

Public Comments to the Saint Paul Planning Commission on the Ford Site Zoning and Master Plan

Compiled by the Department of Planning & Economic Development

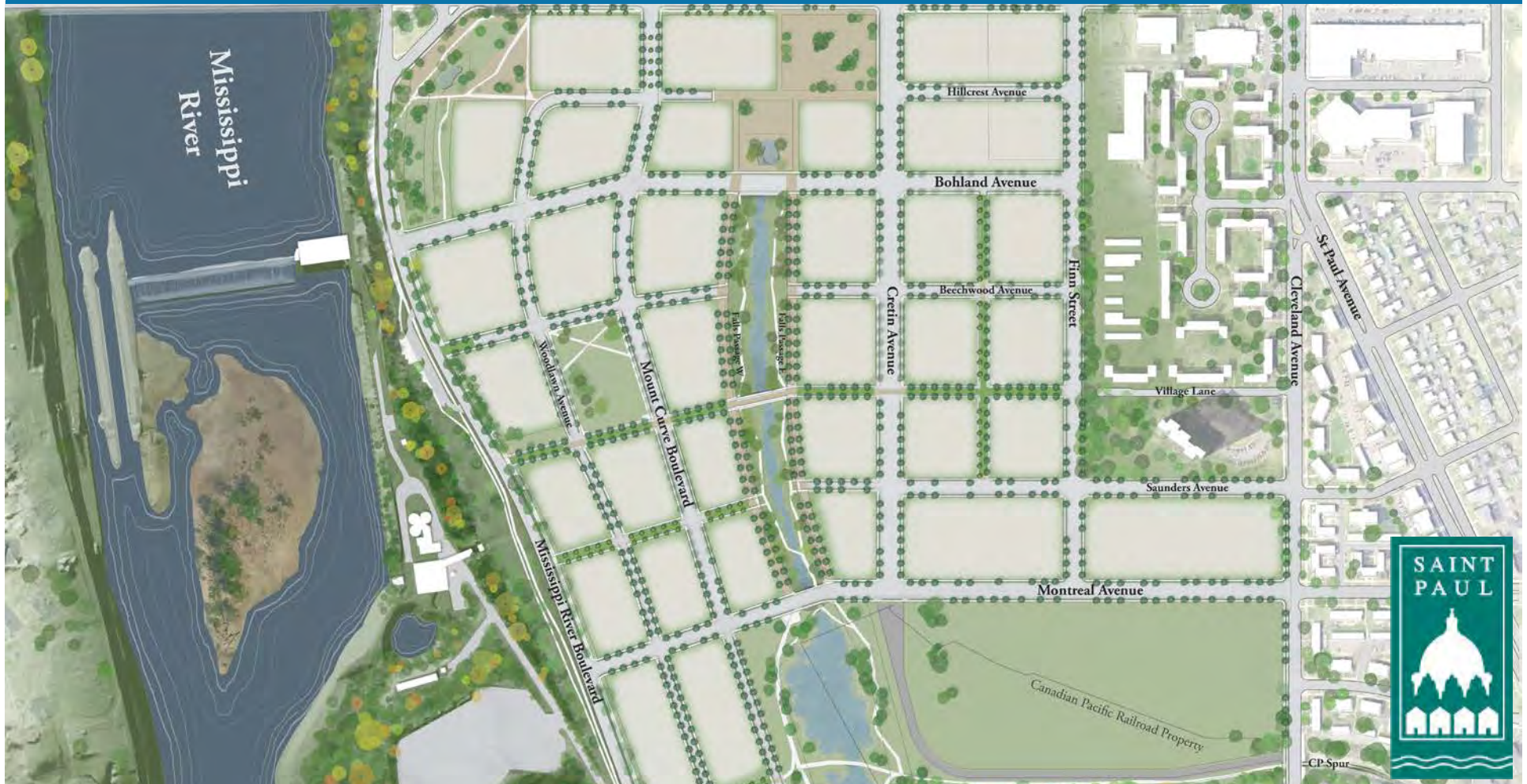


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This document contains all comments received by the Saint Paul Planning Commission regarding the *Ford Site Zoning and Master Plan Draft*. This includes written comments from individuals, testimony from the public hearing, as well as letters and petitions received from various institutions, organizations, and community groups .

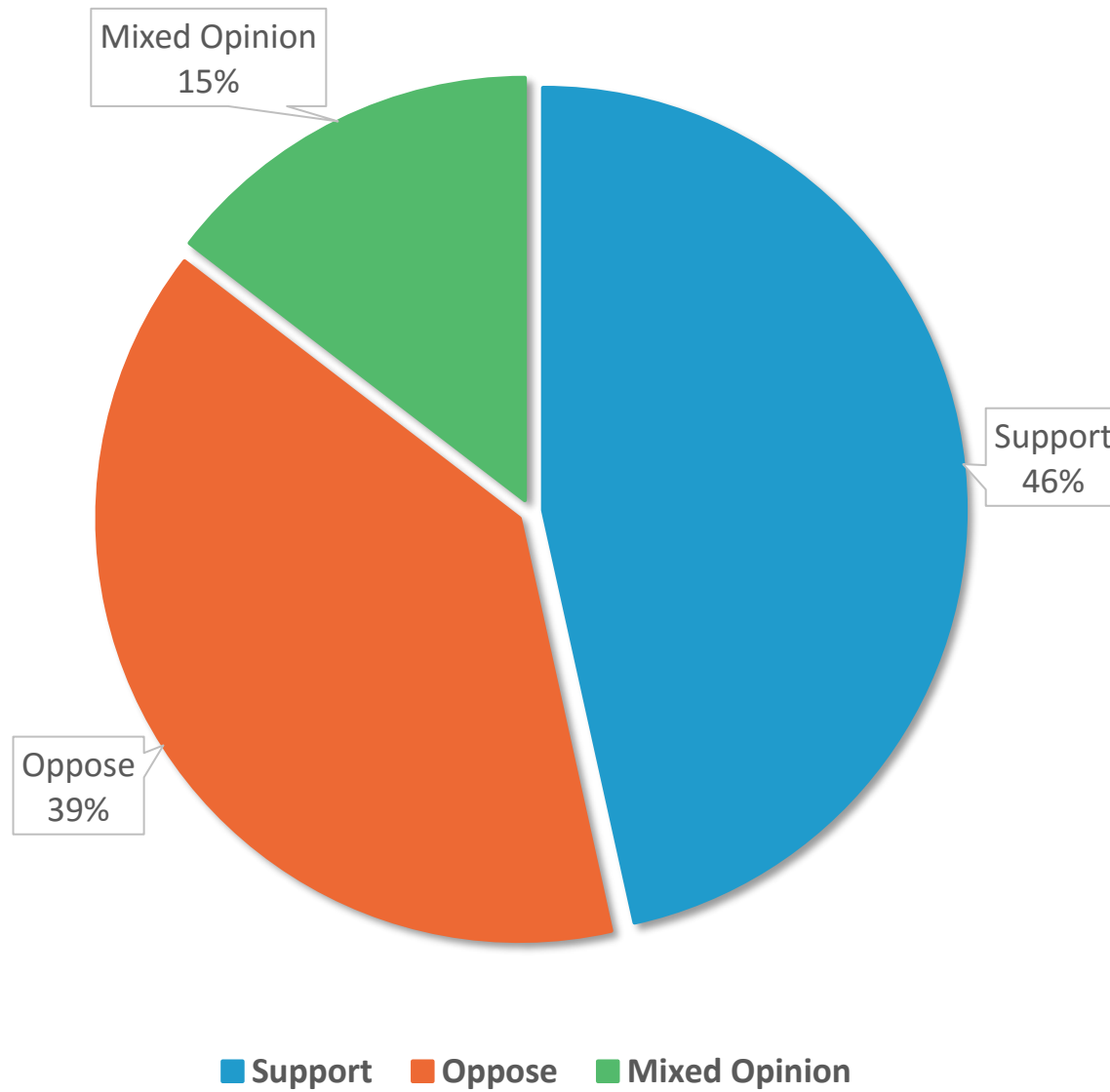
Written comments from individuals were collected via email, postal mail, and through an online form. They are presented in chronological order, with no preference given to method of submission. If a person had submitted multiple comments, these were grouped together by the earliest comment received. In addition, it is noted if a person had also spoken at the public hearing on June 30th, 2017.

Comments from the public hearing are not represented verbatim in this document. Rather, city staff recorded the person’s name and address and took notes on their testimony. Full audio from the public hearing is available at stpaul.gov/fordmeetings.



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General Opinion on the Ford Site Zoning and Master Plan Draft (from written and oral comments)



	Contact Info & Date	Comment on Ford Plan
1	Mary Verrill 1430 Eleanor Avenue 05/20/2017	Dear Planning Commission: 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. 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. 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. 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!

		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. Thank you for allowing these comments. I apologize for not getting involved earlier in the planning stage.
2	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.
3	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. :)
4	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.
5	Tyler Blackmon 1980 7th St W #105 05/26/2017 *Commented at Hearing*	I strongly support running light rail through or near the area. In general, I support the master plan as written.

6	Frank Douma 534 Cretin Ave S 05/29/2017	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. 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. 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! 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.
7	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.
8	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.

9	Lori Brostrom 710 Summit Ave 06/01/2017	I am writing to strongly discourage the Planning Commission from approving the Ford Site Zoning and Public Realm Master Plan as currently proposed. 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. • 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. • 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.
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		• 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. • 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 & Dons, and a pizza from Papa Murphy's on a bike. 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.
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10	Joseph DeBoer 1011 Stinson St. 06/02/2017	Greetings, I am a mental health professional, a Doctor of Nursing Practice student at the University of Minnesota, and an appointee of Governor Mark Dayton to the State Advisory Council on Mental Health. I am writing to voice my support for the Ford Site Plan. Do not give in to NIMBY opposition to dense development in this area. It is high time that residents recognize Saint Paul as an urban city that demands vigilant planning and development. We cannot sustain our community by refusing to adapt to a growing population. Dense development is the future and will be necessary to attract both millennials and future generations, as well as those who wish to age in place. As a mental health advocate, I strongly support development plans such as this because it helps secure a higher quality of life for the residents of our city. By providing easy access to the community, to transportation, to food, and to other resources, the city is fostering healthy environments and systems that reduce stress, depression, and anxiety in everyone. As an environmental advocate, development plans such as this help reduce the impact of large city sprawl and will support the infusion of tens of thousands of new residents in the Twin Cities over the coming years. Please support the city and its long-term viability by creating dense transit-centered, people-centered development.
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11	Dave Ankarlo 1725 Elm St SE 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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12	Timothy Ayers 1231 Osceola Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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13	Tom Basgen 649 Wilder Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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		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.
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14	Philip Bussey 1830 Hewitt Ave Multiple Dates	Comment from 6/5/17 To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
		Comment from 6/30/17 While I personally would've preferred a denser development, I believe that the decade long listening and design process has brought us to a great compromise that satisfies the requirements of the current highland park residents (renters and homeowners alike) and the needs of a forward thinking community that cares about providing adequate resources for future generations. I fully support the plan as designed!

15	Jeff Christenson 1482 Lincoln Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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16	Tom Clasen 300 Wall St 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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17	Allen Gleckner 2023 Palace Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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.
18	Jean Hoppe 531 Mount Curve Blvd Multiple Dates *Commented at Hearing*	Comment From 6/5/2017 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. The HDC vote was taken after a neighbor presented a www.LivableSaintPaul.com 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.

	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. 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. According to the HDC website, HDC board members are responsible: • “To fulfill the fiduciary duties of care, loyalty and obedience established by Minnesota law.” • “To bring neighborhood concerns to the Council...” and • “To have a high level of commitment to the community.” 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.
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		Comment from 6/14/2017 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. 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.
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	Comment from 6/23/2017 Dear City Officials and Representatives Charged with Making Decisions Regarding the Ford Site Development: Please see University of Indiana Study attached, which finds the following: “...rates of murder, rape, robbery and aggravated assault are generally higher in areas with high-density residential developments and commercial property, and generally lower in areas characterized by industry, parks and schools.” This was found even after controlling for overall population-- “The correlation was more pronounced in disadvantaged areas but held true in other areas as well. “ “There seems to be something about (high-density residential) units that is associated with all types of serious violent crime, even controlling for the other factors in the model” ... “apparently, high-density housing units promote serious violent crime.” The study found “higher rates of all violent crimes in areas traversed by major streets.” This study was conducted by a criminologist and expert in urban land use, especially the development of land-use models. Please consider Rethinking the Redevelopment at the Ford Site. Thank you. Jean Hoppe
	(Attached Article URL): http://newsinfo.iu.edu/news/page/normal/13030.html

19	Drew Johnson 1287 Scheffer Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. The current Ford Site Zoning and Public Realm master plan is a good plan for our community, and for our future. Please support it.
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20	Jennifer Justad 1865 Munster Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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21	Michael Noble 1841 Goodrich 06/05/2017 *Commented at Hearing*	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. 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. 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. 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.
		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. I am a good candidate to retire there.

