



**CITY OF SAINT PAUL**  
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Date: June 23, 2017  
To: Saint Paul Planning Commission  
From: Merritt Clapp-Smith, Mike Richardson and Patty Lilledahl  
Subject: Public Hearing on Ford Site Zoning and Public Realm Master Plan – Comments and Background Information

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## OVERVIEW

In the staff presentations given at the May 19<sup>th</sup> and June 2<sup>nd</sup> Planning Commission meetings, staff provided information on key topics expected to be addressed in the public hearing on the proposed Ford plan. Since that time, we've had other inquiries and comment topics that you may want information on.

This memo and the attachments provide background on three items related to the June 30<sup>th</sup> hearing:

1. Public hearing comments received to date
2. Critical Area visibility of future Ford development
3. Mississippi River Boulevard realignment and park acreage scenarios

## PUBLIC COMMENTS ON FORD SITE MASTER PLAN – first attachment

On June 30<sup>th</sup>, the Planning Commission will hear public testimony on the proposed Ford Site Zoning and Public Realm Master Plan. In addition to verbal testimony at the hearing, people are submitting written comments through email, postal mail and through our Ford project website. Hearing comments will be collected through Monday, July 3<sup>rd</sup>. Given the number of comments, we will send them to you in batches, to provide ample time for review. The first batch of public comments is attached -- comments received between May 19 and June 19.

We have organized all comments into a table format, showing the name, address, date received and the comment. Comments received on formal letterhead, such as agency comments, are left in their original form and attached to the end of the table document. We will send you another batch of comments next Thursday afternoon and the final batch on July 5<sup>th</sup>. As we collect comments, we note general themes and track people or agencies that comment multiple times, such as in writing and verbally at the hearing. Commenting in both formats is common. In our final hearing report, we'll

identify verbal and written comments that are related, since people often refer to their written comments in testimony.

### **CRITICAL AREA VISIBILITY OF FUTURE FORD SITE – second attachment**

Planning and Economic Development has received inquiries regarding the visual impact of potential Ford site development in the Mississippi River Critical Area corridor. In response, staff put together a basic model to evaluate those impacts from various points along the river. ***The modeled views from key points are provided in an attachment.*** The building positions and heights used for the evaluation are based on those from the Ford site illustrative “build out” plan that has been used in previous presentations to the Planning Commission. It includes a range of building types and heights, with the maximum heights allowed in the proposed zoning represented across each zoning district.

### **MRB REALIGNMENT AND PARK ACREAGE SCENARIOS – third attachment**

In the course of recent discussions regarding the Ford Zoning and Master Plan, the Ford Task Force and the Friends of the Mississippi River have suggested that there are potential benefits to realigning Mississippi River Boulevard in the southern end of the site to allow for additional bluff top open space. There are significant considerations, implementation steps and contingencies that would have to be addressed for this concept to advance, including but not limited to road engineering and traffic analysis, land acquisition funding, regional park designation, reconfiguration of park space and development in the draft plan, and community engagement. However, as a starting point to understand the concept, staff estimated how realignment of the road might shift park space allotment at the top of the bluff and on the Ford site. It is assumed for this analysis that new bluff top space would become part of the regional park system and that the boundary of the Ford site development would shift with the road realignment. This shift would slightly reduce the overall size of the Ford site development and become the new basis for a 9% parkland dedication requirement for city parkland on the site.

Two scenarios have been evaluated for realigning Mississippi River Boulevard to add open space to the bluff top -- one that adds 2.3 acres of green space to the bluff top and one that adds 6.5 acres. An ***attachment identifies park space both on and off the site under each scenario.***

NOTE: The City of Saint Paul has **not** made any commitments to acquire property or to realign Mississippi River Boulevard at this time. The proposed Ford plan makes use of the parkland dedication ordinance for maximum 9% park land and assumes that the existing road alignment and property lines remain intact.

### **IN SUMMARY**

Thank you for your careful review of the proposed Ford site plan, related background materials and public comments. Next week in advance of your meeting, we will email you additional hearing comments received since June 19<sup>th</sup> and background on pertinent topics that arise and provide paper copies at the meeting..

# Public Comments on the Ford Site Master Plan

Compiled by Saint Paul Planning & Economic  
Development Department  
Comments from May 19, 2017 - June 19, 2017



Contact and Submission Date	Comment on Ford Plan
Mary Verrill 1430 Eleanor Avenue 05/20/2017	<p>Dear Planning Commission:</p> <p>Please put aside focus on high density housing and all housing, for just a moment, at the former Ford Plant site. Instead, really think about what would best benefit the Highland neighborhood and surrounding area, for all generations, livability, and green sustainability, and you will come to the same conclusion: a fine arts center modeled after the Burnsville Arts Center (now called Ames Center) or an amphitheater, as the gateway, surrounded by a playground, baseball fields, and soccer fields for the whole city to enjoy.</p> <p>When coming off the Ford Bridge into Saint Paul, imagine an attractive and welcoming scene, NO housing. This idea keeps the same water flow plan, traffic flow, bike paths and so on, but without the high density that will create an isolated island of residents, cut off from the neighborhood, and will not improve the tax base like a fine arts-enabled community center would. Imagine also the view--for all people--when looking west from that bluff! This view needs to be shared for all city residents and the public, not only house owners or renters.</p> <p>Need a drawing? An amphitheater and a theater was suggested by 8th graders at Highland Catholic School in feedback gathered in 2015, according to this website. Just add the 46th St. light rail that will deliver people to the gateway of fine arts center, community center, and fields, and the drawing is complete.</p> <p>Given the push for high density housing on Snelling Ave., Highland will not need any more housing at the Ford site at all. But the many new people on Snelling Ave. will need somewhere to play and go to performances. Keep them in Highland, and (you can ask the City of Burnsville) the tax base goes up. Ask the City of Eagan how their new community center is doing, where weddings are held. Ask the City of Madison how the fine arts center is doing on State Street--still thriving!</p> <p>Rethink, and a community and fine arts center with dance, music, visual arts, public events, weddings, community access, playground, and a water resources--now that is a good plan for the former Ford plant site that is sustainable, ethically fair and open to all, and gives the high-density folks on Snelling Avenue somewhere to go.</p> <p>Thank you for allowing these comments. I apologize for not getting involved earlier in the planning stage.</p>
Tom Bates 1205 Colette Pl 05/20/2017	Lets forget housing for the Ford site and develop a Business Park along with a passive recreation park. The rail spur should be a hiking biking path. We should keep the little league ball field.
Daniel Kuntz 1875 Jefferson Avenue 05/21/2017	I was hoping to see plans for a boat landing and city or county marina to improve access to the river for the West Side of st. paul residents. Please consider this in the master plan. :)
Derek Ellis 1835 Randolph Ave 05/21/2017	I support the Ford Plan Site as it is currently written with an urban, mixed-use neighborhood with a mixture of transportation options.
Tyler Blackmon 1980 7th St W #105 05/26/2017	I strongly support running light rail through or near the area. In general, I support the master plan as written.
Frank Douma 534 Cretin Ave S 05/29/2017	<p>I am pleased to take this opportunity to complement the city on a patient and comprehensive process, and applaud the results to date. As a Highland resident since 1998, and resident of Lowertown for 2 years prior to that, the plan represents many of the things that I have enjoyed for these nearly 20 years: mixed use, access to nature, choices for transportation and opportunity to be part of a diverse and thriving community.</p> <p>While I have heard some complaints about the potential new density creating traffic issues, I understand the need for density to support truly convenient and accessible transit service that will not require high levels of subsidy, and thus hope the higher densities will remain in the plan, while more detailed transit and other transportation plans are developed and articulated.</p> <p>Secondly, I expect I will be looking to move out of our single family house during the course of the build-out of the Ford site, and am excited by the thought of having new multi-family living options available nearby as the time to move comes closer in the next 10-15 years for me. It would be wonderful if these options were multi-generational, with easy walking and transit access to nearby activities as well as regional amenities (such as the downtowns and the airport), and reduced need to attend to lawn mowing and sidewalk shoveling!</p> <p>Thank you for the opportunity to comment, and please feel free to contact me at 651-690-4344 or at frank.douma@yahoo.com should the need arise.</p>

