a good compromise to much of what has been directed by the City and suggested by many who have attended the meetings. Give serious consideration to these changes and respond to the concerns of the St. Paul residents by accepting these improvements to the plan. Please confirm that this message was received. Thank you.  Berit Peterson 2111 Highland Pkwy.
199	1/24/2019	Kathryn McGuire	Support Ryan Amendments	2203 Fairmount Avenue	City of Saint Paul Planning Commission,  I wish to express my support of the Ryan Companies' amendments to the Ford Master Plan.

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					<p>All of these amendment proposals are a step in the right direction and reflect common sense planning to create a development that is forward thinking and responsible.</p> <p>The permitted use change resulting in less retail/commercial development on the site will reduce traffic volume and congestion. Furthermore, when brick and mortar retail is struggling to survive, it is wise to conserve on this measure.</p> <p>Ryan's proposal to keep two of the Ford Little League fields is admirable! I support this proposal.</p> <p>The little league fields have been a key feature of this community, and for decades the program has drawn youth and families together from many neighboring communities. I can think of few programs that have had this level of success in promoting community values and healthy activities for youth.</p> <p>I support Ryan Companies' proposals for increased parking in both commercial and residential areas.</p> <p>While car use and transit are likely to evolve dramatically in the next decades, cars are the</p>

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					<p>present reality. The idea that these parking structures can later be converted for other uses is an example of Ryan's forward thinking planning while preserving the integrity and quality of life in the community.</p> <p>I support Ryan Companies' proposal for different housing choices, including single family homes, town homes, row homes, condos, and apartments. These choices will help to meet the needs of different people at different stages of life. I also agree with Ryan's proposal to reduce building heights. All of these proposals will help to blend the new development with the existing community.</p> <p>Public space, green space, and recreational space are vital elements of human health and well being. I support Ryan's proposal to increase public space and to incorporate no less than 1000 trees on the property.</p> <p>It is important to recognize that a community is a delicate balance, achieved gradually, over many</p>



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					<p>years, and through the hard work of many people. I believe that Ryan Companies recognizes this delicate balance and will act wisely and responsibly in creating a development that respects the existing community. For these reasons, I support Ryan Companies' proposed changes to the Ford Master Plan as very positive and practical steps in the right direction.</p> <p>Sincerely,</p> <p>Kathryn McGuire</p>
200	1/24/2019	Jenni Ryan	Support Ryan Companies changes	752 Goodrich Ave.	<p>I urge you to support the Ryan Companies four proposed changes to the Ford Site Master Plan as endorsed by the Highland District Council and the Highland Business Association.</p> <p>Sincerely,</p> <p>Jenni Ryan</p>
201	1/24/2019	Eric Amann	Whole-hearted support for the Ryan amendments	2219 Eleanor Avenue	<p>I have been following the Ford site redevelopment for a long time and have listened carefully to the amendments proposed by Ryan Companies. They made so much sense to me, I can't understand why someone would not support them. The Ryan Companies are experienced developers that know what they are doing. I sense they have little financial gain by proposing these amendments. I urge you to</p>

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					<p>Single family homes are an inefficient use of space, energy inefficient, and a wasted opportunity in an area with ample transit and amenities. We're in a housing crisis and global warming is looming - we should not be allowing housing that does nothing to address either concern.</p> <p>I also do not support the proposed amendment to increase commercial parking. The Ford site is currently accessible by multiple transit lines, and will be walkable to the nearly 4,000 households within the development. We should not be building car infrastructure when the desire for a car dependent lifestyle is decreasing and vehicle emissions are the largest source of carbon emissions in the US. What Ryan is proposing is akin to building for yesterday, tomorrow.</p> <p>If the Ryan Companies honestly believe they cannot develop the site without these accommodations, I would question why they chose to pursue development knowing the zoning and parking requirements ahead of time. I understand the need to be flexible, but I hope the Planning Commission sees how these</p>