22	Anne Rodenberg 100 Carlton Dr, Shoreview 06/05/2017	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. 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.
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23	James Rogers 3501 Xenium LN N 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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24	Joshua Ruhnke 1823 Berkeley Ave 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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25	Tyler Teggatz 2031 Itasca Ave Multiple Dates *Commented at Hearing*	Comment from 6/5/17 I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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! 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
		Comment from 7/3/17 The Ford Site plan is a well-considered and thoughtful city planning and zoning document. I support the plan and urge you to pass it because the city needs clear-headed leadership and decision making on housing and development issues. Thank you, Tyler Teggatz

26	Rick Varco 2265 Youngman Ave 06/05/2017	Please support the current Ford Site Zoning and Public Realm Master Plan. 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 . 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan. Sincerely, Rick Varco
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27	Robert Wales 1727 Race St 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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28	Amanda Willis 1727 Race St. 06/05/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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29	Will Nissen 399 Duke St 06/06/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan.
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30	Amy Schwarz 2031 Itasca Avenue Multiple Dates	Comment from 6/6/17 To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. 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.
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		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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan. Sincerely, Amy Schwarz Comment from 7/3/17 I fully support the City's zoning and public realm plan and I encourage you to vote in favor of it. The City has dedicated significant and sufficient resources to putting forth this forward looking, inclusive and innovative plan. I own a home south of the Ford Plant and plan to live in the neighborhood for many decades. This plan will impact me and I support it. I am also a member of Sustain Ward 3, a group of neighbors who fully support the City's Plan. I have attended numerous meetings about the Ford plant in the 11 years that I have lived in Highland and I applaud the City's inclusive outreach and planning efforts. Please support the plan. This will best utilize the City's resources and honor the respectful majority who support the plan and have been engaged and open all along.
31	Lance Teachworth 1734 Hampshire 06/06/2017	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.
32	Nathan Hierlmaier 1608 Hartford Ave 06/06/2017	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.

33	Catherine Daigh 525 Montrose Lane 06/08/2017	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. 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 specter 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. 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. Cheers, Katie Daigh
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34	Nora Beckjord 1715 Ford Parkway 06/13/2017	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). 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. That's my 2 cents! Thanks for listening.
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35	Michael Jendro 1678 Juno Ave 06/13/2017	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. For: ● Multi-use buildings for housing, office and retail ● More parks and green space: at least 25% green space ● Increasing Tax base Against! ● Too Dense! ● Absolutely against the \$275 million in TIF development loans ● There is not enough traffic and parking available to support 2400-4000+ new dwellings and more retail space ● No buildings over four stories tall ● Less than 25% real green space ● Destroying the existing neighborhood and community See you at the public hearing on June 30th.
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36	Cindy Syme 1753 Wellesley Ave 06/13/2017	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. 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. 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.
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37	Betsy Thomas Kelly 1861 Wellesley Ave 06/13/2017	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. 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... 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.
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		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. 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. 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. Respectively submitted, Betsy Thomas Kelly
38	Patricia Kelly 1926 Bohland Ave 06/13/2017	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.

39	Mariah Wold 1678 Juno Ave 06/13/2017	Dear Members of the Saint Paul Planning Commission, I would like to express my serious concerns regarding the proposed Ford Site Plan – especially the high density portion. I support ● Some multi-use buildings for housing and office ● More parks and green space: no less than 25% accessible green space ● Increasing Tax base I DO NOT support ● High Density – mega apartment dwellings and the over-priced rent that will be charged ● \$275 million in TIF development loans ● The increased traffic and parking needs caused by adding 2400-4000+ new dwellings and more retail space ● Any building over four stories ● Less than 25% real green space ● Destroying the existing neighborhood and alienating the community just because the city wants to make an extra dollar See you at the public hearing on June 30th.
40	Angela Barker 2176 Stanford Ave 06/13/2017	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

41	Michael Foldes 674 Mississippi River Blvd S 06/13/2017	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. 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. Michael & Hannah Foldes
42	Thomas Romens 670 Mississippi River Blvd S 06/13/2017	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.

43	Char Mason 695 Mount Curve Blvd. 06/13/2017 *Commented at Hearing*	Hello- 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: - Increase in pollution - Dramatic increase in traffic - Risk to the safety of pedestrians - Risk to existing property values - Excessive population density Thank you, Char Mason
44	David Vessel 1541 Albert St. N Multiple Dates	Comment from 6/14/17 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. Comment from 6/30/17 The plans for the Ford site as outlined are well crafted and represent a strong vision for the city. St Paul has a unique opportunity to shape a future that has room to live for future residents and current residents who will have different needs as they age. I support this plan and eagerly look forward to seeing St Paul grow for tomorrow Regards David

45	Sam Wils 946 Cleveland Ave S 06/14/2017	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. 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. 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. 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.
46	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.

47	Sally Bauer 2087 HARTFORD AVE 06/15/2017	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! My areas where I want to make sure attention continues to be paid: -Ensure affordable housing is integrated throughout -sustainability should be front and center -develop design standards that ensure the buildings have character and fit into our old neighborhood -dedicate resources to updating traffic patterns on surrounding streets to handle increased traffic (especially Ford and Cleveland intersection, might need to get creative!)
48	Nancy K Novak mail po 6442, snowbird 06/16/2017	6/16 re Ford property, St. Paul 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 Or kids need real jobs We need a task force to really work on the Ford site and Arden Hills site and put heads together and create real employment We live by major universities and we just cannot make it all happen 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 We are rated high for what jobs?
49	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 fo the people living in Highland Park want high-density living. Thank You, Dale Johnson

50	Ellis Rausch 1722 Mississippi River Blvd S 06/20/2017	I demand they stop the zoning process for the Ford site until the community's concerns about density and lack of green space are accommodated. The plan how it stands would make Highland park unlivable with too much traffic, not enough public transportation or roads to accommodate.
51	David Currie 1611 Niles 06/20/2017	To put 7000 plus residents in 4000 units with 2000 plus shoppers and workers on .21 sq. miles -- is SHAMEFUL. This is all about money -- and generating extra property tax revenue for the city -- at the neighborhood's expense. We VOTE in the 55116 area -- and Mayor Coleman should take notice of ALL the negative press this is getting. This plan is being shoved on us -- the HDC vote is NOT the vote of the community at large.
52	Amy Dombro 1922 Bohland Avenue 06/20/2017	Your plan appears to be a well thought out vision that fills the vacant area with a beautiful high-density pedestrian friendly village. This is a great plan for renovation of a number of neighborhoods in Saint Paul but not sure why this type of area is proposed right next to the Mississippi River. This is the city's opportunity to highlight a beautiful corridor of green space with a much larger park area and playing fields. Pardon me if I am unaware of dire needs of Saint Paul for so much more housing and increase in tax base. I only hope that the developers that acquire the land will recognize that this type of development is proposed for the wrong area.

53	Thomas Lauria 2040 Itasca Avenue 06/20/2017	Dear Planning Commission, As a resident of Saint Paul living near the Ford site, I believe it is imperative that the Planning Commission adopt the Master Plan. As a growing community, we must provide adequate infrastructure and housing for future residents of the great city of Saint Paul. As Saint Paul becomes even more desirable, and the resulting population growth, comes the decision of whether to become more dense or more expensive. The Ford site provides an incredible opportunity to provide the density of housing and commercial space that will allow the city to be affordable and serve all residents of the city. Not often is a space this large opened for a fresh start in an urban setting. This opportunity must not go the way of the status quo. The Master Plan addresses modern concerns of a city, and is ambitious in design. Environmental, social justice, transportation, and livability concerns are taken into account in the Master Plan, while also supporting the immediate community. The zoning and design set out in the Master Plan provide for a city of the future, and not a low density suburban style neighborhood that we will quickly regret as the city grows. The mix of uses and density will create an economic engine and increased tax base that will provide support for the entire community. Please, support all residents of Saint Paul, including those in the immediate vicinity of the Ford site, and adopt the Master Plan. Thank you. Sincerely, Thomas Lauria
54	Ann Osmond 872 Kenneth Street 06/21/2017	To the Planning Committee: I am dismayed by the lack of green space in the Ford site redevelopment plan. Housing and retail are great but the Ford site should include a "destination green space" that will draw people in to bike, run, walk, bring their kids and dogs and hang out. The plan as proposed has too little space dedicated to an outdoor experience. The proposed housing is much too dense (multiple 10 story buildings? We don't want another downtown area). Please reconsider the plan and add more green space!

55	James Winterer 1032 Bowdoin St. 06/21/2017	My home is in the quiet residential neighborhood immediately south of the rail yard that served the former Ford plant. I recently retired after more than three decades at the University of St. Thomas, but when I was younger I put rear axles on trucks at the Ford plant and prepared food at the former Lee's Village Inn on Cleveland near Ford Parkway. I have attended all but one or two of the public meetings about the Ford plant and was encouraged by statements that plans for the Ford site would create an urban village the would blend with and enhance the surrounding neighborhood. My encouragement immediately turned to despair the day I read the master plan. The density called for in the plan is NOT a fit for the Highland neighborhood. If I wanted to live in a neighborhood that has a higher density than New York City, I would not have bought a home in the Highland area. But that is what this plan calls for, and I think this master plan, if adopted, will negatively impact, in a significant way, the quality of life we enjoy here. Of course we need development and we need a healthy tax base, but this master plan, simply put, is an ill-conceived disaster. I hope we can go back to the drawing board and come up with something realistic. Sincerely, Jim Winterer
56	Maureen Dolan 567 Lincoln Ave 06/21/2017	There are so many soccer players, so few fields. Please have some space set aside for soccer fields.
57	Kim Jakway 439 Woodlawn ave 06/22/2017	I am very disappointed in the focus on density. As a Nieghbor I would like to see more focus on open communal spaces for families & kids. I am very disappointed in the lack zoning for any ballfields (baseball,softball,&soccer). The loss of the ford ball fields is huge. It has been an asset to our family & many of our neighbors.. Also the lack of community soccer fields has been greatly noticed by our family. I am disappointed to see the focus on density & the plans seem very formulaic and seems to lack St Paul character. .

58	Ellen Muschenheim 1648 Hillcrest Ave 06/22/2017	Keep buildings 6 stories or under. Include pedestrian and bike ways. Include a large park and athletic fields. Develop the railroad tracks into a greenway from Highland to downtown St. Paul. Create an outlet by extending Montreal to the development. Plant lots and lots of trees.
59	Joe Crosby 1950 Wellesley Avenue 06/22/2017	I appreciate all the work that was necessary to reach this point. If we want to make a neighborhood where we can live, work, and play, I would really love to see more fields and an increase in green space in the Ford site plans. I'm excited that 21% of the development is focused on green space, but our city is lacking in good quality soccer and lacrosse fields to meet the needs of our growing population.

60	Dawn Ellerd 2055 Jefferson Avenue 06/23/2017	As a resident of the area, I have watched this process first with excitement but lately with increasing levels of dismay. I think as a community we're missing an amazing opportunity. I also feel that the current plan for this site works from the premise of drastically changing the the flavor and composition of this neighborhood without engaging that neighborhood in the process. Here are my main concerns: 1) Density: the volume of housing packed on this site is astonishing. Some obviously see this as a good thing, however I would argue that adding that many housing units to a relatively landlocked residential area immutably changes the day to day experience of living here. We simply don't have the infrastructure to handle the volume and I fail to see where the options exist to expand access. Roadways in the area are 2 lane residential streets and unless the city plans to demo some houses and businesses along the entire length of Cleveland and Cretin the space simply doesn't exist to change that. Mass transit in the form of bussing is not enough of an answer...and even at that it's a pretty poor one once you factor in noise, environmental impact and disruption of the flow of cars and bikes every other block. 2) composition: how is it that we in Saint Paul have the option to redevelop a significant stretch along the Mississippi River bluff and our civic planners decide the best use is increased residential density via high-rise housing? I see little to no plan to leverage either the history of the site or the natural potential of the river itself...aside from providing majestic views for those able to afford luxury housing. Let's be thinking on the scale of Minnehaha Park...a drive through that part of Minneapolis any given weekend will show the demand for community/recreation space of that flavor. The same could be said for Central Park in Roseville.
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61		Let's also build on what Highland Little League has had the good fortune to have been gifted in the past and build Saint Paul a rec facility available nowhere else in the city. There is HUGE demand for fields to accommodate youth and adult sports. Speaking as a parent of a life-long Saint Paul Blackhawks Soccer player, I can attest to this field shortage. We're shipping our home games OUT of Saint Paul on a regular basis because the demand is so high. Our children are driving over half an hour one way to practices (again OUT of Saint Paul) in the winter because field space is at such a premium in the city. Quite the boon for businesses around the fields in Blaine, Vadnais Heights, Roseville and West Saint Paul who then benefit from a captive audience of parents! Quite an enormous problem for a non-profit dedicated to providing opportunity for ALL of Saint Paul's youth. This is a ONE-TIME opportunity to build something truly spectacular for the CURRENT residents of Saint Paul...let's not squander it on high-rise apartments and condos.
62	Senchu Punyamurthula 19655 Erin ave 06/23/2017	Hello, my son plays soccer for St.Paul black hawks and due to lack.of soccer fields our practices and games are limited. We've been around many clubs who met 4/5 times per week including Minneapolis, Lakeville and Prior Lake. Every city has had sufficient fields within 15 mi radius for the soccer clubs to utilize, except for the capital city. It's appalling to witness a great club with limited soccer fields. So, with this new space. If the city could allot a few soccer fields that will be ideally suited for the families. Hope your requests will be considered and validated. Senchu
63	Paul Godfread 1077 Wakefield Avenue 06/23/2017	This looks really great and will improve the neighborhood and the city. More density and mixed use citywide, please. It's hard to tell from this plan, but I would worry if the buildings of each type look the same. Some variety in architecture would be good.
64	Robert Rausch 1722 Mississippi River Blvd S 06/24/2017	I'm concerned about property values plummeting in highland park because of high rise buildings. Also the traffic. Low rise only!