Travis Hochsprung 2313 26th Ave S 05/30/2017	Please use the Ford site to create a dense, pedestrian neighborhood that is welcoming to newcomers and will expand the St. Paul tax base, assist in the viability of quality public transit, and keep housing affordable in the area. Please move forward with the plan in it's current form and do not bend under pressure to lower the density from long-time homeowners who seek to keep their property values high and keep people out of their neighborhood.
Nathan Kellar-Long 1787 Dayton Avenue 05/31/2017	I support a high level density of at the Ford site. I like city services and low taxes and the only way to achieve these goals is to increase the tax base. I am not in favor of a TIF plan unless its very limited.
Lori Brostrom 710 Summit Ave 06/01/2017	<p>I am writing to strongly discourage the Planning Commission from approving the Ford Site Zoning and Public Realm Master Plan as currently proposed.</p> <p>I have been a resident of St. Paul for 25 years. I have lived in the Summit Hill area during that time, but am a frequent visitor to Highland, where I elect to do a lot of my regular shopping, as well as visiting friends who live there on charming and quiet residential streets. I love the village-within-a-city ambiance and the fact that, despite increasing traffic in the Ford Parkway/Cleveland commercial center, it is still acceptably accessible. I am certain that this ambiance and accessibility will be destroyed if the plans for the redevelopment of the Ford site go through as proposed.</p> <ul style="list-style-type: none"> <li>• The density is unsustainable. The infrastructure will not come close to supporting that many people and cars, resulting in traffic at a standstill, noise, pollution and congestion which will overflow onto neighboring streets.</li> <li>• The high-rise buildings will irrevocably change the character of the neighborhood forever. Aside from adding density, they will tower over established, charming neighborhoods of single family and lowrise/low-density multi-family residences, casting shadows, destroying the views to and from the river, and detracting from an ambiance where backyards and walkable streets promote a sense of community. Having lived in NYC prior to moving to St. Paul, I can attest to how high-rises promote isolation and transiency.</li> <li>• The commercial center will be harmed as long-term residents like me elect to shop elsewhere where I can find many of the same stores, e.g., Rosedale/HarMar, with more parking and easier freeway/highway access. Community-supported locally-owned businesses will struggle to survive as property taxes increase and parking for customers becomes even more difficult, finally to be replaced by even more national chains until they, too, can't sustain their revenue and customer traffic models for the same reasons. No more village-within-a-city--instead, it will just become another congested, charmless mess. Think Minneapolis' Uptown neighborhood, where businesses turn over at an alarming rate.</li> <li>• This mythological narrative that is being pushed that mass transit will supplant the need for cars is baseless, at least for decades to come, given the lack of plans, money and will on the part of local and state government bodies. Until there is a well developed, well-connected mass transit system that can actually transport a plurality of residents to most parts of the cities and suburbs, cars will be a reality. In the meantime, Highland would need to support thousands more cars daily--which it can't do. Bikes? Get serious--this is Minnesota and biking in the winter is at a minimum. And, try hauling a bag of groceries (much less two) from Lunds/Byerlys, a sack of dog food from Chuck &amp; Dons, and a pizza from Papa Murphy's on a bike.</li> </ul> <p>The City of St. Paul's endless quest to use density to increase its property tax/revenue base is at the root of this misguided plan, and it's becoming tiresome when it is aimed exclusively at well-established City neighborhoods which already have more density than they can support. In the meantime, there are other parts of St. Paul which could--and would gladly--absorb more density and redevelopment dollars. Let's leave the Ford site for lower-density housing and provide plenty of open space to complement the beautiful river/park area nearby.</p>
Dave Ankarlo 1725 Elm St SE 06/05/2017	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Dave Ankarlo</p>

<p>Timothy Ayers 1231 Osceola Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Timothy Ayers</p>
<p>Tom Basgen 649 Wilder Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>I would also like to add a caution against the words of my neighbors at Livable Saint Paul. They'll certainly attend the meeting in greater numbers, but only because they possess the luxury of being able to skip work to attend an 830 am meeting. In past meetings of the HDC group has suggested the city fund a physical blockade of Mt Curve. They wanted a tax payer funded gated community to keep new traffic out. In the HDC's most recent meeting after failing to get the vote they wanted the supporters stormed out screaming "Shame on you." And in one particularly poignant moment: "Highland elects the mayor." Their entitlement knows no limit and I ask that you act with the courage to brush their self obsessed demands aside.</p> <p>Sincerely, Tom Basgen</p>

<p>Philip Bussey 1830 Hewitt Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Philip Bussey</p>
<p>Jeff Christenson 1482 Lincoln Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Jeff Christenson</p>