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					proposals are contrary to the needs of the community.
204	1/24/2019	Shirley Erstad, as Executive Director of Friends of the Parks and Trails of St. Paul and Ramsey County		Submitted through online form	<p>January 24, 2019</p> <p>Comments for St. Paul Planning Commission public hearing, January 25, 2019</p> <p>Re: Ryan Companiesâ€™ proposed changes to the Ford Site Masterplan</p> <p>Friends of the Parks and Trails of St. Paul and Ramsey County was established in 1985 when a development proposal was put forth for Crosby Farm Regional Park. For 34 years, our non-profit organization has been working to advance environmental stewardship while recognizing we live within an urban community.</p> <p>One of our board members was appointed to the Task Force at the beginning of the Ford Site Masterplan process. Since then, we have participated in public meetings, given oral and written comments, and engaged with neighbors,</p>

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					<p>staff, and elected officials. In short, we have been actively engaged in the process for over a decade.</p> <p>Similarly, we have been active participants in the Mississippi River Corridor Critical Area (MRCCA) process since it was first designated by the Minnesota Department of Natural Resources decades ago. One of our board members, United States Senator David Durenberger, together with Congressman Bruce Vento, introduced the legislation in Congress making the Mississippi National River and Recreation Area a National Park.</p> <p>For these reasons, our vision, our mission and our history, we applaud the Ryan Companies for their proposal to lower the building height in Lot 11 from an F2 Residential Mixed Low District zoning designation to F1 River Residential District. This would also preserve the deep setbacks along Mississippi River Boulevard (MRB). In our earlier comments, we made mention of this being in the MRCCA and within a National Park and we are grateful they took that into consideration.</p>

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					<p>As pointed out by staff at the Planning Commission meeting on February 24, 2017, any building not built to MRCCA regulations would be a non-conforming structure. During the MRCCA revision process, non-conforming structures were one of the largest concerns expressed by the city of St. Paul.</p> <p>As stated in the executive summary of Roadmap to Sustainability, Saint Paul Ford Site, May 2, 2011, “This site offers an unparalleled opportunity in the Twin Cities to redevelop a large piece of land in the heart of a vibrant and successful neighborhood and adjacent to the Mississippi River and to do so in a way that respects the history and context of the neighborhood, while designing a thriving community that significantly lowers its impact on the environment” .</p> <p>We believe changing the zoning designation to F1 for Lot 11 helps the city better achieve that stated goal. We also agree with Ryan Companies that it, “meets the vision that the City set forth in keeping the lower height and lower density uses along the western edge of the site, and will improve the continuity along</p>

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					<p>MRB.â€ Additionally, it is adjacent to Gateway Park.</p> <p>We also applaud Ryan Companies for finding a way to retain two of the current three recreational fields. While the City of St. Paul stated for ten years that was one of their priorities, somehow in the end, they were not in the Masterplan. We thank Ryan Companies for their tenacity and vision in preserving this very important component of our community.</p> <p>In order to save the fields, it makes sense that a connection could not be made between Saunders Avenue and Cleveland Avenue and therefore, we support that roadway adjustment. We also appreciate their attention to detail in widening landscaping between curbs and sidewalks, â€œin order to provide a healthy space for tree and other plantings in the boulevards.â€</p> <p>We applaud Ryan Companies for writing, â€œWe plan to meet or exceed the amount of open space that was in the original Public Realm plan.â€ As developers they know, as we do,</p>

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					<p>that green space adds economic value as well as increased environmental and public health benefits.</p> <p>In conclusion, we speak in support of these proposed changes by Ryan Companies and we hope they will be accepted revisions in the plan.</p> <p>Sincerely,</p> <p>Shirley Erstad, Executive Director</p> <p>Friends of the Parks and Trails of</p> <p>St. Paul and Ramsey County</p>
205	1/24/2019	Peter RL Granlund	Submitted through online form	333 Sibley Street, Saint Paul	<p>We need fewer, and not greater number of single-family homes, and the parking absolutely needs to be decreased. While the plan is to continue to add more transit to the area, it's more important to maintain pedestrian safety and devalue the car. We shouldn't be hoping for large national chains to roll into town, and</p>