65	Ted Angelo 674 Kenneth Street 06/25/2017	I want to provide my strong opposition to the City's current proposal of 7200 residents, 4000 housing units and 2000 workers at the Ford site. I also believe the plan considers 10-story buildings (I hope I'm wrong). This high-density plan should be scrapped in favor of a more balanced proposal of 3600 residents, 2000 housing units, 1000 workers as well as a minimum of 25 percent green space. I believe my thoughts are in line with the vast majority of Highland residents who oppose the current plan. Know that we've chosen to build our lives here and be an integral part of this community. For now, that is. I also believe that numerous residents provided input early in the process - at those meetings, the discussion focused on the creation of a vibrant urban village. With focus on green space, access to the river, attractive housing options and job creation. Not just high-density housing that maximizes tax density and maximum revenue for select developers. Your redevelopment plan does not complement or ingrate into the Highland area. I truly anticipate that the current plan will deteriorate life, and our desire to stay, in Highland. Regards, Ted Angelo
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66	David Anderson 544 Mississippi River Blvd S 06/25/2017	To whom it may concern: We are supportive of creating a unique development in this unique urban space. The right development strategy will add value to the city and the entire surrounding neighborhood. We are concerned that the current plan, when fully developed, adds too much population for existing and planned infrastructure. The 10-story maximum heights on the east side of the development are inconsistent with building heights and character in the surrounding neighborhood. This level of population density also strains the capacity of surrounding traffic arteries, even with the planned light rail extension from downtown Saint Paul. We urge city planners to focus on maximizing value by creating a more interesting and vibrant neighborhood, with a focus on quality and long-term success rather than maximizing the number of housing units in a way that does not fit the area. Thank you for your consideration. David Anderson & Lisa Bugman
67	Sarah Kusa 553 Montrose Lane 06/26/2017	With substantial traffic congestion already bogging down the intersections of Ford/Cretin and Ford/Cleveland, it is time to re-evaluate Finn Street north of Ford Parkway before we add thousands more residents. Finn Street should be opened from Pinehurst to Ford, where a space for doing so already exists. This will help ensure that cars do not become trapped on this busy section of Ford Parkway (as often happens, even before the new development) and will alleviate traffic pressure at Cleveland and Cretin. Opening that small section of Finn will help the new Ford development and old neighborhood blend more harmoniously with each other by making it possible for residents north of Ford to access Lunds and other essential retail through a streamlined neighborhood route. This small adjustment will have a major impact toward mitigating traffic congestion at Cretin and Cleveland intersections and ensuring that the neighbors to the north continue to have easy access to shops and services on and around Ford Parkway.

68	Sara Dunlap 701 Van Buren Ave 06/26/2017	- this site is a golden opportunity to create something the city can be proud of and earns some national attention in different sectors (planning, housing, public health, sustainability, energy, etc. - Affordable, sustainable house should be a priority. Consider making this an example of a completely sustainable community by using all clean energy sources and renewable/recycled building materials.
69	Betsy Judkins 331 Mount Curve Blvd 06/26/2017	I don't like the plan at all. I live in this neighborhood and I think people who DO live here in Highland and MacGrove should have their opposition to the plan get a higher priority than those living in other parts of the city. You are trying to include way too many tall buildings and not enough green space. I actually wish you would just make the space a big park, like New York's Central Park. I agree with other people who have said that the plan will go forward despite heavy citizen opposition, because <u>It's all about the money (for you).</u>
70	Anne Maley 1924 Hillcrest Avenue 06/26/2017	I was at the meeting at St. Kate's probably 6 years ago where Gil Penalosa, former Commissioner of Parks, Sport and Recreation in Bogotá, Columbia, spoke of his concept of 8 to 80 cities. There were panelists there about art, education, public space, environment, etc. It was my first exposure to the Ford Site Development effort (which had already been going on for years but hadn't caught my attention) and the concept drew me in. In subsequent meetings I heard of the City's commitment to leveraging this amazing piece of property and creating a world-class development that brought together concepts of environmental and economic sustainability, community-building, pedestrian and bike friendly (in fact discouraging traffic), multi-level development to accommodate all--young, old, young adults, wealthy and lower income. I attended many of the City meetings and have been so impressed by the post-it note process of gathering the creativity of our neighbors to build this addition to our community. I hope we are able to find a developer with heart committed to building something world class, not just maximizing profit. I think the City has done an amazing job of bringing the Ford Site closer to attaining that hope. I trust the City to select and work with the developers to realize this world class creation. Yes, I will live in the midst of it and the transitional path through its creation is going to be painful as all transitions are. And yes, I probably won't realize the benefits of the expanded tax base, etc. But my daughter was with me at many of these meetings. It was her first step into community engagement, and a positive one. So I'm hopeful she will realize her dream of being able to someday afford a home in Highland Park and benefit from this development of which we've all been a part.

71	Marguerite DeSpain 679 Hoyt Ave W. 06/27/2017	Thank you for the opportunity to give input into this decision. I watched the video and have some input. I don't hear the pollution addressed at the site. I hope this is a major priority before any residential housing is built, as gardens will not be safe and cancer and other illnesses may be the result otherwise. I would like to see even more green space than the 22%. In fact, the whole land could be made into a part once the contamination is alleviated. I don't hear plans for retirement, low-income housing, which clearly should be a priority based on our population statistics. There is an increasing need for retirement housing for low-income older and disabled adults. I think it is most responsible to recognize the the majority of the population is now single adults and the majority will soon all be over 55 years old. Thank you. M D
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72	Catherine Hunt 2081 Highland Parkway 06/27/2017 *Commented at hearing*	Dear St. Paul City Planning Commissioners: I am writing to express my strong opposition to the zoning change at the Ford site AND the Public Realm Master Plan Draft (5-4-2017). I strongly urge you to vote against it or send it back to the Ford site city planners for significant revisions when it comes before you for consideration. Reasons: • Radically high density: The density being proposed is comparable to New York City in a quiet residential neighborhood where there is no mass transit or freeway access. • Lack of parkland/greenspace: At only 9% of the plan, there is not enough space for humans, let alone plants, trees and wildlife. Further, the maps shown in the plan are deceptive because they show a large area as green space, that is zoned for commercial (CP Rail land). • Unlivable traffic congestion on surrounding streets: The city's own study shows three times (3X) the traffic on some surrounding streets where traffic is already terrible and dangerous. People's lives are at risk. Increases in traffic are known to cause risks to pedestrian safety, more traffic noise, increased air pollution, wasted time and decreased property values. • Building heights far too high: Ten story buildings will fundamentally alter the feel of the neighborhood and will cause harm to the quality of life in the neighborhood because of blocked sight lines to the river and a forever altered community landscape. • Added pollution: The health of the Ford site and adjacent community is at risk due to increased air pollution. A NASA study confirmed that higher urban populations and increased levels of air pollution are directly related and the resulting air pollution can cause respiratory and health problems.
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73		• The city's Plan also directly contradicts the stated goals of the of the Saint Paul Zoning Code including: Preventing overcrowding of land and undue congestion of population o Encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character, and urban design of Saint Paul's existing traditional neighborhoods. o Conserve and improve property values; Promoting and protecting public health, safety, morals, aesthetics, economic viability and general welfare of the community. • Experts ignored: The Ford Site Task Force that worked on this plan for 10 years has made recommendations for substantive changes to the Plan that have been disregarded. Thank you for your consideration and support for a better plan. Sincerely, Catherine M. Hunt
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74	Jason Emrick 1856 Bohland Ave 06/27/2017	I am opposed to the Ford plant plan as it is currently proposed. I believe that the scale of the proposed buildings as well as the density are not consistent with the neighborhood. The plan seems to be creating an Island onto itself that will provide current residents little more then added traffic to an already congested Ford Parkway, Cretin, Cleveland and Fairview Avenues. I question whether it is realistic to have dedicated so little space to Car parking and require so much space for Bicycle parking. I expect that we will find neighboring streets filled with parked car and bicycle parking areas half full of seldomly used bike. I also wonder why there would be no consideration for turning the railroad spur into a road to access W. 7th, Shepard Rd, and Hwy 5. I am not opposed to bikes and bike lanes and spent several years commuting by bike but in my experience I see a lot of bike paths/lanes under utilized while strangling automotive traffic. We must not forget that 5 months out of the year bikes are not reasonable modes of transportation in our climate. I also would guess that were 8000 people to move into that area at least some of them would be children of school age. The current neighborhood school would not be able to handle this. It is currently under construction to make room for the current number of students. Looking at the current Demographics of the neighborhood, http://www.mncompass.org/profiles/neighborhoods/st-paul/highland I see that nearly 20% of the residents are under the age of 18. My quick math would suggest that roughly 1000 of the 8000 new residents would be school age. How do we plan to accommodate those students. I also noticed that in parts of the new neighborhood there are no sidewalks. How does a neighborhood with no sidewalks encourage pedestrians? There are no sidewalks on several blocks near my house and it does not work.
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		This site being given Tax Increment Financing is unacceptable. I see no reason why a developer can not generate a profit on this "once in a lifetime development opportunity". This is an entirely outrageous use of TIF. I could list many more things about this plan and it's flaws but I will leave with one final note. Having the final public comment period on a Friday morning before a major holiday weekend and then closing public comment on the eve of the same holiday seems disingenuous. If this plan is great for St.Paul and the current residents of Highland Park why plan the final public comments for dates that will create difficulties for it's residents. I expect that your commission is hoping people will forget or that it will be too inconvenient. Please feel free to contact me if I can be of any further service. Jason Emrick 651-699-5914
75	Kathryn Johnson 2420 W 54th Street 06/27/2017	I watch the news with great anticipation. As a former St. Paul resident (we TRIED to find a place there, but had to make due with Minneapolis), I'd love to have some input on the program. My husband and I are deep in the weeds of our own building project, a Passive House, in Minnetonka. It will be one of the few in Minnesota, and the country. The potential is amazing for reduced energy needs, as well as creating a healthy living environment. We expect our house to cost a bit more than average, but use only 10% of the energy a typical house would need. The principles are good for individual homes and multi-family or business.

76	Sarah Emrick 1856 Bohland Ave 06/27/2017	I am opposed to the current proposal for the Ford Site Redevelopment. This site being given Tax Increment Financing is unacceptable. I see no reason why a developer can not generate a profit on this "once in a lifetime development opportunity". The density that is planned for this area is too much. Driving on the streets in Highland Park is already painfully slow during busy times and adding 8000 or more residents will make this bad situation unbearable. Your studies indicate that most of these people will take public transportation or ride their bikes. I don't think this is realistic based on the patterns I currently observe. Sarah
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77	Carol Engel 2053 Palace Ave 06/27/2017	I oppose the zoning changes being considered for the Ford Site AND the Public Realm Master Plan Draft (5-4-2017). The radically high density, super high structures with limited green space may be appropriate for larger downtown city centers, but are inappropriate for an area based on neighborhood homes, beautiful views of the River and small businesses every two blocks on corners to which neighbors will walk and bike to and want to support. People are attracted to our neighborhood because of these features as well as traffic which is manageable and safe. Drastically changing this reality and feel of community will destroy what has been the essence of it. Traffic congestion, noise, lives at risk, decreased property values, heights blocking views of the majority of residents, decreased access to freeways (limited at best now), time it will take to go anywhere are all of concern. When I attended meetings prior to the Ford Site Plan, the goals noted for St Paul zoning was to prevent overcrowding, encourage movement within the community, limit height size. Even the newer apartments and lofts on the Mississippi River (Shepard) near downtown or on University Avenue which are not in the middle of homes, are generally no more than 4 stories high. I support maintaining these goals on the Ford Site as well as throughout the City. Despite the efforts to have people walk and bike, the density will increase the number of cars by huge numbers. And, there are only so many bags of groceries, bags of goods, etc one can carry or put in a basket on ones bike. Cars will be used.
		I, too, want St Paul to grow and have a sound tax base. However, planning for all future needs within a relatively small area of the City does not lend itself to a viable community I truly want us to have. I want to thank you for all of the work you have put into this massive project which so directly impacts our community. I trust you will take the time to make changes which take fully into account the neighborhoods interests and resulting issues as well as the desire of St Paul to have housing for those who want to live in the city and of businesses who will profit from the proposed plans. 10 years of work has occurred. Please take the time to get the plan right for all constituents.

78	MaryAnne Nishidhe 899 Cleveland Ave S Apt 1209 06/28/2017	This website mentions that the objective is to create a dynamic and environmentally friendly place to live that would blend seamlessly with the rest of Highland Park. I appreciate these values, but I feel that the current plan would not do any of these things. I would like to join my voice to those who oppose the current plan. Please reconsider the density. Hi rises, especially multiple hi rises are not necessarily fantastic places to live or to live by. Noise pollution is a major problem. The more concrete, the noisier it is. I live in Cleveland hirise on the twelfth floor and despite all the green space around me, I still have to close the window because of all the noise. I can hear the construction on Cleveland and Highland like it's in my own living room. I have also lived on the sixth floor of Wabasha hi rise and no- one could sleep past delivery trucks because of the noise level. No-one has any privacy because sound carries. If you don't plan ahead for problems like this Highland will not be a great place to live. I think Karen Osen's idea in the Viewpoint section of the Villager (June 24-July 4) would be a better option. I was not able to sign the petition, but I stand with them on the petition. Merry
79	Nancy Negrette 460 Robert st south 06/28/2017	Keep for park and retail use and green friendly as possible. The neighborhood has always been friendly to the public and its too beautiful to loser to ugly buildings
80	Robert Wellemeyer 1309 Honeysuckle Lane 06/28/2017	I was a St Paul resident for 10 years, My family (Bartusch, which owned part of Highland Park before Denny Lane and farmed near Crosby Lake; Schaetzel, Hunn, Michael, Sellick, and Hutchens) all were centered in St Paul. My question: What is the status of the old tunnels beneath the Ford site from which sand was extracted? Is the land safe for the construction of tall structures? If the tunnels are still viable could they be put to some use? I am thinking of the U of M Anderson Library storage tunnels. Also could the tunnels be utilized to store compressed air? I understand that wind and solar power produce excess energy which can be stored by creating compressed air and that air could sometimes be used to turn a generator and produce energy. January 4th is when there is no sun in Minnesota or when there might be no wind power.