<p>Tom Clasen 300 Wall St 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Tom Clasen</p>
<p>Allen Gleckner 2023 Palace Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>I live very near the site and support this plan. This type of development is the future my young family wants to see in St. Paul and moving towards a more modern, denser, walkable, bikeable, transit accessible city is a big component of what will keep us here.</p>
<p>Jean Hoppe 531 Mount Curve Blvd 06/05/2017</p>	<p>On Thursday June 1, 2017 the Highland District Council voted in favor (8-3) of a high density plan to develop the Ford Site with multiple 10 story buildings, 9% green space, up to 4000 housing units and 7200 new residents in a .2 square mile area. This is a higher density than New York City. First, I need to make it very clear that I am FOR development of the Ford site in a responsible manner that is a harmonious extension of our Village.</p> <p>The HDC vote was taken after a neighbor presented a <a href="http://www.LivableSaintPaul.com">www.LivableSaintPaul.com</a> grassroots petition with over 850 signatures in opposition to the high density plan, in favor of a cap of 4 story buildings and 25% minimum greenspace. During this meeting, the HDC limited public input to a few minutes on each side of the debate. Concerns raised included limited citizen input, building height, traffic, and lack of fair representation of the residents of Highland. In a desperate attempt to have the Highland neighborhood's voice heard, one public community resident requested that those in opposition to the current plan stand up to demonstrate their opposition. At least 39 people stood in opposition which was a strong majority of those in the audience. Even the HDC was prepared to allow only one of its members to speak about the proposal. This member went on for quite some time about how an existing 4 story senior living complex on West 7th Street is not so bad, therefore we should "not be afraid." The HDC called the vote immediately after this speech, and was prepared to bar one of its own members from speaking out against the high density plan until a public member criticized the hasty process.</p> <p>It is very clear this has been a predetermined plan with a predetermined outcome. All "community input" has merely been going through the motions to give the impression of a democracy. One person in support of the plan claimed this has been in process for over 10 years. However, the current high density plan (which is a far different plan than any other previously disclosed) was first presented only 6 months ago. Since that time, public awareness regarding the current high density plan is growing and the opposition to the high density plan is becoming very clear.</p> <p>Limiting height, increasing green / recreational space and decreasing density could make the development livable and a wonderful asset both for those families who live in the Highland community and beyond, and not just a tax bailout for the City of St. Paul and dollars to line the pockets of out of town developers and Ford. Since this predetermined vote by the HDC, the petition signatures against the current plan has grown to over 1000 and continues to grow.</p> <p>According to the HDC website, HDC board members are responsible:</p> <ul style="list-style-type: none"> <li>• "To fulfill the fiduciary duties of care, loyalty and obedience established by Minnesota law."</li> <li>• "To bring neighborhood concerns to the Council..." and</li> <li>• "To have a high level of commitment to the community."</li> </ul> <p>The HDC did not fulfill their duties in this regard. The meeting was a shameful demonstration of the lack of representation of the people that exists in our city.</p>

<p>Drew Johnson 1287 Scheffer Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>I believe the two things that cities can do to address climate change - which I believe is the most important challenge of our lifetime - are 1) zone for higher density and 2) improve mass transit. As a Highland Park resident and a parent of three young children who will grow up with the city and planet we envision today, this plan is very important to me.</p> <p>The current Ford Site Zoning and Public Realm master plan is a good plan for our community, and for our future. Please support it.</p>
<p>Jennifer Justad 1865 Munster Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Jennifer Justad Longtime Highland Park Renter</p>

<p>Michael Noble 1841 Goodrich 06/05/2017</p>	<p>Dear Ms. Drummond and City Council Members,</p> <p>As a neighbor of the Ford Site, living in Macalester Groveland, I strongly support the current Ford Site Zoning and Public Realm Master Plan. This citizen action network at Sustain Ward 3 is the voice of thoughtful citizenry who embrace the vision that the mayor and planning department has laid out.</p> <p>You hear arguments in favor of density for tax base, and you hear arguments in favor of density for affordability and equity. You hear arguments in favor of density for making the project financable and able to be developed profitably under a master development agreement.</p> <p>My two cents is that this level of development and density can allow our city to demonstrate the kind of eco-district with high-quality buildings that are incredibly energy-efficient, onsite energy production to match the energy consumed, quality transport connections to maximize use of transit and bicycling and minimize car use.</p> <p>I have lived for 30+ years in the neighborhood as a one car family, while raising two children. I would like to be able to retire in a community where I do not need a car at all, but can get to either downtown, or to the airport efficiently and carbon-free.</p> <p>With mayors and council members of cities all over the world all calling out this weekend that while the US Government may defy the world on Paris climate commitments, the American people will step up and honor our pledge to the world. If this project is done according to the vision of the plan---the density, the energy consumption, the energy production, the affordability, the water management, the restoration of Hidden Falls Creek, the "net zero" ambition---this neighborhood will attract visitors from every corner of the world to St. Paul to see one of the single best example of a restored brownfields site and modern sustainable urban living.</p> <p>I am a good candidate to retire there.</p> <p>Sincerely, Michael Noble</p>
<p>Anne Rodenberg 100 Carlton Dr, Shoreview 06/05/2017</p>	<p>I oppose the current zoning plan the city has developed for the Ford site. The current plan is too dense for the existing roads and lack of mass transit, is out of character with the neighborhood, lacks enough green space, and will cause harm to the neighborhood. I encourage the Planning Commission and City Council not to pass this plan as it is, and recommend that it be greatly modified for far less density and more green space.</p> <p>I grew up at 2141 Juno Ave. in Highland, attended Highland Catholic Grade School and Cretin-Derham Hall. Please don't ruin Highland with this high-density plan. It is already very overcrowded.</p>
<p>James Rogers 3501 Xenium LN N 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, James Rogers</p>

<p>Joshua Ruhnke 1823 Berkeley Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Joshua Ruhnke</p>
<p>Tyler Teggatz 2031 Itasca Ave 06/05/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>City leaders need not be cowed into making stupid down-zoning decisions by a vocal but scared group of people. What's called "high-density" in the plan is not very high, and sometimes hard decisions need to be made when they are the correct ones. You can do it! Be bold for Saint Paul!</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Tyler Teggatz</p>