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					instead hope for a diverse set of options that have helped raise the profile of Saint Paul. Increased parking and more million dollar SFH homes helps nobody except for the rare few, and is a slap in the face to the greater population. Plan for tomorrow, not decades prior.
206	1/24/2019	Tyler Teggatz	Submitted through online form	2031 Itasca Ave	<p>The Ford Site plan was carefully considered and authored by well qualified city staff with lots of input from the community, and should not be changed so soon after approving the plan. Ryan Co. offers no compelling reason to make changes to the plan. If they have to pull out of the project due to completely foreknown factors, the city would be better served with another developer that would accept the vision of the Ford Site plan as intended.</p> <p>Because it is such a poor use of urban land, zoning for single family homes perpetuates the idea that we can externalize the costs of individual transportation in privately owned cars. It is time to do something to reduce the effects of climate change, and planning for living spaces with minimized transportation needs is a basic step to take. The planning commission should not approve the changes to allow single family homes or down-zone the Residential Mixed Mid Zoning District.</p> <p>People living in the Ford Site will need services and amenities just like any other neighborhood.</p>

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					The proposed land use adjustments would remove the commercial/residential mixed use requirements and allow large blocks of residential-only buildings.
207	1/25/2019	Thomas Adams	Support for Ryan Companies	2620 Minnehaha Avenue	<p>I am Dr. Thomas Adams, President and CEO of Better Futures Minnesota located at 2620 Minnehaha Ave, Mpls 55406. While I don't personally live in St. Paul anymore, my immediate and extended family still does as we have been for six generations. In addition I am a graduate of the Highland Park schools attending from K-12 and graduating from Highland Park Sr. High School. I write am to applaud the work of Ryan Companies and highlight their commitment to community engagement, environmental justice and racial equity.</p> <p>Better Futures is a premier social enterprise with a strong, national reputation for supporting the transformation of men, primarily African American men, who are committed to changing their lives and taking care of their families. Better Futures' supports this transformation through an integrated care model which includes housing, health care, coaching and transitional employment. We operate five lines of business, including building deconstruction and the sale of reclaimed materials at our warehouse in Minneapolis.</p> <p>We most recently worked with Ryan Companies on their redevelopment of the block on Snelling</p>

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					<p>between Selby and Hauge in St Paul. Very early on in that development's process, Ryan and its partner Dan O'Gara approached us about deconstructing three homes and some of the interior of O'Gara's tavern. The overall commitment was to provide meaningful work for a Better Futures work crew and reuse a significant amount of the materials at the site.</p> <p>From the beginning Dan O'Gara and the Ryan staff worked hard to incorporate our crews and deconstruction techniques for nearly a month into their overall construction schedule. In the end, this engagement generated multiple benefits: chronically unemployed men had steady work; the reuse of materials reduced the harmful emission of greenhouse gasses; and the wages helped the men provide support for their families.</p> <p>Our work with Ryan Companies demonstrates their genuine commitment to be a source for the common good in our community. We look forward to the next opportunity to work with them.</p> <p>Thank you for allowing my comment to be recognized.</p> <p>Thomas Adams   President and CEO Better Futures Minnesota   2620 Minnehaha Avenue</p>

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208	1/25/2019	Patricia Ward	None	5220 38th Ave. S.	<p>I am in support of the Ryan Amendments to the Ford Master Plan.</p> <p>The original Ford Master Plan's design provides for a level of population density that would increase traffic to an unacceptable level and that develops land in such a way to be detrimental to the community.</p> <p>Sincerely</p> <p>Patricia Ward</p>
209	1/27/2019	Elizabeth Wefel	Submitted through online form	444 Warwick Street	<p>I have reviewed the proposed amendments to the Ford Site Plan and have been to several presentations on those proposals. Although some are seemingly innocuous, I would like to object to several proposals that would gut the heart of the adopted Ford Plan Site.</p> <p>The first is changing the zoning along Mississippi River Boulevard to allow for Single Family Homes. In an era with a severe housing shortage, in which we face the dire consequences of climate change, and in a city that is grappling with concerns about equity, it would be a tremendous mistake to allow this rezoning. We need more housing and we need energy efficient housing. A triplex or quad would take up the same space as a single family home but house more people and not waste as</p>