81	Ben Frank 2069 Hartford Ave Apt 22 06/28/2017	To the St. Paul Planning Commission and City Council, I am writing in support of the current Ford Site Zoning and Public Realm Master Plan. I hope you will support it too. 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. 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. 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. Thank you for your dedication to this project and the City of St. Paul. I hope that you will #SayYesStPaul and adopt this plan. Sincerely, Ben Frank
82	Christina Morrison 2110 Highland Pkwy 06/29/2017	I strongly support the Ford Plant plans and the City's vision for a dense, walkable, mixed use community. I am a homeowner at Finn and Highland, and will benefit tremendously from new investments, new tax base, and new neighbors that will make our community more inclusive and affordable. I am dependent on transit and walking, and additional density further supports and strengthens my ability to live in Highland Village without a car.

83	Elizabeth Sands 1777 Highland Pkwy 06/29/2017	I support the current plan. I think it's important to provide additional tax base in St. Paul, given the large number of colleges and churches. I personally am interested in downsizing to an apartment or condo but would like it to be in walking distance of the amenities of Highland Village. There currently are relatively few properties that give this option. My one caveat is that sufficient parking be provided for residents and visitors. I realize that it's a judgement call, especially with visitors since it's hard to know how many people will be walking, biking or using transit to get there vs. driving. At any rate, I think it is realistic to assume that most households on site will have a car, even if they're heavy walkers/bicyclists/transit users.
84	Robin Sjaastad 124 Montrose Place 06/29/2017	I have lived in St Paul, a mile or two north of the old Ford plant, now for almost 30 years. My family frequently patronizes numerous businesses near Ford and Cleveland. Though Highland is mostly residential, vehicle traffic near the Ford/Cleveland, Ford/Cretin and Ford/River Road intersections already burdens the area. I am shocked by the projected addition of 5000 or more permanent residents and 1500 jobs, even assuming the addition of some new side streets and "green spaces". In our time, the average citizen feels mighty let down by institutions—educational, religious, particularly political and governmental. And this has happened even as those institutions claim to work harder than ever to engage and serve citizens. Local government often seems bored with its basic functions where the community really counts on it, while starstruck with high profile acts of development, promotion and "creation" ("a city within a city") where the benefit to the existing community is not obvious. What makes Highland attractive now won't survive the cookie cutter formula of urban boosterism (shops, amenities, density, transit, etc., etc.) being voiced by the city.

		What if the Ford property were a park? Plant trees, make some pedestrian paths, and then leave it alone. I appreciate that Ford's financial interest may make that difficult, but it would be a wonderful legacy to the area, far better than any "plan" I've seen. Take the example of Central Park in NYC. Its commercial value would be off the chart, but no one proposes handing it over developers, even if they promised a few "green spaces". You have a rare opportunity. Rather than getting distracted by the same old hype and high buck visions, look at the community that's right in front of you today. I doubt many of them want what is being proposed.
85	Kate Michaud 1133 Portland Ave 06/29/2017	I want to write in support of this plan. This is a smart move by the city to ensure that a proper density is created in this new neighborhood to support transit and walkable retail/business areas that are compatible with the character of Highland Park. As an architect I am constantly hearing how every project will bring more traffic and take away the character of a neighborhood. I would urge the city to look beyond these NIMBY arguments and move ahead with this plan.
86	Ryan MacSwain 1663 Saunders Ave 06/29/2017	We recently purchased a home in the Highland Park neighborhood. One of the reason's we are excited about our home is it's proximity to the Ford Redevelopment site. We are very glad the commission is adding significant density and green space to the redevelopment plan. Please don't give in to lower density advocates. All the best, Ryan MacSwain
87	Ali Boese 1351 Sherburne ave 06/29/2017	I am so happy to see so much green space in this plan! I love the idea of centering the development around a green space that also improves water quality before it enters the river. It is so important to build communities with these kinds of multi-layered services! Good job City of St. Paul!

88	Jebidiah Rach 1688 Sherburne Ave Apt 202 06/29/2017	I'm in general strong support of the plan to create a dense, multi-use, urban development within the Ford Site. This adds some much-needed density and multi-dwelling unit options to the City of St. Paul and to the Highland Village neighborhood. To my understanding, few to no single-family homes are being removed for this development, so those who desire that style of housing are not losing any significant amount of housing stock. I drive in the Ford Parkway area on occasion, and while there's certainly plenty of traffic it feels like a fair amount of it is forced since many roads do not extend south of Ford Parkway. Completing the street grid would allow options for drivers, and a dense, urban development would also make pedestrian, bicycle, and transit investments more valuable and (especially with transit) allow a large portion of those living in the area to live a car-free or car-lite lifestyle (helping to combat the traffic problems.) I hope that the plan includes no parking minimums to help encourage alternative transportation, especially in the business district. Walkable businesses and businesses next to the sidewalk that people can get off a bus and walk right into encourage people to use those options instead of driving, helping to drive down traffic. In conclusion, a dense Ford Site is what I believe to be the best option for St. Paul.
89	Chelsea Stanton 1688 Sherburne Avenue Apt. 202 06/29/2017	I am very excited about the plan for the Ford Site which is just a short A Line ride away from my home in the Hamline Midway neighborhood. I value the focus on building a community-oriented green (both in terms of energy and parks) area. As a renter and a Millennial whose student debt makes buying a home any time soon quite cost-prohibitive, I am grateful for the multi-family residential plans that have been included. I would only suggest that this is also a wonderful opportunity to ensure affordable housing options in our city--making this a welcoming place for those who have been displaced by rising housing costs, war in their home countries, and anyone else who wants to make St. Paul home.
90	Sarah Clark 1077 Fairmount Avenue 06/29/2017	Saint Paul has an opportunity to create something great with the Ford Site. The Ford Site redevelopment's Zoning and Public Realm Master Plan charts a path to realizing the area's full potential and will help ensure it is a vibrant, livable place, that models sustainable development. As a nearly life-long Saint Paul resident who grew up in Highland Park I know this city, and this area, well. The density of the development will bring activity and support small businesses, the transportation systems will create much-needed walkable, bikable spaces, and the plans to make the buildings super efficient and powered by renewable energy are vital to the city's resilience. I encourage you to support this plan.

91	Maria Cermak 453 1st ST. E. 06/30/2017	Our family being of Sioux People of the Mdewakanton descent. would like to collaborate, with City of St. Paul on a off the taxroll ford site plan
92	Aaron Berc 2375 University Ave W, Suite 150 06/30/2017 *Commented at hearing*	St. Paul Planning Commission Hello, My name is Aaron Berc, I am a Community Organizer at Jewish Community Action, where I organize with our community around affordable housing issues in the Twin Cities. Additionally, my father grew up on Jefferson and Cretin, so my family's ties to this area go back decades. I do not want to mince words. Right now the Twin Cities Metro Area is in a housing crisis. We are seeing the largest population growth in the Twin Cities in decades. It isn't just millennials moving into the city, but baby boomer empty nesters who want to move to the cities as well. This influx of new city dwellers is pushing our rental supply market to extremely low vacancy rates, especially for units that are affordable to those of us not earning at or above the area median income. At maximum density, the Master Plan for the Ford Site development proposes 800 units of affordable housing. Jewish Community Action supports the highest density plan, specifically the creation of 800 affordable units. We implore the planning commission and the city to strengthen the plan for affordable housing development at the Ford Site by creating 10% of the affordable units available to households earning 30% of Area Median Income, and an additional 10% of affordable units available to households earning 50% Area Median Income.

		The Torah teaches that Abraham, the patriarch of Judaism, is an inspiring host. Not only does Abraham keep the doors of his tent open to any weary traveler who may pass by, but Abraham himself wanders the roads near his tent to find strangers to welcome into his home. The City of St. Paul has the opportunity to be like Abraham with the development at the Ford Site. I urge the City to keep the doors open to those who have been displaced by rising rents & inadequate supply of affordable housing. We must build enough homes for our neighbors who are being displaced by rising rents, and for anyone else who wants to move to St. Paul. Abraham was proactive in finding those who needed shelter, we urge the City to do the same. Please commit to building these 800 affordable units.
93	Mary Lilly 458 Mount Curve Blvd 07/01/2017	I encourage the commission to rethink the current proposal for the Ford site on two important issues: 1) Remove the 25 year TIF giveaway. This is such a desirable project for developers that it shouldn't be necessary, plus Ford wants out. To benefit everyone in the city, tax revenue should be realized from the beginning, especially given the city's considerable budget difficulties. 2) To attract a diverse population to a development that consists of only multi-unit housing, there must be readily accessible park/communal social space for families with all ages of children; parks for small children, similar to Groveland Park (on St. Clair), and for older children, larger open space for recreational sports. The current proposal assumes these families will mainly use public transit. If the goal is for many residents to be able to work in the neighborhood where they live, such parks and recreational facilities will attract long term residents, thus also promoting a stable workforce for the employers who will have invested training and development in their young employees. Thank you for your consideration.

94	Gibson Batch 2176 Bayard Avenue 07/01/2017	TIF is a bad deal for the city and the residence in Highland Park. I can't believe we won't have any revenue until 2040? Are you kidding? Why should the wealthy landlords not pay, too? Save TIF funding for the needy. I am deeply concerned about traffic. I see now congestion in most streets, restaurants, and establishments. I am frustrated that the city is not responding according to the common voice of the community. I can see more proactive demonstrations happening in the near future if city hall continues to pay lip service to our pleas. I would love to see a compromise where new housing units are cut to 1500. After the dust settles we can see what happens in the community. If things look good, then maybe more can be built. If not, then we should leave it at 1500 units and stop there. This plan is not good for us but it isn't good for the new residents, either. Who wants to live in constant snarls of traffic and under developed infrastructure. High rises cities never add positively to the existing community...they just make landlords rich. So I don't trust the city decision makers at tho time...they have earned our mistrust. Bright visions of the future seem incredibly naive and unrealistic. God help Highland Park. It is a great community on the edge of mediocrity due to poorly guided actions of our city hall.
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95	Elka Malkis 2096 Bayard Avenue 07/01/2017	Thank you for the opportunity to submit comments. I attended the Planning Commission's meeting on June 30, but did not have time to speak. I live 5 blocks from the Ford site. I have lived here for 5 years. In general, I am very supportive of the proposed plan. I am in favor of density - I want to live in a city not in the suburbs. I do wish there was room for more green space, if possible. I agree with comments I heard at the June 30 meeting about making sure there is affordable housing on the site, including affordable senior housing. I appreciate all the work that has gone into what is a very complex proposal. I want to add my voice to the neighbors who support your plan (with possible minor tweaks as mentioned). thank you Elka Malkis
96	Lori Lukasik 1862 St Clair Avenue 07/02/2017	I was very glad to see affordable housing included in the site plan. This site development is a great and unique opportunity for St. Paul to make a leap forward in reaching affordable housing goals. We have an obligation to provide affordable housing throughout St. Paul. Especially as new jobs are created nearby housing needs to be available and affordable to those holding these jobs. I urge the commission to do everything possible to ensure that affordable housing is accessible to those that need it.
97	Steven Tschann 427 Woodlawn Ave 07/03/2017	Highland Park is nearly surrounded by college campuses. Let's make it complete. The University of Minnesota should be given the opportunity to purchase the land. Students make wonderful neighbors. At the very least, the Governor, U-President, and Board of Regents should be asked to weigh in.