Rick Varco 2265 Youngman Ave 06/05/2017	<p>Please support the current Ford Site Zoning and Public Realm Master Plan.</p> <p>The city of St. Paul government serves no useful purpose when it imposes artificial limits on the number of people who can live and work here. The current plan would provide for the largest number of new residents and businesses. Please avoid any changes that reduce the proposed density .</p> <p>Greater density means lower housing costs and business rents for all, an enlarged tax base, and more financially viable public transit options. As more and more people want to live and work in St. Paul, ever increasing rents are driving out moderate income residents and businesses. Nothing in the power of the city will do more to alleviate this problem, then allowing the greatest possible density on the Ford site.</p> <p>Please give no weight to any expressions of concern about the "character" of the neighborhood. The aesthetic and emotional preferences of current residents should carry little or no weight compared to the essential needs of others to have more affordable places to live and work.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Rick Varco</p>
Robert Wales 1727 Race St 06/05/2017	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Robert Wales</p>
Amanda Willis 1727 Race St. 06/05/2017	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Amanda Willis</p>

<p>Marta Ljungkull 1711 Bayard Avenue 06/06/2017</p>	<p>Dear Ms. Clapp-Smith and Commissioners,</p> <p>Thank you for the opportunity to read and respond to the extensive and careful planning document collated by your research team during the past few years since the closing of the Ford Plant in Highland Park. As much of the eventual development within the site boundaries depends on Ford's decisions about selling, this letter will mainly focus on a few of the issues of the transit, transportation, walking and biking section, because those will connect outward into the larger community in ways somewhat similar to utilities but with larger and more visible repercussions to the communities in place.</p> <p>It is important to consider how the plan for modes of transit will work within the site itself. There are areas that are not yet completely described and will benefit from additional refinement as more development plans solidify.</p> <ol style="list-style-type: none"> <li>1. Especially in places where sidewalks and boulevards are narrow, permeable pavement for walkways would allow more rainwater to reach tree roots and eliminate some runoff.</li> <li>2. Bumpouts and marked crosswalks while important and helpful reminders in vehicle-pedestrian interactions, can be less helpful where bicycles are part of the mix. There appears to be little decided about how to control onsite intersections, but please consider adding roundabouts in addition to well-marked crossings.</li> <li>3. Separation of modes by physical barriers, not painted lines, is vital in an area of proposed high density. Thank you for including this in the plan.</li> </ol> <p>It is also necessary to plan proactively for the connections of all forms of transit between the Ford Site development and the existing neighborhoods. The planning commission and other city entities are doubtless aware of the alarmed responses to the proposals by Highland citizens already fighting long-term difficult traffic conditions and a third year of major road reconstruction. In addition to the potential multiple peripheral connections into and out of the redeveloped site, much thought, planning, and specific recommendations need to be given regarding the resulting further major increases in congestion reaching outward in the few directions not constrained by the surrounding river bend.</p> <ol style="list-style-type: none"> <li>4. "[T]he city's aspiration to convert the Canadian Pacific Railway spur ... " (p. 82) certainly would provide an outlet for some transit traffic heading toward Shepard Road and congested West 7th Street. It would be insufficient to create a walk/bike trail only in that corridor given the proposed site density. The more broadly transit, including cars, can be distributed, the less harm done to individual surrounding streets, neighborhoods, and neighbors already in place.</li> <li>5. That said, the city has a very long way to go in transit development before any possible reduction in vehicular traffic can happen. Yes, the A-line is a speedy ride to MOA, Rosedale, or to the Blue Line, but there is less efficient transit access from Highland to the popular Green Line and points north-east. Rather than inviting additional transit users toward the Highland Village area, increasing north-south service - small busses on Fairview and Hamline for example - could aid in the broader distribution of current and future traffic flow outward from the peripheries of the site.</li> <li>6. Rebuilding the east end rights of way to and from the Ford Bridge is a sensible and necessary part of the plan. While the Ford Site Master Plan cannot specify additional walk/bike/vehicular transit safety and efficiency improvements beyond its own boundaries, city planners must take into account the current risky interfaces between walkers, riders, and drivers regulated by painted lines and arrows or even less within some neighborhoods, those contiguous with the Ford Site and others across the city.</li> </ol> <p>The Mac-Groveland neighborhood has made efficient use of roundabouts on even narrow neighborhood streets. Highland, on the other hand, provides many examples of traffic hazards and inefficiencies that could be smoothed by the judicious addition of roundabouts.</p> <p>The current mixed bicycle/pedestrian amenities such as the River Boulevard and the Crosby Lake trails demonstrate the hazards of failure to separate the two modes. In an ideal world, everyone would courteously and reliably follow the rules and watch carefully for each other. Because we do not, physical boundaries are safer in mixed use.</p> <p>Recommending that the city attend to these growing traffic challenges in Highland and across the city before the redevelopment of the Ford Site takes place can begin to address some issues of equity in the adjoining older neighborhoods. The potential for this development project to demonstrate the beauty and efficiency of the best of available planning and technology within its physical boundaries should not be offset by a burden of additional air pollution and traffic hazard bleeding over into the surrounding communities. Thoughtful and creative mitigating actions, including utilization of the ideas mentioned above, could allay some of the fears current residents hold that this proposed development presents the prospect of too many negative changes to the wonderful neighborhoods that invited them in the first place. Thus communications with city and regional planners as well as entities such as Metro-Transit and CPR must be ongoing and inclusive of the diverse public that will be affected in multiple ways by the Ford Site project.</p>
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<p>Will Nissen 399 Duke St 06/06/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Will Nissen</p>
<p>Amy Schwarz 2031 Itasca Avenue 06/06/2017</p>	<p>To the St. Paul Planning Commission and City Council,</p> <p>I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too.</p> <p>By encouraging that the site is capable of medium and higher densities through this zoning plan, a larger tax base and robust commercial area can be allowed to grow in our city. Public transportation inside, to, and from the site as well as pedestrian and bike pathways will create a bike/walkable community so that surrounding businesses and those within the site can prosper.</p> <p>This draft of the plan not only creates green space but also protects and enhances the existing natural resources surrounding the site. Features like a restored Hidden Falls Creek not only enhance the environment but also serve a vital part in making sure these resources are protected by implementing best practices such as sediment filtering and slowing the pace of runoff.</p> <p>Finally, this plan represents many hours of hard work, public input and studies. It creates a framework that encourages mixed-use commercial and residential housing so that people can live, work and play in our city. It does so without significantly altering existing neighborhoods and at the density proposed ensures that these housing options can be affordable and the St. Paul can be a more diverse and equitable city.</p> <p>I have attended at numerous city hosted meetings about the plan in the eleven years that I have lived in St. Paul. I appreciate the significant work the city staff have put into studying the site, public engagement and outreach.</p> <p>I encourage you to lead to City to a better future. I know there is a small but very vocal opposition to the plan, but the vocal minority does not represent the majority, nor does it represent the younger generations who will benefit from your leadership.</p> <p>Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.</p> <p>Sincerely, Amy Schwarz</p>
<p>Lance Teachworth 1734 Hampshire 06/06/2017</p>	<p>The proposed master plan allows for too much density with building construction at too high of elevations. The result will be too much street traffic in the Highland Village area, and a rather drastic change in the character of this neighborhood. I am strongly opposed to the existing plan, and hope that the development plans can be scaled back to reduce congestion and traffic. Thank you.</p>
<p>Nathan Hierlmaier 1608 Hartford Ave 06/06/2017</p>	<p>I support the City of St. Paul's plan for the Ford site as a neighbor and citizen of St. Paul. I do not, however, support the use of tax increment financing that would divert badly needed future revenue from this area. Private developers will find a way to make money without a public subsidy.</p>