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					<p>much energy. The developers can not claim it will be harder to sell such a property when they haven't tried. They should move forward with plan as currently adopted, and if a change is necessary done the road a variance could be requested.</p> <p>I'm also concerned about the request to increase commercial parking. We should be looking at the plan as a road map for the future, not a road map for suburban development in the 1990s. Again, when the Minnesota Pollution Control Agency just reiterated that to address climate change we need to tackle transportation, we should not be pushing changes that seek to push more vehicle miles traveled. Build denser development and push retail that makes sense for the neighborhood so that people can walk to retail. These proposed changes should not be adopted.</p>
210	1/28/2019	James Slegers	Comments on Ryan Proposed Changes - No SFH on MRB	183 S Chatsworth St #108, St Paul	<p>Planners and Committee Members,</p> <p>I am opposed to the proposals submitted by Ryan Companies requesting changes to the Ford Site zoning layout. Specifically, the plan to allow single family homes along Mississippi River Boulevard.</p> <p>The Ford Site is the greatest chance in our lifetime to add meaningful housing capacity and</p>

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					<p>make a community that is accessible to everyone in the city of St Paul. The original planned zoning in that area allows for a variety of uses including multi-family residences, and increased density compared to the Ryan proposal. Siting single family homes not only wastes land, but reduces the access of people to live on that beautiful road and river to only those who can afford \$1M houses on huge lots. Maintaining planned zoning encourages mixed walkable communities and encourages structure and housing types which are more energy and resource efficient.</p> <p>Reject the addition of single family dwellings to the Ford Site plan.</p> <p>James Slegers 183 S Chatsworth St #108, St Paul</p>
211	1/28/2019	Anne Horst	Ford Site Planning	1972 Norfolk Avenue	<p>Dear Mr. Pereira,</p> <p>I am a resident of St. Paul's Highland Park. My address is 1972 Norfolk Avenue, St. Paul and I absolutely love my neighborhood. My husband and I are planning to start a family here and stay here for the foreseeable future.</p> <p>I am writing to support the amendments to the Ford Site Plan made by Ryan Companies including the following:</p> <ul style="list-style-type: none"> <li>• Permitted use change resulting in less retail/commercial development, thereby reducing traffic by an estimated 25%</li> <li>• Street grid proposal—Lund's block remains</li> </ul>

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					<p>unchanged, and Saunders will NOT extend between Cretin and Cleveland</p> <ul style="list-style-type: none"> <li>• Saving two of the Ford Little League fields</li> <li>• Zoning change along Mississippi River Boulevard to allow single family and townhomes, maintaining soft edges to the development and blending it with the existing community</li> <li>• Increased parking space/sq. ft. in both commercial and residential areas while reducing space for bike and car share parking and electric car recharging station.</li> <li>• Maximum building height limited to six stories</li> <li>• 50 acres designated as public space</li> </ul> <p>I worry about the amount of traffic increase without these changes and if that were to occur, we would most certainly leave the neighborhood, depleting the tax base that I know the city is so eager to build.</p> <p>Highland is a treasured community and I hope it can remain so.</p> <p>If possible I would love it if you could confirm receipt of this message.</p> <p>Sincerely, Anne Keenan</p>
212	1/28/2019	Amber Dallman	Submitted through online form	13xx Sargent Ave	<p>It is hard for me and my young family to make public meetings in the evenings, and I appreciate the ability for online comments.</p>

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					<p>I look forward to the Ford site being redeveloped with higher density housing where we can welcome more neighbors into our community. The need for multi unit housing in the community out weighs that of single family homes. Please keep more sensitive and no to SFH.</p> <p>As a family who bought in St. Paul and moved here in the early 2000s we have discussed and are excited about the potential to live at a diverse Ford site community as we grow and stay here. We try to walk, bus and bike to school, work and our parks, and increased density will help better support this. Thanks.</p>	
213	1/28/2019	Michaela Ahern	Submitted through online form	864 St Paul Ave	I was in favor of the plan that originally passed, not this new version that puts single-family homes along the river and adds parking to the site "because the retail tenants demand it." The current site plan looks just as boring as every other mixed use project built in the last 10 years, it would be a shame to use a site this unique and special for just another version of corporate mixed use outdoor mall. Do better.	
214	1/28/2019	Thomas H Basgen	Submitted through online form	659 Wilder St S Unit A	Ryan's amendments to this plan unnecessary. Reducing the zoning along the river to Single Family Homes is just continuing the time honored tradition of this city giving away the	