98	Carl Michaud 1133 Portland Avenue 07/03/2017	I love the proposed plan for redevelopment of the Ford site. I commend the staff and residents who participated in drafting the plan. There is such a need for more affordable housing and housing for seniors who no longer wish to stay in their single family homes in St Paul, that I strongly urge the council members to develop as many housing units on the site as possible. Within the next decade there will be many seniors who currently live in St Paul that will want to move into a home that requires less work to maintain, but wish to stay in the city. The redevelopment of this site provides an excellent opportunity to meet that need. Furthermore, there is a huge demand for affordable housing for many of the city's residents. The increase in the number of people living in the city due to this redevelopment will provide a significant boost to local businesses and provide additional property taxes to the city and school district. The proposed plan to handle traffic is just fine. Providing more connections through the site, for example via Montreal, provides additional and sufficient movements for cars and delivery trucks through the community. The complaints about the increase in traffic congestion due to this development are overblown. I like the opportunities to make walking and bicycling easier for the future residents. It will also enhance the use of bus rapid transit on Ford Parkway and provide easy access to the light rail station in Minneapolis or destinations along Snelling Avenue.
		My other suggestion is to encourage the council not to use Tax Increment Financing (TIF) to redevelop the site. There is adequate interest and demand by developers without the need for or use of TIF. Thank you for providing me the opportunity to comment. Carl Michaud 1133 Portland Avenue St Paul

99	David Foster 2164 Eleanor Ave 07/03/2017	It would be better to emphasize quality of life versus quantity of life in the plan. We could do this by creating a large public recreation center and adequate fields for our current and future residents and by encouraging private development of a new large Lifetime or other private facility. The plan for the Ford site calls for adding between 4,000 and 10,000 residents to the area. but does not call for the appropriate amount of recreational space to accommodate that number of people or even provide adequately for the residents that are already here. Other than the library, the current state of recreational space in the Highland area is that there isn't enough of it and that we do have is lower quality. The Highland Park Recreation Center has one gymnasium with a tile floor. Compare that versus the recreation centers at Jimmy Lee or El Rio Vista with three to four multi-purpose gym spaces with wood or rubber flooring and large walking tracks (or look at the Minneapolis Sports Center on Lake just west of Hiawatha). These centers support all ages of residents for organized group and team activities and individual ones. The outdoor fields at Highland Park are cramped and in rough shape as well. If your kids play football, they need to go to the fields at Conway, on the other side of downtown St. Paul. If they play soccer or flag football, they likely need to go to McMurray, north of I-94. If they play basketball, they may have to go to the recently redone Palace Rec Center. If they play for St. Paul Basketball, they will have to go down to Mendota Heights for practice. Want to take your daughter to shoot hoops? There isn't a lot of open gym time; and if there is, it will be crowded in Highland. Lacrosse needs to practice and play north of 94.
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100		Baseball and softball? HGRA's fields are in rough shape. Highland Ball, the oldest little league organization in the state, has three fields beautifully maintained by the organization. Those three fields are not enough to accommodate the softball teams or the practice schedule for the number of players now. Unfortunately, these fields are going away with the site plan. If you want to swim indoors, I believe you will have to head to the YMCA up on University. There are currently some private places to work out, depending what you would like to do. The Lifetime is small, crowded, and has limited offerings. Corepower and other small niche providers have limited offerings. If you would like to rock climb, play racquetball, play squash, swim, play tennis, run on a track, you will generally need to head to the suburbs or far out of Highland. Perhaps there could be some strong incentives or partnership with Lifetime to build one of its large centers on the Ford site. The Highland area already provides some of the highest amounts of residential tax revenue to the city and received a disproportionately low amount of services from the city in return. Now the plan is to add another 4,000 to 10,000 residents and 1,500 employees without any additional services being provided by the city. Ideally the city would build a large recreation center into the plan and provide space for fields and look to partner with Lifetime for a private facility as well. This would help St. Paul continue to be the most livable city in America.
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101	Martha Faust 1904 Saunders Avenue 07/03/2017	As an 18-year resident living 1/3 mile from the site, I support the proposed Ford Site Zoning & Public Realm Master Plan. I've read the 134-page plan, and there is much to commend. In particular, I appreciate the focus on: - Opening the site to the neighborhood through streets, trails and open space. Retention of existing recreational fields. - Enabling multi-modal transportation options. In particular, I appreciate the bike trails, and requirement for desperately-needed car sharing. - A transportation plan that will reduce pressure on Cleveland and Ford by dispersing traffic through the site. - Sustainability through planning for solar, restoration of stormwater capacity, multi-modal transportation options, and techniques to reduce urban heat island effects. - Housing choice. It's critical to diversify the area's housing stock from the dominant single-family detached type. In particular, I appreciate consideration of housing affordability and other niches such as senior housing. - Employment and services to support the existing neighborhood and new development. - Integrating the site into the surrounding area and the river corridor. I appreciate the neighborhood task force and the City's visionary leadership to make this site a national redevelopment model. I urge the Planning Commission and City Council to approve the plan as proposed. Thank you for your consideration.
102	Elisa Hayday 2112 Berkeley Avenue 07/03/2017	The clearing of the Ford site is a rare opportunity to reclaim land alongside a national treasure, the Mississippi River. Additional park and restored natural areas, buffers to protect the river-- I had hoped to see these playing a much larger role in the plans. Of course there would be new commercial and residential development, but not to the degree of density proposed. The resulting increase in traffic to and from the area could not be supported by Cretin and Cleveland Avenues, nor by the Mississippi River Boulevard. Every neighborhood between I-94 and Highway 5 would be affected. When the plant was open, fewer than a thousand employees commuted to the site, most likely in shifts. Overdevelopment would be a mistake that could not be undone in my lifetime.

103	Steven Heilig 2159 Bayard Avenue 07/03/2017	This is a really cool opportunity for the city. I understand that having more families living in a desirable neighborhood will generate new income for the city to help meet our expenses. Thank you for the opportunity for the community to provide input. Concerns: 1) Traffic. We already have gridlock at rush hour in the neighborhood, with some intersections backed up for as many as 6 blocks at times. I don't see how you can add so many people without making this even worse, which affects pedestrians and bicyclists as well as motorists. It would be nice if this plan helped make the neighborhood better rather than worse. Question: Could the railway right-of-way be turned into a road that would connect this new part of Highland to the Highway 5 entrance? That would be one new road to help with the traffic. (Your own projections for traffic during rush hour make things look pretty bleak.) 2) Open space location. There is, in the current plan, a one-block park area along Mount Curve Blvd about in the middle (north-south speaking). There are no park areas on the east side of the creek. The people along Mount Curve will have a short walk to the Mississippi as it is, while those in the higher-density zone get no park and are farther from the river. Could that park be moved to the high-density zone? I don't want this to feel like we're creating a divide between haves and have-nots. 3) Density. I have walked through some neighborhoods with tall buildings and 10-foot set-backs. It feels like a concrete canyon, not a livable community. Why has there been no discussion (that I have heard) about why the buildings need to be so high? We have seen in other areas (e.g. Fort Road) that developers are willing to build shorter structures.
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104		4) "Private fields." Your plan shows what are called private fields at the southeast corner of the site. My understanding is that you cannot make a buyer choose to put fields there. They can do whatever the zoning allows. Have you drawn up a site plan that shows the mixed use that is more likely to result? How would that use alter your conclusions about transportation, population density vs. green space, and other concerns? It would be nice to see these projections. 5) Elementary School. If you are right about adding roughly 8000 people, then you could have several hundred elementary school aged children. That's enough for a whole new elementary school. Can you hold a block of land in reserve, so that when the population gets sufficient a school could be built?
105	Patrick Boylan 1965 Randolph Avenue 07/03/2017 *Commented at hearing*	Thank you to all the staff and consultants who worked on the Ford Site Zoning and Public Realm Master Plan. I am impressed with the dept of information and wish to express my support for the City's efforts. I will be watching the process unfold and look forward to the emerging community.

106	Laurie Schaaf 2159 Bayard Avenue 07/03/2017	While the planning for the future of the Ford site has been going on for several years, the resulting plans have only been made public for a matter of months. At meetings that were open to the residents of Highland, the proposal was presented as an accomplished fact and there has been no consideration of any meaningful changes to the City's proposal. We understand that the City wants more density, but there is a lot of room for compromise between the current single-family housing that dominates the area and the up to 10-story apartment blocks that are proposed. No compromise on density is entertained by City planners. We were told by City planners that the extreme level of density is required because without it developers would not be interested in Highland. That seems unlikely, given that developers are buying up houses in the area just to replace them with bigger single-family houses. No consideration has been given to the already high traffic congestion in the area that would only increase tremendously with the addition of 7000 new residents. We are told that traffic studies say the surrounding streets can handle the increased volume. A City planner expressed frustration that "people don't believe the traffic studies." The problem is that we do believe the traffic studies which say we will have greatly increased traffic and we are concerned about how all that extra volume will move (or not move) through our neighborhood and how we will be able to cross streets that are accommodating the increase traffic volume. It is already difficult to drive on Cretin from I-94 to Ford Parkway or through the Cleveland-Ford intersection at rush hour and nearly impossible to cross Cretin Avenue or Cleveland Avenue on foot. The Ford bridge over the Mississippi is also jammed at afternoon rush hour. The City planners keep saying they want a walkable neighborhood, but their plans will make our neighborhood far less walkable and more dangerous for pedestrians. The Village commercial area is already difficult to navigate on foot at any time of day.
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	We are told by City planners that millennials do not drive as much as older generations or own cars at the same rate and that will cause the new Ford site residents to not require as much in the way of roads or parking. As the parent of two millennials and the co-worker of dozens more, I can tell you that millennials own fewer cars and drive less primarily because half of them are young and in school and don't have the money for cars. As soon as they get "real" jobs and start making money, they buy cars. Many don't yet have children, at which time many people trade in their bicycles for crossovers with baby seats in the back. City planners have also told resident not to worry about increased traffic and high-rise apartment block development because "it will be 20 years before the site is fully built out." This makes no sense at all. They are not arguing that the problems that concern us will not happen, they are arguing that we will have a long time to get used to the problems. We are told the vision is to create a neighborhood where people can walk to jobs and services. All well and good, but unless the City is planning to build out the Ford site with housing that is affordable to people earning close to minimum wage (by far the most common type of job available in the Village), the new Ford site residents are going to need to commute to jobs that pay well enough to afford market-based rent in Highland. If the new "The Finn" apartment building is any indication, most people living on the Ford site will need to be able to pay between two and four thousand dollars a month for rent. There is no plan for say, a Corporate campus or some such high-wage job provider on the new site. Shops and restaurants will not pay enough for the workers to live there.
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		Public transportation works great if your job is in one of the downtowns. For most people who work in the suburbs, there is literally no viable public transportation option for commuting to work. It takes 40 minutes to commute to the University of Minnesota using the A Line and the Green Line from my home in Highland. The City's plan shows a large area of green space in the southeast portion of the Ford site. The current owner of that land (railroad) says it is a fantasy to believe that land will be "private sports fields." The current owner says that the land is proposed to be zoned commercial and that we should expect that is what will end up on that land. So, the City plan does not accurately reflect the likely land use and traffic that will come with it. I ask that the City actually compromise on the density zoned for the Ford site. Also, I ask that the City work with the neighborhood to produce plans for how traffic will be accommodated in the surrounding area. The streets can't get any wider because people live on them. How will the City make it possible for pedestrians to get across the busier streets that are proposed for Highland? What are the plans to move increased rush-hour traffic more efficiently through the neighborhood? How does the City propose to mitigate the increased noise and pollution we can expect from the increased traffic?
107	Peter Holt 1885 Rome Ave 07/03/2017	As a new resident of Highland I love most of the plan including: 1) the stormwater feature 2) expanded transit and 3) green space I am somewhat concerned about the level of density and the building height. I can fully support the plan IF the following changes are made: 1) Reduce high density zoning to medium (thus reducing max height) 2) Reduce total planned residents to a maximum of 5,000 This neighborhood might lose its character if over crowded, and that's why I moved here.

Tom Dimond
2119 Skyway Drive
Saint Paul, MN 55119

July 2, 2017

RE: Ford Site Plan Comments

Thank you for the opportunity to address the Planning Commission at the public hearing. The Vision for the Ford site has much to offer. Unfortunately, the implementation plan goes in a different direction. The Planning Commission and City Council should work to bring the plan into greater compliance with the Vision.

The Vision calls for redevelopment that "conserves and improves the qualities and characteristics of the unique Highland Park neighborhood and Mississippi River valley". The Vision calls for the redevelopment "To maximize biodiversity of the site and provide maximum possible contribution to local landscape ecology" and "To provide wildlife habitat". The Vision calls for the redevelopment "To provide space for community gardens".

Much of the site is within a National Park. Much of the neighborhood housing is modest size single family housing. Much of the commercial is one story. Highland is a neighborhood of intimate scale.

The proposed development lists 4,000 housing units and 900,000 square feet of commercial space with multiple blocks of 7-10 story buildings. It is difficult to see how this scale of development conserves and improves the qualities and characteristics of the unique Highland Park neighborhood and Mississippi River valley.

The Zoning District Summary states that F-1 River Residential is high quality residential that mirrors the look of Mississippi River Boulevard. The lowest proposed density allows 8 units per lot. If the Planning Commission and City Council make a determination that developing 8 units per lot mirrors the look of Mississippi River Boulevard it places every other Saint Paul neighborhood in jeopardy from developers seeking the same determination. Are 8 units per lot a similar use to single family housing?

The proposed parking standards significantly limit who can live there and likely will push spill over parking into the surrounding neighborhood. This seems in direct conflict with the claims the

development will be inclusive and not negatively impact the surrounding neighborhood. The lowest density proposed zoning only calls for 6 parking spaces for 8 three bedroom residential units. There could easily be 20 or more drivers with cars or trucks. Two of the units would have no parking space and the others would be limited to a single parking spot. This appears to exclude families who need cars or trucks to earn their livelihood and raise their family and certainly limits those who have a fishing boat or camping trailer. Are the neighboring homeowners and businesses going to be impacted by spill over parking? Is the limited parking for the Mississippi River Trail and Park going to be lost to overflow parking from the Ford Site? Why should the Ford site have different parking standards than the surrounding commercial and residential property owners are required to provide?

Saint Paul neighborhoods are wrestling with teardowns and redevelopment scale that dwarfs the surrounding properties. The Ford Site proposal is not a minor change to the density and character of the Highland Village neighborhood. The neighborhood, Mississippi River Boulevard and the National Park will be impacted.

The proposed zoning will likely provide Ford with a huge windfall but will leave Saint Paul with significant challenges and expenses. The West Side Flats residential neighborhood was bulldozed by the City decades ago. Where is the commitment from the City to put in place the infrastructure,

creek and parkland to advance the West Side Flats neighborhood plan for the riverfront?

Light Rail Transit (LRT) has many benefits including providing a boost to transit oriented development. Saint Paul's long term economic viability would benefit significantly from being the eastern hub of a two hub metro LRT and commuter rail system. Currently, commuter rail only serves Minneapolis and all LRT lines are spokes of the Minneapolis hub. The Eastside and specifically Ward 7 were planned for commuter rail to Red Wing and LRT to Hudson. These vital transit alternatives have been scrapped for short bus lines largely due to opposition of Washington County to funding LRT and commuter rail. Washington County was a major obstacle but the City of Saint Paul was missing in action. Compared to the full throated effort to provide funding, staff and advocacy for the Green Line the Eastside did not receive that same level of support. This hobbles our ability to redevelop large parcels of vacant and underutilized land along I-94 and limits our ability to provide transit alternatives to the residents of the Eastside. The relevance to the Ford Site Plan is how can the Planning Commission and City Council best provide the resources needed to ensure equity in redevelopment and transit throughout our City.