<p>Catherine Daigh 525 Montrose Lane 06/08/2017</p>	<p>I've carefully reviewed the current plan for zoning of the Ford Site and I'm strongly in favor. I moved to my current home because the city's plans and the research done was well advertised. I understand that dense community, built for people at a human scale instead of cars at a scale for cars, is more livable and inviting. I appreciate the diversity it can encourage in our corner of the city and look forward to the livability it will encourage.</p> <p>With this, I am concerned with the group "Neighbors for a Livable Saint Paul" and the disingenuous, at best, news they are spreading and the manipulated numbers they are using in order to get signatures on their, "petition." They are raising the spector of "a population comparable to New York City." I have concerned that their loud voices, though in the minority, will drown out the progressive and sensible plan that had been carefully researched over the last ten years.</p> <p>Please continue to look towards a sustainable Saint Paul, build for neighbors at a human scale, not more urban sprawl build for cars. If anything, more density is possible on that site, to further increase our tax base and avoid a TIF situation.</p> <p>Cheers,</p> <p>Katie Daigh</p>
<p>Nora Beckjord 1715 Ford Parkway 06/13/2017</p>	<p>I am writing to ask you to please consider Ford Parkway in your plans. We seem to be overlooked but my husband and I have lived on Ford Parkway for 26 years and we have invested large amounts of money to keep out property values up. The traffic congestion on Ford Parkway and Cleveland is already horrible and even though we live close to Davern, it makes driving into Highland Village very unpleasant! It is also becoming dangerous to walk in Highland. A few weeks ago, when we tried to cross Cleveland at Ford Parkway with the walk sign, we were unable to because cars just ignored the fact that the sign said walk and they just kept turning into our path so we had to wait for 2 light changes to cross. The mix of pedestrians and cars at that corner does not seem to work. I don't like to think of how much worse it will get when the Ford site is completed. (Hopefully we will be gone by then).</p> <p>Are the big mansions and high rise apartments necessary? My main concerns are to have green spaces, public transportation and low income housing on that site.</p> <p>That's my 2 cents! Thanks for listening.</p>
<p>Michael Jendro 1678 Juno Ave 06/13/2017</p>	<p>Saint Paul Planning Commission, I would like to express my concerns about the current Ford Site Plan. I am extremely concerned around the high density plan for the site.</p> <p>For:</p> <ul style="list-style-type: none"> <li>• Multi-use buildings for housing, office and retail</li> <li>• More parks and green space: at least 25% green space</li> <li>• Increasing Tax base</li> </ul> <p>Against!</p> <ul style="list-style-type: none"> <li>• Too Dense!</li> <li>• Absolutely against the \$275 million in TIF development loans</li> <li>• There is not enough traffic and parking available to support 2400-4000+ new dwellings and more retail space</li> <li>• No buildings over four stories tall</li> <li>• Less than 25% real green space</li> <li>• Destroying the existing neighborhood and community</li> </ul> <p>See you at the public hearing on June 30th.</p>
<p>Cindy Syme 1753 Wellesley Ave 06/13/2017</p>	<p>Dear Planning commission, I strongly urge a refusal of the current Ford site plan. It will impact Highland and the surrounding neighborhoods negatively. It will create an island of high density housing that will not lead into adjoining properties.</p> <p>I am favorable to higher density in Saint Paul where it makes sense. This level of density doesn't make sense for our fragile Mississippi corridor.</p> <p>Please revisit this plan. It may have been in the works for 10 years, but the neighborhood has only had access to the plans since November. That is not enough time to make a decision that will impact many generations of Saint Paulites. This is a once in a century opportunity to create a greater Saint Paul. We should be proud of this effort. As it stands, it is a horribly planned project.</p>