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					best parts of our natural landscape to a handful of rich folks. As for doubling the amount of commercial parking while not even planning to use near the maximum allotted commercial space, No! We spent years on the public process making this plan and the number one gripe I heard from folks was concerns about traffic and parking. Now Ryan is proposing reducing residential parking and increasing commercial parking you'll see that prophecy fulfilled. Highland wanted the Ford development to promote a type of lifestyle that didn't necessitate or encourage automobile use, that's the one thing everyone agreed on, albeit for wildly different reasons. We are not gonna get the forward looking, sustainable neighborhood we want, and quite frankly need, without doing something different, something that doesn't just serve the purpose of maximizing the Ryan Company's profits. Do better than building Centennial Lakes here in the heart of the city. Deny these amendments and ask Ryan to try a discussion instead of coming in off the bat threatening to walk away. Don't let us get bullied by this corp.
215	1/28/2019	Joshua Ruhnke	Submitted through online form	1823 Berkeley Ave	I would hope a project on such a desirable plot of land would be built without TIF money.
216	1/28/2019	Kody S Sherlund	Submitted through online form	310 Toronto Street	I think it would be a backward-looking mistake for the city to re-zone the Ford site to allow for more single-family housing and more parking. The Twin Cities are facing a housing crisis, and the best solution is to increase the supply of

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					<p>housing. Adding another row of single family homes in addition to the 35 planned along the river would be a missed opportunity to build dense, attractive housing (like row-houses) that can attract lots of people to the site and to Saint Paul in general. Dense housing is more equitable, efficient, and it encourages walkability. This brings me to my second point. Encouraging more vehicle trips to the Ford site by building more parking would be a regrettable decision, especially in 10 years when the site is more built out and automobiles will likely be a less depended-on form of transportation in the city as it becomes more dense. One of the leading concerns of local residents is increased traffic, so why subsidize more driving? Thousands of people will live within a 15 minute walk of the site. Why not encourage the new residents, the current residents of Highland Park, and even folks across the Ford bridge to walk to the stores and restaurants being built at the site? These shops will have endless capacity to handle people who walk, bike, ride the bus, or even take future forms of transit (street cars, scooters). Retailers will not struggle to fill their shops without parking minimums; just look at other busy cities like New York, Chicago, and Boston. Parking minimums use valuable space, limit the upper capacity of people who can visit the site at one time, increase traffic, discourage other forms of transportation, and generally</p>

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					decrease the vibrancy and attractiveness of the neighborhood.
217	1/28/2019	Kody S Sherlund	Submitted through online form	310 Toronto Street	I think it would be a backward-looking mistake for the city to re-zone the Ford site to allow for more single-family housing and more parking. The Twin Cities are facing a housing crisis, and the best solution is to increase the supply of housing. Adding another row of single family homes in addition to the 35 planned along the river would be a missed opportunity to build dense, attractive housing (like row-houses) that can attract lots of people to the site and to Saint Paul in general. Dense housing is more equitable, efficient, and it encourages walkability. This brings me to my second point. Encouraging more vehicle trips to the Ford site by building more parking would be a regrettable decision, especially in 10 years when the site is more built out and automobiles will likely be a less depended-on form of transportation in the city as it becomes more dense. One of the leading concerns of local residents is increased traffic, so why subsidize more driving? Thousands of people will live within a 15 minute walk of the site. Why not encourage the new residents, the current residents of Highland Park, and even folks across the Ford bridge to walk to the stores and restaurants being built at the site? These shops will have endless capacity to handle people who walk, bike, ride the bus, or even take future forms of transit (street cars, scooters). Retailers will not struggle to fill their

Public Comment for Received as of 1/28/19 at 4:30pm (includes comment without addresses)

*Public Hearing on Ryan Companies Proposed Amendments to the Ford Site Zoning and Public Realm Master Plan (MP) and Ford Site related zoning code text amendments; Case #18-117062*