Recommendation 1

The existing Mississippi River Boulevard right of way should be extended twenty feet. The added right of way should include a dedicated, bi-directional bike lane, eight foot sidewalk, landscaping and public seating. The proposed plan calls for the Ford Parkway to be extended eighteen feet. The right of way between the road and bluff is limited on the river side of Mississippi River Boulevard. With the addition of 7,000 residents on site and new east - west sidewalk connections it is paramount to provide for pedestrians, bicycles and amenities along the east side of Mississippi River Boulevard. The right of way can be extended without a change of density. The proposed plan calls for a thirty foot required setback from the right of way along Mississippi River Boulevard. The plan should extend the right of way by twenty feet to accommodate public access along Mississippi River Boulevard and reduce the setback requirement to ten feet. I encourage a fifty foot setback and larger right of way, but at a minimum the right of way should be extended twenty feet.

Recommendation 2

Realign Mississippi River Boulevard to provide additional parkland at the bluff overlook.

Recommendation 3

Bring the heights into compliance with the Critical Area maximum height limits. The proposed zoning contains fifty five

and sixty five foot heights in an area with a 48 foot height limit and seventy five foot heights in an area limited to sixty five feet.

Recommendation 4

Include the stormwater infrastructure under the required property dedication requirements. The subdivision ordinance requires dedication to the City.

Recommendation 5

Parkland dedication should be used for parkland and not for developer amenities. City Creek as designed in City Creek Center is a nice development amenity. It is not a natural area or parkland.

Recommendation 6

The parkland should be zoned parkland. The comprehensive plan has long called for parkland zoning. This is just another example of how certain efforts to enhance our city get starved for resources and others are lavished with resources.

Recommendation 7

Zone the planned Recreational Fields as RLL. Zoning this area as Gateway allowing high density development and sixty five

foot development essentially precludes the retention of recreational fields because the zoning inflates the value of the land. RLL provides the greatest protection of this area. If the site is not acquired for recreational fields, the City should leave the door open to acquiring this as open space in conjunction with the Metropolitan Council.

Recommendation 8

Zone the 21.55 acres of the Ford Site that are on the river side of Mississippi River Boulevard as RLL. This provides the greatest protection to the river bluff and river in this important Gorge location.

Recommendation 9

Increase green space in the developed areas. The developed areas do not have adequate space to accommodate trees and other vegetation. The vegetation and landscaping standards are commendable, but the lot coverage allowances will largely preclude meaningful implementation.

Recommendation 10

Provide accurate illustrations so the Planning Commission and City Council can evaluate the visual impacts to the river corridor. Visual impacts is a critical consideration in the river corridor. The existing renderings do not allow any meaningful

evaluation of the impacts. The Coldwater Spring slide is a prime example. It is not a slide of Cold Water Spring and does not show the view from that location. I would suggest slides from the current visitor center overlook at Fort Snelling and from the Minneapolis Veterans Home. I have spent considerable time viewing the site from various river corridor locations. The public and City Council deserve clear and accurate representation of the visual impacts before a plan is considered.

Recommendation 11

The proposed heights should be tied to a bonus system that allows the proposed heights and density only if the developer provides a set amount of affordable housing. The cost of providing affordable housing is offset by the increased development density instead of the taxpayers footing the bill.

Thank you for the opportunity to provide input.

170630: Grow Up, Not Out

Good morning Madame Chair and Members of the Planning Commission:

I submit these comments as Alternate Transit Representative on the Metropolitan Council's Transportation Advisory Board; as a resident and homeowner in Highland Park; as a senior; and as a transit rider and pedestrian seeking to drive as little as possible.

I was born and have lived almost all my life in St. Paul, except for college and a few years afterward. I went to high school in Highland Park. I chose to return to and stay in St. Paul the past 36 of my 68 years, 15 in Highland Park, not to get a suburban experience, but to get an urban experience. I watched as state and federal government policy all my life drove investment to the suburbs. And I've watched, with growing excitement, as we've learned how to heal and regrow the core cities to compete once again, especially filling in surplus surface parking with new, taxpaying development. Just this morning, the Star Tribune has a front-page article about the latest Met Council land survey. As a region, we are finally, once again, after 60 years, growing up instead of out.

With the Ford site, we have St. Paul's most interesting redevelopment opportunity in decades. I think you should approve the plan before you, but I think it could and should aim for higher tax yield. I believe about a third of St. Paul land area yields no property taxes. Here at the Ford site is a market-driven, heaven-sent opportunity to make up for missing tax revenue.

I have a small house, so my property taxes, in aggregate, are affordable, but per square they are high. I need the help of \$20-\$30M in new tax revenue of this plan. I'd like to see more, and it could happen with this site. And I'd like to see it built out while I'm still here, paying taxes.

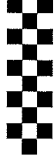
I live within 1,000 feet of the Ford site fenceline. It's 700 feet of walkable distance to my grocery store, 600 feet to my medical clinic, 500 feet to my bank, 1400 feet to my library. I want to stay in my current house or or move to appropriate, affordable downsized senior-friendly housing in Highland Park. I want to enjoy urban quality of life even better than I have now. Those opposing this plan have substantially higher property taxes than I, because their finished square footage is often twice or more what mine is. If I had that level of tax I would have to move out of Highland Park, and probably out of St. Paul.

If there is one addition, besides more tax yield, that I'd like to see in this plan, it is a guaranteed level of affordable, compatible housing for seniors with middle-class assets and income. The largest untapped market for urban multi-unit housing, I believe, is now the baby boomers, and we need housing adapted for aging that is affordable on a pension and Social Security. If we build densely and affordably with a rich mix of businesses onsite, seniors won't need to move away or drive, which more and more don't want to anyway. A good way to build affordably is to build densely without structured parking which, in some markets, now costs more per stall than the housing units that parking serves, pricing them beyond what aging seniors can or should pay, given that we need equity from our current homes to live on. A recent NY Times article titled "Apartment Blockers," pictured a huge excavation for structured parking in a new development, costing more per parking space than per living unit. So, let's find a way to ditch the parking. We have eight bus lines in Highland. We should have rail transit along the Riverview Corridor and through the Ford site. Let's devise public/private financing options that shortcircuit bankers' shortsighted, market-killing, cost-inflating parking requirements.

Take a seat outdoors in Highland Village — at Tiffany's, at Patina, on the steel benches at Cleveland/Ford or Finn/Ford; outside Lunds; at the bus stops — what you see, and hear, are motor vehicles. Is that the "village" that the label "Highland Village" implies? Let's make a truly walkable future where the vistas are green but urban. Include guaranteed senior housing without the prohibitive expense of unnecessary structured parking. Support the eight bus lines I have now on my block by creating thousands of new transit patrons on the Ford site, not thousands of new drivers and motor vehicles. Capture \$40M or more in new tax revenue by building higher without structured or surface parking. Feed transit!

Let's Grow Up, Not Out. Thank you, Madame Chair and members.

Mathews Hollinshead, 2114 Pinehurst Ave., St. Paul MN 55116, 651-492-0645



Conceptual City Block Planning

Center of block core corridor pedestrian way gathering space for modern alive attractive alley new fashionable alley 6/29/2017

Citizens can more safely cross the street improved pedestrian and automobile sight lines

Community gathering spaces near homes and streets friendly places to mingle with neighbors

Crime and accident reduction ideas incorporated into to enhance urban safety and livability

Cars can park in parking zone area without needing to move at all for snow emergency

City utilities placed so no need to dig up streets for sewer, water, electric, telephone, gas & cable is in alley right of way

City snow plowing not needed in alley way due to unique arrangement of multifamily housing units

City snow plowing main streets UN hindered since parking is in designated alley ways no need for snow emergency's

City snow plows are able to do full width of main streets 7 days a week 24 hours a day

City snow plows do not need to haul snow out of development site (snow retained on site)

City snow plow noise is minimized so not to wake up or keep residents exposed to disturbing noise

City snow on walking surfaces can be minimized or eliminated in some or most pedestrian areas

City can remain open for business during severe weather storms

City allows for Office home and office mixed use street level sky way level home & Office combination residences

organic matter that generates heat such as lawn clippings and green recyclables provides heat for melting people paths

by placing it below walking surface grid or man hole cover grids to melt snow ice build up

utility curbside boxes strategy to hide cover or make more secure minimize unsightly utility access points

under stairs under walkways decorate trash and recycling deposit areas

consider higher street level along 1 street to have LRT transit below it

storm safe areas are networked with connections to transit LRT or to parking zones for cars

Family friendly for all ages and abilities demographics household size maybe have more members in 40 years

Family friendly parking for full sized family's accommodates full size auto's in parking zones

new urbanism has many costly revisions in greater metro area to accommodate real world needs

expense of redoing mouth of streets pinch points bottle necks ripped out and redone in various communities

such as village of Mendota Heights endanger pedestrians and access of emergency response vehicles drive on side walk

-from some one who grew up on west bank of Mississippi river by for Bridge Concerned citizen robert.larson1001@gmail.com

FORD
SITE PLANNING DEPT
49

FAX 651-266-65
COMMENTS CONCERNS
TO FORD SITE

651
266
6549

St. Paul Planning Commission
15 West Kellogg Blvd.
St. Paul, MN 55102

SAINT PAUL MN 550

06 JUN 2017 PM 1 L



Dear Ms. Clapp-Smith and Commissioners,

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.

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.

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.
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.
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.

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.

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.
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.
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.

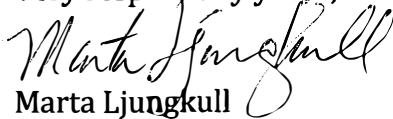
The Mac-Groveland neighborhood has made efficient use of roundabouts on even narrow neighborhood streets. Highland, on the other hand, provides many examples of traffic hazards and inefficiencies that could be smoothed by the judicious addition of roundabouts.

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.

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.

Very respectfully yours,

A handwritten signature in black ink, appearing to read 'Marta Ljungkull', written over the printed name.

Marta Ljungkull

1711 Bayard Avenue

St. Paul, MN 55116

G-28-17

St Paul Planning Commission
c/o Merritt Clapp Smith
15 W. Kellogg Blvd
St Paul, MN 55102

I have lived in Highland for over 30 years. I've seen the teardown of cute small homes to build McMansions and now this terrible redevelopment plan for the old Ford Plant property. The design and layout has no aesthetic value whatsoever.

This project should have curving streets and award-winning design that blends into the neighborhood and surrounding landscape. The River Road cannot accomodate all the added people who will want to walk, bike, rollerblade or drive there.

We are encouraged to recycle and drive cars with low emissions but seem to be unable to ^{have} input that is listened to in order to save what has been a nice place for people to live and
- for children who have yards to play in.

The plan as presented would require the existing north-south streets to be torn up and widened so that more people could drive to I94. This is obvious because of the way Cretin and Cleveland are already bumper-to bumper at rush hours. The impact of this is huge. No, adding a bus to the light rail won't be the real answer.

If the big organizations behind this project want to build a new city inside St Paul they should be sure it has its own police, fire department and hospital. A development like this is better suited for downtown or wherever Mayor Coleman lives. In fact, downtown has a far more pleasing atmosphere.

Making money seems to be the only consideration in this terrible plan. It breaks my heart.

Phyllis Patalas
2162 Randolph Ave
St Paul, MN 55105

St. Paul Planning Commission
City Hall Annex
25 West 4th Street
Suite 1400
Saint Paul, MN 55102

Bryan Steelman
473 Cretin Ave South
Saint Paul, MN 55105

June 29, 2017

Dear Planning Commission Members,
Thank you for your dedicated and visionary work to guide our wonderful City of St. Paul.

I am sending this email with the intent to have it part of the Public Record regarding the future development of the Ford Site. Specifically, I would ask that it be part of the documentation being gathered at tomorrow's (June 30) Planning Commission hearing on the topic of the Ford Site. Unfortunately, due to a family medical matter, I will not be able to attend the planned hearing.

Please kindly make a copy of my communique to members Kris Fredson, Taque Khaled, Kathy Mouacheupao, Luis Rangel Morales, John Reich and Lue Vang as I do not have access to their email addresses.

I am a +25 year resident of St. Paul, living at Cretin & Randolph Avenues. As a result, my family has a keen perspective of the Ford facility. It gives me great pleasure to share with you a novel alternative use of the Ford Site given the concerns over congestion and manufacturing contaminants at the site.

Rare is the opportunity for a City to have such a large land parcel become available and within short distances to a major airport and commercial shopping (Mall of America). Even more striking is the location of this special property – adjacent to the largest river in the U.S. And the legacy of this land mass seems to run in 100 year cycles ... 1820 Fort Snelling established our Nation's Westward expansion, 1920 Ford Manufacturing triggers the most important transportation feat of modern times and now we look to 2020 and the next 100 years. As such, your efforts regarding this special piece of land carry a profound element of Legacy.

The Proposal I would like to introduce is to create at the Ford Site ...

***THE MOST SCENIC URBAN GOLF, HEALTH AND WELLNESS
COMPLEX IN THE U.S.***

As you review the following document, please make special note that this proposal does not eliminate the urbanization currently proposed for the Site. This proposal is "additive" as it will drive significant economic and job creation while protecting and taking full advantage of our precious Mississippi.

The KEY FEATURE of this Proposal includes the following

- a land-use exchange involving Highland National Golf Course. The Highland National property would become the site for planned urbanization while the Ford Site would become a world-class Golf, Health& Wellness Complex.
- A ~150 room Five Star hotel and events center would be included within the Complex
- The Highland National land track offers superior access to current and future public transportation
- The possibility for untoward effects from known manufacturing contaminants would be eliminated

Here is a map showing that provides some details to the land-use exchange ... only 1.7 miles apart.