<p>Betsy Thomas Kelly 06/13/2017</p>	<p>Dear City of St. Paul Ford Site Planning Committee, My family and I moved to St. Paul just a year and a half ago. We moved to the Macalester Groveland neighborhood because we felt it would be a wonderful place to raise our family. We also thoroughly enjoy being so close to the Mississippi River and all of the wonderful amenities this quaint neighborhood has to offer.</p> <p>As my children, husband, and I ride our bikes down by the river, we often ride and walk by the Ford plant and wonder what the space is to become...</p> <p>It concerns me greatly that there is a plan in the works to add over 7,000 residents to this site. Macalester Groveland and Highland Park are neighborhoods that already suffer from traffic congestion and a moderate population density. I understand that there will be roads added to the site that will open up some flow between Ford Parkway and the south end near Cleveland Avenue, but I do not believe this will be enough. We do not have major freeways that connect directly to Ford Parkway (that serve as a means of commuting in and out of the neighborhood). Ford Parkway already experiences grid lock today. East 46th street and Minnehaha Parkway already experience heavy traffic at this time. Instead of making this a more enjoyable place to live, the plan as it is now will make the area more crowded and there will be too many people occupying the two neighborhoods. I think this will be detrimental to everyone's quality of life.</p> <p>I urge you to reconsider your plan for the site. I believe that including some more beautiful historical style homes along the river, that like those that already exist north of the Ford plant, makes sense. I also believe it it would benefit the community to add over 50% green space so that more and more people can enjoy that site. Across the river, Minneapolis has created a beautiful playground, park and recreation area, and I feel Saint Paul would benefit from such a place as well. It's time to start rivaling Minneapolis City parks, they are amazing for families, children, and future generations. St. Paul deserves this.</p> <p>The Mississippi River is one of the most beautiful and well loved icons in the state of Minnesota. Saint Paul would do well to honor this area as a sacred site instead of mostly treating it as a place to develop and add more retail space.</p> <p>Thank you for being willing to take the time to read my thoughts. I think it is vital at this point that you listen to the members of the community that are urging you to reconsider and take their thoughts seriously.</p> <p>Respectively submitted, Betsy Thomas Kelly</p>
<p>Patricia Kelly 1926 Bohland Ave 06/13/2017</p>	<p>I request that the city of St. Paul STOP the zoning process until the community concerns about density and lack of green space are accommodated. This is our chance to make something really beautiful in the middle of the city. Parks, green space, a community that fits into the existing quiet Highland Village. Too many people and tall buildings will ruin it. There is already too many cars on Ford Parkway and too many pedestrian accidents and even deaths! St. Paul is all about livability, not just making a quick buck for developers and drooling over more tax money for the city's coffers.</p>
<p>Mariah Wold 1678 Juno Ave 06/13/2017</p>	<p>Dear Members of the Saint Paul Planning Commission,</p> <p>I would like to express my serious concerns regarding the proposed Ford Site Plan – especially the high density portion.</p> <p>I support</p> <ul style="list-style-type: none"> <li>• Some multi-use buildings for housing and office</li> <li>• More parks and green space: no less than 25% accessible green space</li> <li>• Increasing Tax base</li> </ul> <p>I DO NOT support</p> <ul style="list-style-type: none"> <li>• High Density – mega apartment dwellings and the over-priced rent that will be charged</li> <li>• \$275 million in TIF development loans</li> <li>• The increased traffic and parking needs caused by adding 2400-4000+ new dwellings and more retail space</li> <li>• Any building over four stories</li> <li>• Less than 25% real green space</li> <li>• Destroying the existing neighborhood and alienating the community just because the city wants to make an extra dollar</li> </ul> <p>See you at the public hearing on June 30th.</p>
<p>Angela Barker 2176 Stanford Ave 06/13/2017</p>	<p>I am very concerned about increased traffic with the proposed high density plans for the Ford site. We live on a corner lot at Cretin and Stanford Ave. We already have challenges getting out of our garage onto Cretin during rush hours. Please consider a plan for lower density at the site and be realistic about how the increased traffic will change our neighborhood and home values. Do you plan to put roundabout or stop light at each intersection? We will need them just to exit our garage. Thank you</p>

Michael Foldes 674 Mississippi River Blvd S 06/13/2017	<p>I have attended a number of the neighborhood information sessions and thought long and hard about the pro's and con's of the development plan. While I do want to see the Ford site developed, and know Ford should receive a fair price for the land and St Paul a fair tax base, I cannot support the current zoning plan. The proposed development is far, far denser than the surrounding neighborhoods which will both stick out (as the 740 building does) and cause more headaches and congestion for everyone, reducing livability and property values for current and future residents. I am absolutely concerned about more traffic on MRB and Mount Curve, but also in the Village, and on Cretin (where we used to live) and Cleveland. This is not the right plan for our community and I'm surprised the city and our representatives have convinced themselves it could work.</p> <p>We do not support the proposed zoning plan, and ask that you replan around low-density. You can always build up. You cannot build down. Thank you for your consideration.</p> <p>Michael &amp; Hannah Foldes</p>
Thomas Romens 670 Mississippi River Blvd S 06/13/2017	<p>There have been a lot of public meetings regarding the City's proposed plan for the Ford Site. While these plans have been approved by the Ford Site Planning Group and the Highland Park District Council there is strong opposition to the proposed plan by some Highland park residents. These residents, myself included, believe that the plan calls for too great a density for the site really to be integrated into the surrounding community. The plan allows a row of 10 story apartment buildings, a major driver of the density estimates and traffic projections. I would ask the Planning Commission, and ultimately the City Council to keep in mind that while the city has a plan of what the site might look like, a developer will bring its own plan. What the Planning Commission and City are really doing is setting the parameters, aka zoning for that area. The Planning Commission should not adopt zoning that allows for buildings that are out of proportion to the Highland neighborhood. Accordingly, building heights at the Ford site should be limited to six stories, the maximum height of the tree canopy in the Highland area. A example of how five and six story apartment buildings fit in with the existing tree canopy can be seen on Shepard Road just south of the Highway 5 bridge.</p>
Char Mason 695 Mount Curve Blvd. 06/13/2017	<p>Hello-</p> <p>I demand that the city stop the zoning process for the Ford site until the community's concerns about density and lack of green space are accommodated. Please do not approve this plan as it stands, as it will dramatically and negatively affect the livability and character of the area. Our valid concerns include:</p> <ul style="list-style-type: none"> <li>Increase in pollution</li> <li>Dramatic increase in traffic</li> <li>Risk to the safety of pedestrians</li> <li>Risk to existing property values</li> <li>Excessive population density</li> </ul> <p>Thank you, Char Mason</p>
Jean Hoppe 531 Mount Curve Blvd 06/14/2017	<p>I am opposed to T3 Zoning at the Ford Site. The current plan has too much density, is too congested and has insufficient green space. It is completely contrary to the character of the neighborhood and would be an island city dropped in the middle of a wonderful quiet neighborhood that is not in need of a supersized fix. The plan as currently contemplated is contrary to the City's own plan of having it integrated into the existing neighborhood and community. There is nothing about this plan that brings positives to the nearby neighbors who are for the most part strongly opposed to this plan. We need more trees to replace the many being cut down due to the emerald ash borer problem. The little contemplated green space does not allow for large growth trees. This land is also landlocked on one side by the river so congestion through the neighborhood will be a problem.</p> <p>Please add all my concerns to the various categories that they fall into and don't just put me down for one category as my concerns are MANY! Thank you.</p>
David Vessel 1541 Albert St. N 06/14/2017	<p>This looks amazing. I really look forward to seeing this plan implemented. As a St Paul resident, I am excited to think of a opportunity to stay in St. Paul as I age out of my single family house.</p>