#	Date	Name	Subject	Address	Comment on Ford Plan	
					shops without parking minimums; just look at other busy cities like New York, Chicago, and Boston. Parking minimums use valuable space, limit the upper capacity of people who can visit the site at one time, increase traffic, discourage other forms of transportation, and generally decrease the vibrancy and attractiveness of the neighborhood.	
218	1/28/2019	Joseph Kendrick	Submitted through online form	780 Curfew Street, Apt 3	<p>I have two related criticisms.of the current plan:</p> <ul style="list-style-type: none"> <li>- In a climate crisis amid rising rents, there should be no single family housing included.</li> <li>- There should be affordable housing noon Mississippi River Boulevard so that the riverfront isn't reserved exclusively for the wealthy.</li> </ul>	
219	1/28/2019	Connor Schaefer	Submitted through online form	948 Cromwell Ave	I urge Saint Paul Planning Commission and City Council to retain the current language regarding the F1 zoning district along Mississippi River Blvd and to not rezone Lot 11. Density and multi-family housing options is needed throughout the entire site. The existing 2-6 dwellings in the F1 district will ensure that there isn't one node of this neighborhood reserved for those who can afford expensive new single family housing. I urge the City to not retreat from the original decision, which was made with comprehensive and thorough public engagement.	

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					<p>Furthermore, I urge the city to retain the mixed-use requirements for F3, F4, and F5. the minimum commercial and employment uses are an important tool the city has to ensure a mix of uses develops.</p> <p>Additionally, this site does not need an increase in parking. This site should be developed to promote walking, biking, and transit. Also, the inevitable arrival of driverless vehicles will significantly decrease parking needs, especially for a development that is still years away.</p> <p>Finally, Ranger Way should remain a path for bikes and pedestrians only. Dedicated paths are important to catalyzing active transportation modes because it entices more ages and abilities to walk and bike.</p>

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

RECOMMENDATIONS ON PROPOSED AMENDMENTS TO FORD SITE ZONING AND  
PUBLIC REALM MASTER PLAN AND ZONING CODE TEXT AND MAP RELATED  
AMENDMENTS TO THE FORD SITE

WHEREAS, on September 17, 2017 the Saint Paul City Council adopted the Ford Site Zoning and Public Realm Master Plan and the associated zoning code text and map amendments; and

WHEREAS, in June 2018, Ford Land announced Ryan Companies as the Master Developer for the Ford site; and

WHEREAS, Zoning Code § 66.951 provides that the Ford Site Zoning and Public Realm Master Plan can be amended by City Council resolution after a public hearing and Planning Commission review and recommendation; and

WHEREAS, on October 10, 2018, Ryan Companies, with the support of Ford Land, submitted an application for proposed amendments to the Ford Site Zoning and Public Realm Master Plan, and Zoning Code amendments would be needed for consistency with some of the proposed amendments; and

WHEREAS, the Comprehensive and Neighborhood Planning Committee, on October 31, 2018, forwarded its recommendation to the Saint Paul Planning Commission for initiation of a zoning study for Zoning Code amendments corresponding to proposed amendments to the Ford Site Zoning and Public Realm Master Plan; and

WHEREAS, the Saint Paul Planning Commission, on November 16, 2018, initiated a zoning study to consider Zoning Code amendments related to proposed amendments to the Ford Site Zoning and Public Realm Master Plan; released the MP and zoning text amendments for public review; and set a public hearing for January 25, 2019 for proposed amendments to the Ford Site Zoning and Public Realm Master Plan and for related zoning text and map amendments; and

WHEREAS, the Saint Paul Planning Commission, on January 25, 2019, held a public hearing on the proposed amendments to the Ford Site Zoning and Public Realm Master Plan and zoning text and map amendments, notice of which was published in the St. Paul Legal Ledger on January 10, 2019 and held the public record open for written comments until January 28, 2019; and

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

WHEREAS, the Saint Paul Planning Commission referred the proposed amendments to the Zoning Code text and maps, and to the Ford Site Zoning and Public Realm Master Plan, and public testimony back to a joint meeting of the Comprehensive and Neighborhood Planning Committees for review and consideration; and