Highlighted are the following:

- The current 135 acres associated with the Ford Site plus the 22 acres of Area C and another ~22 acres that could allocated to the Golf Course Complex
- "R" reflects the land now occupied by Lunds and adjacent shops along with apartment garages. This land would serve as to hotel and health/wellness complex along with upscale restaurant, shopping and entertainment venues.
- The current ~200 acres associated with Highland National Golf Course. These include "I" (Ice Center) and "A" (Aquatic Center).
- This land parcel would have direct access to public transportation via Snelling or the planned LRT on West 7th (Airport to Downtown).

- RELOCATE HIGHLAND NATIONAL TO FORD SITE
- CREATE THE MOST SCENIC URBAN GOLF COURSE & HEALTH/WELLNESS COMPLEX IN THE US



Here is a table that lays out some of the Risks and Rewards associated with this Proposal.

RISKS	REWARDS
CONCENTRATION/CONGESTION • Highland Park/Mac Grove: 45,000 residents, 12 square miles, 3,650 people per square mile • Urbanization Plan: 3,000 – 4,000 new residencies (~9,000 - 12,000 people on 135 acres) • TRAFFIC = LAND-LOCKED, challenge to public transportation	CONCENTRATION/CONGESTION • ~9,000 - 12,000 people on 200 acres vs. 135 acres • Far better access to public transportation (LRT + Bus) • Existing amenities (Ice Garden & Water Park) • Gets City out of Golf Course Management & operating losses at Highland National GC.
CONTAMINATION ISSUE • 3 types: heavy metals, solvents, petro-based • Clean-up to meet & exceed today's standards • Chemistry & River Geology are dynamic • Area C – tbd & whose is it to handle?	CONTAMINATION ISSUE • Zero to none ... no Cottage Grove nightmares • Eco-friendly golf design & management of most expensive variable (water)
ECONOMIC GROWTH • 1,500 new jobs • Shoppes will dominate, office occupants, opportunity for a larger employer(s) • \$22M Tax-base driven ("real estate industry guided urbanization")	ECONOMIC GROWTH • MSP = 15 Five Star Hotels, St. Paul has ONE • 300 – 400 (additional) jobs • Golf/Health/Wellness Industry in a boom phase • \$25 - \$30M real revenues ("amenities model") • Summer & Winter activities (golf, cross-country ski)
RIVER • Marginal incremental value	RIVER • Elegance by design ... a 21st Century LEGACY

Here is a possible pathway to making this Proposal a reality.

THE DEAL

Step One Engage Ford Land in a “land-swap” dialogue, declassify Highland National & classify Ford site as “parkland”

Step Two Buy Ford Site for \$1 plus ~200 acres at Highland National (Ford finds its developer & applies current Plan standards)

Step Three Lock in an Amenities & Golf Course Developer/Operator (off the City/County “books”). Candidates include Kohler Family, PGA, Nicklaus Golf, T. Denny Sanford, Mille Lacs Corporate Ventures)

Special Notes

1. As much effort as Ford has executed relative to contaminant remediation, we do not know with certainty, what impact any remaining contaminants will have on a planned residential area. As an example, not so far from home, it was reported in the June 7, 2017 St. Paul Pioneer Press ... **PUBLIC WORRIES ABOUT 3M WATER POLLUTION**. We now know that 65,000 Washington County residents are affected because of NEW EPA standards for 3M produced PFC's and their link to birth defects. Sadly, eight of 11 wells are now considered toxic. The Ford Site contaminants will not impact drinking water but we must be cognizant that although layers of soil are being removed, the remaining bedrock is not a “solid” layer barrier. This presents the possibility of vapor emissions over time. Neither Chemistry or the geological construct on this property are constant ... both are dynamic and thus untoward risk remains.
2. The 22 acres of Area C plus another ~22 acres of access could allow for several golf holes near the River's edge. Golf Course design today has become an ecological art-form. A world-class course layout would make these holes barely visible from the River. Here are a few shots of holes from the recently played US Open in nearby Erin WI. These designs utilize “hit to areas” versus the typical fairway designs (as seen at Highland National. These designs are also drained and tiled to recuperate water used in their management.



3. Emerson noted... "THE FIRST WEALTH IS HEALTH". The Proposal before you embraces this most eloquent and vital fact. St. Paul is desperately behind in health and wellness amenities. We do a pretty good job for our youth but sadly underrate in our adult wellness amenities. The current "standard" is Core Power in the former Credit Union building on Cleveland and a basement LifeTime Fitness facility. This Proposal could easily include a featured "club" as being developed by LifeTime Fitness in Southdale. They have reported that it will be their "finest club" in 120,000 square foot facility with luxury hotel like services.
4. This Proposal captures an Economic Gorilla. There are 15 Five Star Hotels in the Minneapolis/St. Paul area. There is **ONLY ONE** in Saint Paul (The Saint Paul Hotel). Having a similar ~150 room Five Star complex adjacent to a World Class Golf, Health/Wellness Complex will be a tremendous draw for business and pleasure travelers A mere 4 miles from the MSP International Airport & 6 miles from the 2nd largest shopping mall in the U.S. Such a complex would support an additional 300-400 year-round employees with estimated annual revenues more than \$25 million.
5. I have spoken with representatives from Ford Land and they are open to discussing, especially given the ramifications of potential future contaminant-related issues.

I would hope that you will take a keen interest in advancing this alternative and that you will create a 100-year Legacy for St. Paul. In preparing this document, I came across an article regarding Baker National Golf Course in Medina, MN. Its message bodes well for you as members of the St. Paul Planning Commission.

BAKER NATIONAL GOLF COURSE THE 1957 LEGISLATURE'S GOLDEN INVESTMENT

Golfers playing Baker National Golf Course today should take a moment to thank the 1957 Minnesota Legislature. That's the year our state officials made the bold move to purchase the 27,000-acres of land that includes Baker National in Medina.

Attention to detail amidst a lush green environment is clear everywhere you look at Baker. From their upscale pro shop, to a golf course setting that rivals most private enclaves, Baker National is one of the crowning moments in Minnesota real estate investment history.

To say that Baker National sits on prime real estate is an understatement. The golf course's scenic acreage is rich in wildlife, and the chances of spotting a whitetail deer, a bald eagle or an osprey are good. In fact, Baker National is one of the few courses in Minnesota honored as an Audubon Cooperative Sanctuary.

The Three Rivers Park District surrounding Baker National is a year-round outdoor wonderland. You may notice that the Frank Lloyd Wright-styled clubhouse resembles a ski chalet. With the clock ticking on our golf season, it won't be long before Baker's rolling hills transition into one of Minnesota favorite destinations for cross country skiing.

"Attention to detail" is so ingrained into Baker National Golf Course, you'll wonder if the 1957 Legislature chiseled those three words into the bill they wisely approved. There is no denying that Baker National Golf Course is a special part of 27,000 acres that's still delivering dividends today.

Thank you for including this document in the Public Record regarding the Ford Site and its potential development. I look forward to discussing it with the Planning Commission as appropriate.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Steelman", with a long horizontal flourish extending to the right.

Bryan Steelman

© 651.334.4949

Notes on Oral Testimony from Ford Site Public Hearing

	Name & Address	Affiliation	Summary of Comments
1	Forrest Kelley 1410 Energy Park Dr Suite 4	Capitol Region Watershed District	Representing Capitol Region Watershed District. Supports the master plan, which represents years of work. Pleased with re-created Hidden Falls Creek. Water & recreational connection to river will be excellent for Saint Paul residents & visitors. Pervious use & stormwater feature far better than past use of Ford site (impervious).
2	Will Schroer 214 E 4th St	East Metro Strong	Representing East Metro Strong - employment opportunity group. Transportation study is thorough and transparent and recommends transportation improvements that'll help users both within the site and outside it. Establishes solid framework for benefits including better transportation.
3	Mike Hogan 966 Mississippi River Blvd	Ford Motor Company	Site manager for Ford. Appreciates the hard work done by city & its citizens. Very robust process; looks forward to sustainable redevelopment of the site. Ford supports the plan.
4	William Klein 521 River St, Minneapolis <i>[Comment letter submitted.]</i>	Ford Task Force	Ford Task force member and co-chair, speaking on behalf of the Ford Task Force. The Task Force generally approves the plan as proposed. Support zoning districts but request setback requirement for upper levels in the northwest Gateway district. Generally support transportation with two exceptions. 1. Consider realigning Mississippi River Boulevard at the southern S curve. 2. Pursue recreation fields for the southeast area of the site, but until proper financial resources & sponsors are found, remove their depiction from the public realm plan and consider extending street grid into the area. Move neighborhood park in residential low zoning area to residential high zoning area. Request acknowledgement of Ford employees and the Native Americans that were displaced with public art at the future site.
5	Michael Noble 408 St. Peter St #220 <i>[Comment letter submitted.]</i>	Fresh Energy	Representing Fresh Energy. Strongly supports plan as both a board member and a resident of Saint Paul. Finds the plan to be leading-edge & in alignment with the Paris Accords. He supports alternative transit & finds the plan economically sustainable.

6	Whitney Clark 101 E 5th Street <i>[Comment letter submitted.]</i>	Friends of the Mississippi River	Representing Friends of the Mississippi River. Overall supports the plan - density, transit, sustainability. Supports linear water feature and open space. Two concerns: sustaining parkland along bluffs & preserving natural views of river corridor (building heights in low-density residential block along Mississippi River Blvd may still be too high). Gateway district max height is 17' higher than max in MR corridor critical area.
7	Raintry Salk 1635 Burns Ave	Friends of the Parks and Trails	A couple areas of concern. NW quadrant (Gateway District & Residential Low block along Mississippi River Blvd) have height designations that are too tall - designated within MRCCA & height should be limited to 48'. Second concern is that minimum level of parkland is met by developer - consider measures to ensure minimum percentage is actually created rather than payment in lieu.
8	Frank Jossi 1810 Hartford Ave <i>[Comment letter submitted.]</i>	Highland District Council	Vice president of the Highland District Council - voted 8-3 in favor of the plan. They think Saint Paul is blazing a new trail with this site. Understands surrounding neighborhood will be impacted. Would like city to maximize green space as much as possible & connect to the Mississippi & surrounding community. Seamlessly integrate with human scale & architectural features. Ensure all green space, including rec fields, is available to all communities. Investigate traffic & implement traffic calming measures; integrate with surrounding neighborhood through design guidelines following national standards. Ensure bird safety & follow Mississippi River construction guidelines.
9	Jack Rice 4001 W 49th St, Minneapolis <i>[Comment letter submitted.]</i>	Highland Village Apartments	Partner of Highland Village Apartments - borders Ford site. Supports connection to amenities, scale of residential uses, and green infrastructure.

10	Christopher Kradle 570 N Asbury St	Housing Justice Center	Housing Justice Center attorney. Ford Site is an opportunity for new affordable housing - wants units to be affordable with 30% of those available to people making 60% AMI, with 1/3 available to those making 50% AMI and 1/3 available to those making 30% AMI. There's nothing else coming up in the city that could include affordable housing on this scale. Other option in St Paul is upzoning, but we have a blank slate here where developers will want density bonuses in exchange for creating affordable units.
11	Aaron Berc 2375 University Ave, Suite 150 <i>[Comment letter submitted.]</i>	Jewish Community Action	Jewish community organizer & advocate for affordable housing. Rental supply market is not meeting demand for the cities & this is a step in the right direction. Jewish Community Action supports the highest density plan & more. Wants 10% of units at 30% AMI and 10% at 50% AMI.
12	Patrick Boylan 390 Robert St N <i>[Comment letter submitted.]</i>	Metropolitan Council	Representing Met Council. Will review plan if and when adopted by City and submitted to Met Council. At this time, generally supportive, especially of the water open space feature. The plan supports productive, sustainable development - especially Transit Oriented Development.
13	Alan Robbins-Fenger 11 Kellogg Blvd E	National Park Service - MNRRA	2/3 of the site is in a national park. Thankful that the city has appreciated the needs of a park and Mississippi River Critical Area. Important to incorporate parklands and to be considerate of views from opposite shore. Rework F1 to lower building heights & leave public space where shown in the northwest F6 Gateway district. Realign southern MRB to increase access to Hidden Falls Creek Regional Park. Council should look into whether parkland could be paid for through regional park development funds. Would like more transit, especially in the northeast portion of the site.
14	Andrea Kiepe 2356 University Ave W, Suite 43	Transit For Livable Communities	Representing Transit for Livable Communities/SmartTrips. Well-designed, medium/high density supports truly livable community. Master plan allows for reduced reliance on driving, high-quality transit, safe biking & walking. Right direction for the future of Saint Paul & last-minute changes would weaken it. Strong support.