Sam Wils 946 Cleveland Ave S 06/14/2017	<p>This plan will accommodate a diverse demographic from aging baby boomers unable to maintain a single-family home as well as young adults moving to the city for their first job. Highland Park lacks housing for a wide range of individuals, but building these accommodations in the existing neighborhood is problematic and would require tear downs of existing homes. This plan maximizes opportunities for more people but causes little disturbance to the surrounding area.</p> <p>Although many have expressed concerns regarding concentrating high density in one area, less density at the Ford site would require accommodating these individuals elsewhere, creating more urban sprawl and requiring more long-distance commuting. As an urban area, it would be unfair for Saint Paul to effectively exclude these individuals from living here to maintain a suburban environment. Many people who have objected to this plan expect a suburban environment: an unreasonable desire for a core city of a large metropolitan area. For those who desire low density, the metropolitan area offers numerous suburban areas outside of the core.</p> <p>The zoning plan also closely reflects existing uses. This area is bounded by 740 River Drive, which is much higher than proposed zoning allows; the 12 twelve story Cleveland Hi-Rise; and numerous other townhouse and apartment buildings to the east. Ford Parkway has numerous businesses now, and the plan along Ford Parkway mirrors existing uses along the north side of Ford Parkway.</p> <p>Although the development of this site will require adjustments of the surrounding neighborhood, the additional amenities will make these worthwhile. Further, as more people are able to live in Highland Park, they will support existing businesses and infrastructure by paying taxes and shopping at local businesses.</p>
Alaina Kelley 2100 Goodrich Ave 06/15/2017	Please stop the zoning process for the Ford site until the community's concerns about density and lack of green space are accommodated. Thank you.
Sally Bauer 2087 HARTFORD AVE 06/15/2017	<p>I am really excited about the Ford Site plan. I believe increased density will serve the city and the community well. It will open up opportunities for new populations to live in our great neighborhood, it will lead to increased public transit options and pedestrian and bike access, and drive additional support for existing and new businesses in the area. As someone who lives just blocks from the site, I believe these improvements will enhance the area for everyone in the neighborhood and I haven't even mentioned the new green space that will be available!</p> <p>My areas where I want to make sure attention continues to be paid:</p> <ul style="list-style-type: none"> <li>-Ensure affordable housing is integrated throughout</li> <li>-sustainability should be front and center</li> <li>-develop design standards that ensure the buildings have character and fit into our old neighborhood</li> <li>-dedicate resources to updating traffic patterns on surrounding streets to handle increased traffic (especially Ford and Cleveland intersection, might need to get creative!)</li> </ul>
Nancy K Novak mail po 6442, snowbird 06/16/2017	<p>6/16 re Ford property, St. Paul</p> <p>it would be nice to know if Ford really left because they were not making rangers anymore because they were and in this world, we need another manufacturing complex instead of fake jobs called retail and housing that the majority of us cannot afford</p> <p>Or kids need real jobs</p> <p>We need a task force to really work on the Ford site and Arden Hills site and put heads together and create real employment</p> <p>We live by major universities and we just cannot make it all happen</p> <p>Many of our kids , college grads or not NEED REAL JOBS and not be aimless, to include all who have lost their jobs in their 50's</p> <p>We are rated high for what jobs?</p>
Dale Johnson 1263 Scheffer 06/17/2017	I think we should stop the zoning process for the Ford site until the community's concerns about density accommodated. I pay big taxes to live in Highland Park and don't see them going down in the near future. The rezoning of Snelling Ave. and the Ford site will make this entire area a high-density. If I wanted to live in a high-density area I would move to one. The village area is already congested, we don't need nor do the majority of the people living in Highland Park want high-density living. Thank You, Dale Johnson



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## **Resolution for Ford Zoning and Public Realm**

WHEREAS the Ford plant in Highland Park was decommissioned in 2011, and includes 122 acres of land above the bluff situated in the middle of one of the premier neighborhoods in Minnesota, and

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

WHEREAS the Ford Task Force, which includes 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, held three large community meetings with over a hundred 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,

THEREFORE BE IT RESOLVED, that the HDC supports the city's proposed zoning and public realm plan for the Ford site released on March 7<sup>th</sup>, 2017, and

BE IT FURTHER RESOLVED that the HDC also believes that the city needs 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, as well as ensuring that all green space, including recreation space, is available to all community members.
- 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.
- Adopt standards in construction to accommodate bird safety in the Mississippi River Flyway.