WHEREAS, the Comprehensive and Neighborhood Planning Committees forwarded their recommendation and rationale for amendments to the Saint Paul Zoning Code to the Ford Site Zoning and Public Realm Master Plan in a March 1, 2019, memorandum to the Saint Paul Planning Commission; and

WHEREAS, the Planning Commission considered the public testimony and the recommendations of the Comprehensive Planning Committee at their March 8, 2019 meeting; and

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission hereby recommends to the Mayor and City Council adopts amendments to the Ford Site Zoning and Master Plan and corresponding zoning code text and map amendments as follows:

1. Do not amend the F1 River Residential District to allow single family homes as a permitted use
2. Do not amend split block zoning on Block 11 to F1 River Residential from F2 Residential Mixed Low District if the amendment permitting single family homes in F1 District is approved; Recommend this amendment if the amendment permitting Single Family Homes in the F1 District is not approved
3. Amend the F3 Residential Mixed Mid District to reduce the minimum height to 30 feet and minimum Floor Area Ratio to 1.0
4. Amend the maximum height in the F5 Business Mixed District when facing civic square
5. Amend F3 Residential Mixed Mid minimum required commercial land uses to 0%
6. Amend F4 Residential Mixed High required minimum commercial land uses to 0% and the maximum residential uses to 100%
7. Amend F5 Business Mix to require a minimum of 0% in employment uses
8. Amend F6 Gateway District maximum commercial uses to 50% and allow Adult Care as a residential use
9. Amend the dimensional standards on tree calipers to match the industry standard of 2.5"
10. Amend rooftop adjustments to provide more flexibility for materials and eliminate the Solar Reflective Index requirement
11. Amend the roof setback requirement to 10 feet from one (1) foot from the outer roof edges
12. Amend the maximum required parking for non-residential parking by requiring a CUP if non-residential needs more parking than the maximum of 1:400 GFA
13. Amend the structured parking requirement to meet the parking and design standards in the T3 district where arterial will mean primary street and collector will mean secondary street as defined in Ford Master Plan
14. Amend the structured parking requirement that it be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future for structured parking based on an analysis of cost to build and convert structures

15. Amend the bicycle parking to 1/300 square feet for recreational areas, and eliminate the bicycle parking for residential congregate living
16. Do not Amend the Fee-in- Lieu of Parking to Public Parking
17. Amend the car share requirement to the following: Car-share parking requirement shall be revised based on the number of residential units and stalls in non-residential areas as follows:

Number of Residential Units	Number of required Car-Share spaces
0-49	None
50-200	1
201+	2, plus 1 for every 200 units over 200

Number of Non-Residential Parking Spaces	Number of required Car-Share spaces
0-24	None
25-49	1
50+	2, plus 1 for every 40 spaces over 50

A future amendment may be submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.

18. Do not eliminate Electric Vehicle infrastructure for F1, F2, F3, and F4 Districts
19. Amend the shower requirement to 1 per 150 employees
20. Do not allow an additional vehicular connection to MRB
21. Conditionally approve the removal of Saunders Avenue and continue to explore East/West connections to the site
22. Approve Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the northern superblock
23. Approve the addition of on-street parking to Woodlawn Avenue
24. Amend Ranger Way from bicycle/pedestrian only street to a two-lane road noting that it will still provide adequate facilities for bicycles and pedestrians
25. Amend the transportation network to include a new retail Road section between Cretin and Mount Curve Blvd North
26. Amend the landscaping space from 4' to 6' to provide an adequate buffer in the Transportation Network
27. Remove groundwater reference and add flexibility regarding the west side of the site draining to the central stormwater feature
28. Amend proposed open space by deleting the pocket park on the mid-western edge of the site bordering MRB, retaining the two northern ballfields, adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue
29. Amend the Transportation Network to state that "All street sections subject to change based on utility requirements and analysis resulting from environmental review"
30. Amend the Bohland Bike Lane section in the Transportation Network to shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level
31. Amend the section on trail east of Mississippi River Boulevard to "Adjust as necessary to preserve as many mature trees as possible."
32. Amend the Ford Site MP to match the corresponding zoning text (Section 66.931) lot coverage on multi-unit home to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code