Adopted on June 1, 2017

By the Highland District Council Board of Directors

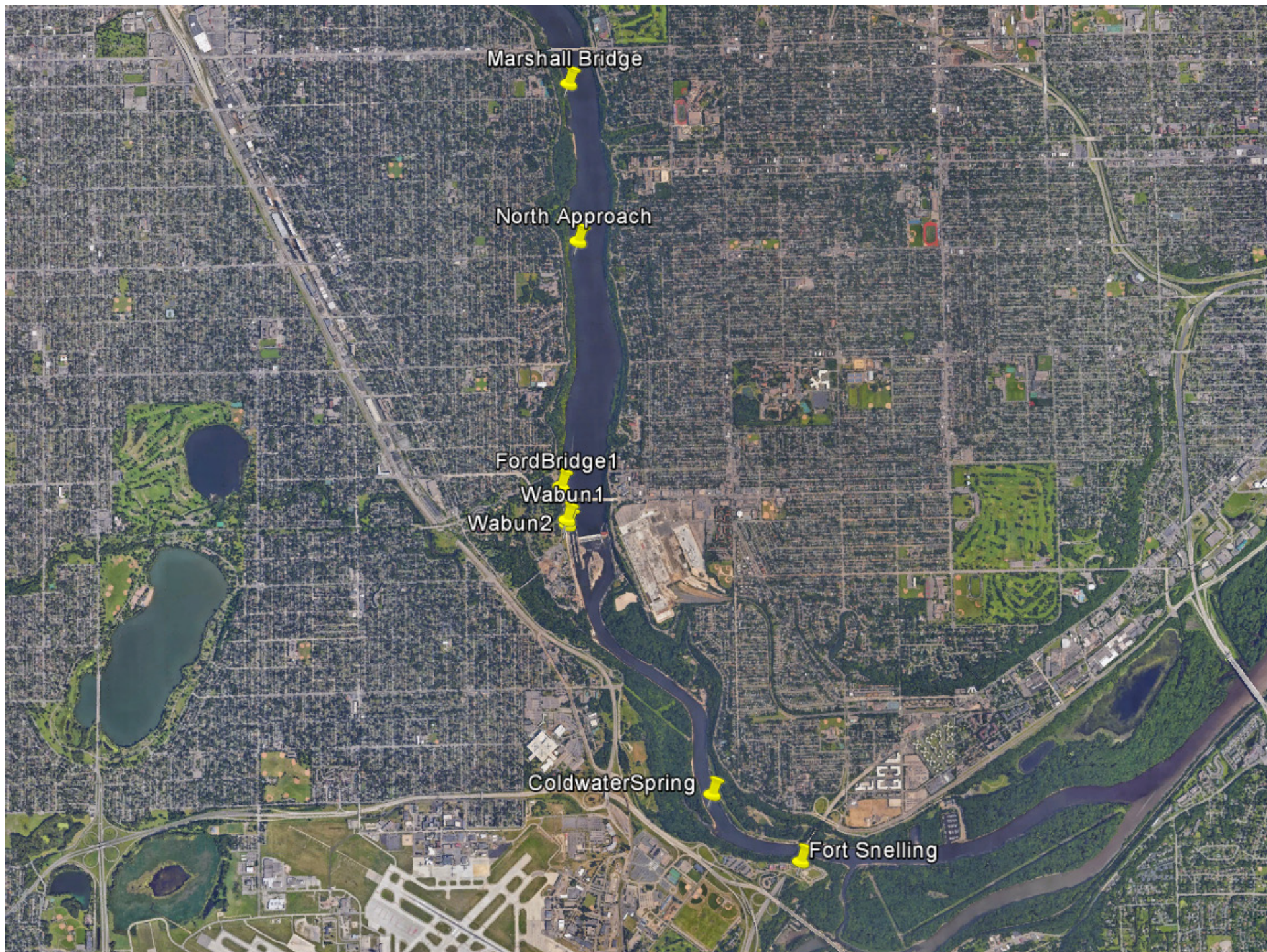
Resolution 2017 – 12E

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.

# **Modeled Views of the Potential Ford Site Development**

**As Seen from Vantage Points in the Critical  
Area Corridor**



Marshall Bridge

North Approach

FordBridge1

Wabun1

Wabun2

ColdwaterSpring

Fort Snelling

# Marshall Bridge



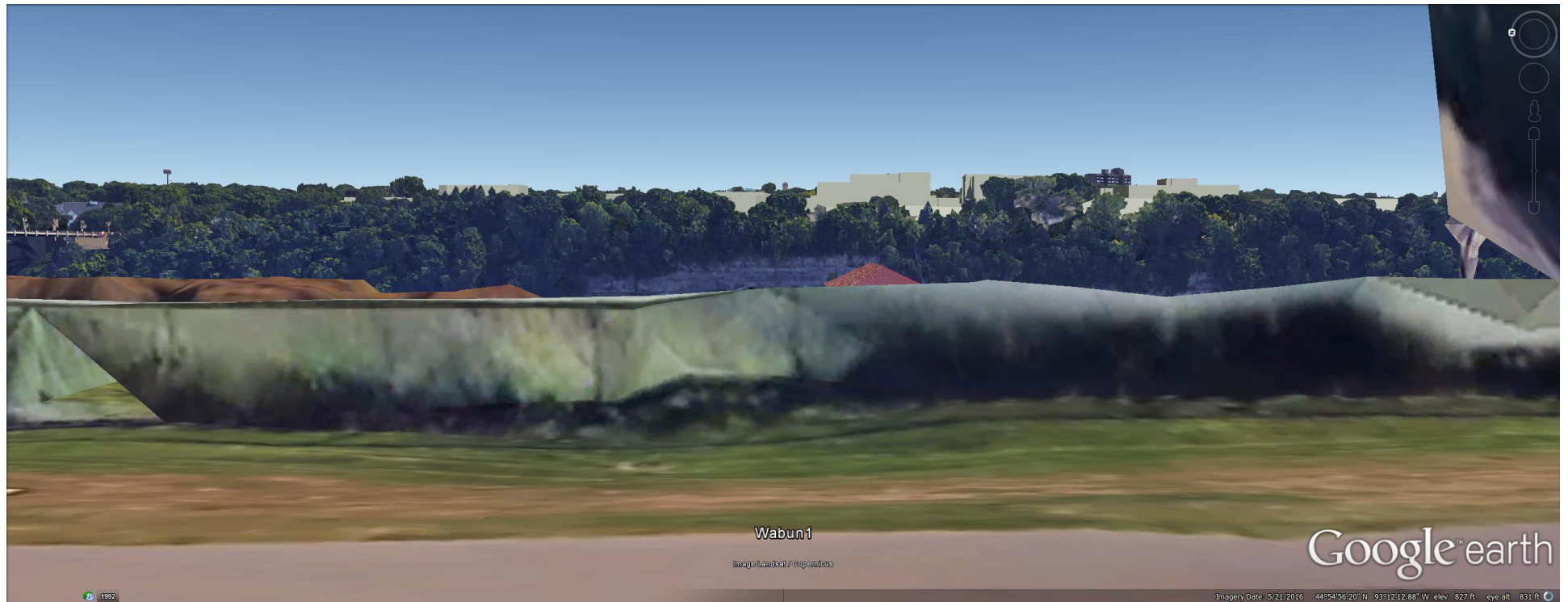
# North Approach



# Ford Bridge



# Wabun Picnic Area 1



# Wabun Picnic Area 2



# Coldwater Spring



# Fort Snelling



# Fort Snelling Aerial





### 2.3 Acre Version

#### CHANGE IN PARK AREA: SITE

~ 1.5 acre reduction on site (all park)

9% x 135 acres: 12.15 potential parkland

9% x 133.5 acres: 12.05 potential parkland

0.1 acre difference means that approximately

1.4 acres of parkland could be added elsewhere

#### CHANGE IN PARK AREA: BLUFFTOP

~ 2.3 acres added to blufftop area

~ 4 acres total within dotted green line

NOTE: This is illustrative to show general implications to park and site area with a shift of Mississippi River Boulevard. There is no assurance that the park could be acquired by the City and/or converted to regional park status.

### 6.5 Acre Version

#### CHANGE IN PARK AREA: SITE

~ 5.7 acre reduction

3.4 Park

2.3 Development

NEW 9% x 129.3 = 11.6 potential parkland  
 ORIGIN 9% x 135 = 12.15

.5 acre difference means approx  
 2.9 acres of park could be added  
 elsewhere

#### CHANGE IN PARK AREA: BLUFFTOP

~ 6.5 acres added

8.2 acres within blufftop  
 area.

\* Loss of 2.3 ac. development.