15	Howard Miller 2081 Highland Parkway	Resident	Thinks the city is rushing this plan and wants to wait until other decisions are made, like election of the new mayor and sale of the Canadian Pacific rail spur. Thinks that there hasn't been enough community involvement in the planning process. Wants to know Ford's opinion and what they want to get out of this. Thinks this will be a "concrete mini megalopolis with woefully inadequate access".
16	Kate Hunt 2081 Highland Parkway <i>[Comment letter submitted.]</i>	Resident	Opposes the use of Tax Increment Financing. City & County dollars will be going to developers, not city budget & infrastructure. Mayor & City Council praised the property but also called the property blighted & said it would never be developed without huge amounts of taxpayer money. Mentioned an 8% increase in property tax. Thinks city should let the market work & follow the example of Eagan Vikings development.
17	Char Mason 695 Mount Curve Blvd <i>[Comment letter submitted.]</i>	Resident	Concerned it'll drastically harm quality of life & neighborhood character for Highland residents forever. Density will be "greater than that of NYC". Ford site doesn't have LRT or easy freeway access, just overburdened streets. Unsure whether the city will really expand its tax revenue. Directly contradicts goals of Saint Paul zoning code, including preventing the overcrowding of land and population, plus transit/density that supports populations at traditional levels. Believe proposed density is because Ford, the city, and developers want to make money. There'll be too much traffic, people's lives are at risk, it's not green enough, we need to halve the density, and we need to scale for humans.
18	Tom Dimond 2119 Skyway Dr <i>[Comment letter submitted.]</i>	Resident	Support vision but not plan. Want space for community garden & wildlife habitat. Will allow for 8-plexes along Mississippi River Blvd, which is too much density. Will cover 50% of the site, 75% of the site with buildings, pavement, etc. Thinks the city isn't leaving enough room for parking, not in any way comparable with the rest of Mississippi River Boulevard. Thinks the city is dispersing alternative facts. Believes sightlines are an issue. Environmental issues in the vision aren't addressed in the plan. Supports LRT & TOD, but not at this site.
19	Kate Dienhart 1944 Bayard Ave	Resident	Concerned about preservation of property values. Main issue is density - cramming thousands of new residents into a small space defies common sense. Opponents are still in favor of transit/biking/net zero energy, just not a plan that makes the neighborhood undesirable.

20	Jean Hoppe 531 Mount Curve Blvd <i>[Comment letter submitted.]</i>	Resident	Was excited about the Ford site before the plan took a drastic turn at the end of 2016. Believes community, neighbors, and taxpayers should be benefitting. Draft plan is too dense, too tall, will cause too much traffic - NYC levels of density. Wants city to rethink the plan.
21	Bruce Hoppe 531 Mount Curve Blvd	Resident	Appreciates the objectiveness of the Planning Commission; believes balance is critical. Density plan is excessive and reckless; only helps Ford, developers, and the city's pockets. Wants the city to consider moderation.
22	Charles Hathaway 507 Montrose Ln <i>[Comment letter submitted.]</i>	Resident	Civil engineer. Thinks it's no secret that city hall is looking at the Ford site for money. Changes recommended by the Ford Task Force should be implemented before approval. Implores that the city not damage the Highland community, and that Planning Commission not just act as a "rubber stamp" for the mayor. Need a plan that really enhances the neighborhood.
23	Pat McGuire 467 Mount Curve Blvd	Resident	Concerned by last-minute change in objectives of plan. Wanted a stable, family-friendly and diverse neighborhood. Believes high-density plan is not conducive to preserving the nature of the neighborhood. Calls it a "bait and switch" by the city. Greenspace allocations are also lower than site scenarios prepared in 2007. Doesn't believe transportation plan/study was comprehensive; thinks it's flawed and not broad enough in scope. 9% green space plan anticipates density much lower than what is shown in the plan - per capita is at 1%. Assumptions around ped/transit are also very different in levels of use.
24	Ben Mingo 1311 Grand Ave	Resident	Traffic concerns - 80% of households have 1 or more vehicle today - 70% if same numbers are applied to Ford. This adds 2500-5000 vehicles. Based on streets today, Cleveland and/or Cretin would need extra lanes. Feels Highland Community Council misrepresented vote in favor of plan & there can be a better agreement for the site.
25	Kathy McGuire 2203 Fairmount Ave	Resident	High density is associated with health issues in adults and children such as mental illness, children's behavior problems, decreased happiness, and higher rates of psychosis. Presents a public health concern in the spread of infectious disease. High-density urbanization is associated with violent crime. It's unhealthy and immoral. New plan should generate livable organic growth.

26	Kris Ohnsorg 1881 Saunders	Resident	10-story buildings are too high - complete & abrupt change when crossing Cleveland from Highland Park. Already difficult to cross safely as a pedestrian and added traffic will make it worse. People will continue to own cars. Wants more but smaller parks.
27	Leah Hedman 507 Mount Curve Blvd	Resident	Environmental attorney. Kids are currently safe in the neighborhood & community is built here. People are going to move and leave because of the extreme density levels. "Charming streets" will be wrecked by traffic. 10-story buildings are hideous - we know they'll be bad because "otherwise they'd be somewhere else". Won't just be 10-story buildings - there'll be 8 and 6 and 4 and it's really, really ugly; lopsided wedding cake design. Stormwater feature will add impervious surface and reduce green space. We want an extension of our neighborhood, which is what we were promised.
28	David Stein 1881 Saunders Ave	Resident	It'll add 28-38K vehicle trips - too much traffic. Roads are often shut down for HP events; traffic is already bad and winter will make it worse. "We'll have to remove most livable city in America from the Saint Paul letterhead."
29	Jutta Crowder 564 Mount Curve Blvd	Resident	Commends the planning process but has only just seen the master plan. Supports development of the site but not with the proposed levels of density. Understands urban living, but worries that the plan will decrease quality of life. Notes trends of "declining access to parkland per person" and would like a greater designation of park space in the plan.
30	Renate Sharp 536 Mount Curve Blvd	Resident	Plan needs more green space than it currently allows. Greenspace reduces stress & mental fatigue - needs to be central in planning policy because it's necessary for good health. Safe parks are a great space for recreation & help our children's development. Greenspace also helps with extreme heat island effects.

31	Tom Goldstein 1399 Sherbune Ave	Resident	Plan is a flawed one with serious concerns. Wants to know why we're trying to change zoning when there are no developers involved & there's not a final agreement with Ford; zoning is the city's only leverage. Ford controls the site, we only control zoning. Has been pitched as a project which will increase property values and enlarge tax base, but the valuation of 1.3 billion is unrealistic and has no evidence. The \$275 Million TIF agreement mostly goes to the developer. Only \$50mil to infrastructure and \$27mil to affordable housing. If we are serious about housing we can't cover its costs with a 90 million dollar loan. We should try to acquire the site from Ford to control the development. If we are providing affordable housing, where will low-income residents shop? How will they get around? How are we getting jobs in this site? 1,500 jobs created at cost of \$183,000 according to a study. Our return on investment is not enough and should be put towards acquisition of the site.
32	Jacquelyn Mosio 1716 S Mississippi River Blvd	Resident	Member of the Highland Community Initiative - brought people together to talk about the Ford site. Social justice principles must be present throughout the whole process of deliberation and construction of the site. Lots of communication with each other. Community should work together to create a sustainable community that is an example for others.
33	Rob Spence 893 Goodrich Ave	Resident	Involved with Saint Paul Blackhawks soccer club. Enthusiastic about possibility of having more park space for the kids - would like to help with consultation.
34	Thomas Bradford 1648 Beechwood	Resident	Would like to keep recreation fields.
35	Lucy Bradford 1648 Beechwood	Resident	Wants more recreation field and open space for kids.
36	Jim Schoettler 1906 Eleanor Ave	Resident	Modern transit & Transit Oriented Development not sufficiently addressed in this plan; it's a very nice auto-based development. Lack of access is preventing greater density & therefore greater amenities. Work with Riverview Corridor to establish transit through the site in support of transit oriented development.
37	Annice Gregerson 1849 Bohland Ave	Resident	Need more communication between those in opposition & those in favor. Engage people at Highland Fest.

38	Kevin Gallatin 1822 Highland Parkway	Resident	Highland District Council transportation committee. Important to stabilize Saint Paul's finances & accommodate future growth in a sustainable & affordable way. Daily public transit user - supports bike/ped initiative. Enjoys the flexibility provided by a strong transportation network - thinks Ford plan is a great opportunity for Transit Oriented Development. Zoning plan is good; sets aside key transportation and stormwater feature (has only heard raving reviews about the latter). Plan meets community needs in the long term, growth will happen slowly and at a manageable pace, allows for responding to feedback while developing.
39	Kyle Luebke 2034 Pinehurst Ave	Resident	Balances all desires of the neighborhood - higher & lower density. Moved to Highland because it's transit-connected & walkable; 1 car household. Support because 1) we & our children have to be concerned about climate change/carbon emissions and 2) there are two synagogues in Highland and a lot of times with a Jewish community, housing prices are high because people have to walk to the synagogue; having more/denser housing options would provide more affordable housing.
40	Heidi Schallberg 706 Mississippi Blvd S	Resident	Renter - fully supports plan. 41% of units in Highland today are rented, mostly multi-family though single-family homes dominate the space. Multi-family housing is integral to Highland & has been for decades. Fantastic opportunity to provide for future housing stock in Saint Paul - we're adding 45,000 people to the city in the coming years & need all the housing that's currently proposed at Ford and more. Exclusionary zoning shouldn't replace this plan and shrink this once-in-a-generation opportunity.
41	Matthew Hollinshead 2114 Pinehurst Ave <i>[Comment letter submitted.]</i>	Resident	Most interesting redevelopment opportunity in decades. Watched investment go to suburbs but now sees new development and interest in core cities. Would like to see the city aim for a higher tax yield. Wants to stay in an urban area, possibly in senior housing - we need to plan for an aging population. We don't need more parking.

42	Brandon Long 1189 Cleveland Ave S	Resident	Sustain Ward 3 member; speaking unaffiliated. Low-density, single-use zoning excludes older populations; isolated in Euclidean neighborhoods. Supports and is interested in long-term buildout and the sustainable measures included in the plan. Socially & economically equitable site; concerned about climate change and sustainability. Many working people unable to attend the meeting.
43	Robb Nelson 1644 Hague Ave	Resident	Exciting opportunity. Gateway district & stormwater feature are great. Dense affordable housing is much needed, add retail & recreation, attract visitors by bike & transit, bring jobs for working class, spur responsible development, create great space for young families. Will be a lively destination.
44	Brian Martinson 1943 Princeton Ave	Resident	Supports plan. Excited about complete streets concepts & stormwater management plan. Goals are important for reducing carbon emissions and improving quality of life. Shining opportunity to increase density, transit/walkability & quality of life.
45	Tyler Blackmon 1980 West 7th, Apt 105 <i>[Comment letter submitted.]</i>	Resident	Strong support. Ford site is in line with Minnesota & Saint Paul values - young people, transit, density, environment, lifting underrepresented voices (though some not represented in this meeting).
46	Michelle Molsted 51 Milton St S	Resident	Ford site is a place for aging, active populations - livable places. Density is desirable.
47	Tyler Tegattz 2031 Itasca <i>[Comment letter submitted.]</i>	Resident	Majority of Highland Park residents aren't opposed to the plan. Mixed-use, pedestrian-friendly, many types of desperately-needed housing options. Property values will increase when the industrial site is converted to an urban village. Not concerned about building heights; he can't even see the Cleveland high rise from where he lives nearby now. Traffic isn't too bad.
48	Gena Berglund 1516 Lincoln Ave	Resident	Bicycle advocate - appreciates the bike plan & high density. Consider honoring Isanti Tribe who originally lived at this place.
49	Leila Poullada 854 Linwood Ave	Resident	This is the best working start of a plan that we can hope for. Finance is important, lots of data being thrown around that doesn't necessarily add up, hoping that everyone working together will keep emotion out of the dialogue. Helps all Socio-economic status groups. "God bless Saint Paul"



June 29, 2017

Via email: fordsiteplanning@ci.stpaul.mn.us

Re: Ford Site Plans

Dear Saint Paul Planning Commission Members:

As you know, the Ford Site presents an incredible opportunity for our great city. The Saint Paul Area Chamber of Commerce remains steadfast in our assessment that the best opportunity for the site would be job creation, to replenish and expand on jobs formerly at the Ford plant.

We appreciate the robustness of the housing development at the site, but replacing jobs with parks and housing is not the same as replacing jobs with jobs. Zoning for light industrial uses is a great way to bring low-barrier jobs into the city. As you know, the city is losing industrial land to other uses, many of which are tax-exempt and not job incubators.

We understand that calls to rezone back to light industrial at this stage would not be heeded. Instead, we call on you and other City officials to replace the jobs that were at the Ford plant with jobs in other locations in the city. This must continue to be a top priority for the City.

The Ford Site presents a unique opportunity to leverage significant new investment in our tax base. We ask the City Council to continue and grow its outreach to employers currently here, those considering expanding, and those who consider moving to Saint Paul.

Thank you for your service to Saint Paul.

Sincerely,

A handwritten signature in purple ink, which appears to read "maieellis".

Marie Ellis
Director of Public Affairs and Legal Counsel

MEMORANDUM

To: Saint Paul Planning Commission
From: Ford Site Planning Task Force
CC: Mayor Coleman, Saint Paul City Council, and Donna Drummond
Date: June 28, 2017
Subject: Recommendations on proposed Ford Zoning and Public Realm Master Plan

Dear Members of the Saint Paul Planning Commission,

The Ford Site Planning Task Force (the “**Task Force**”) was commissioned by the Saint Paul City Council in November of 2006. The Saint Paul Planning Commission was asked by Mayor Chris Coleman and then-Councilmember Pat Harris to “establish a community-based task force to be integrally involved in the development of alternate scenarios, oversight of the AUAR and fiscal impact analyses, and the recommendation of a preferred alternative to the Planning Commission.” More than 100 nominations were received for the Task applications were received, and in January 2007 a 24-member Task Force was selected.

The Task Force met more than 39 times during its tenure, from the early visioning phase of the project to the final preparation of recommendations on the Draft Ford Zoning and Public Realm Master Plan that the Planning Commission has before it for consideration. Starting with 24 members in 2007, the Task Force at its conclusion had 15 regularly participating members. These members are identified below:

1. William Klein, Co-Chair
2. Kyle Makarios, Co-Chair
3. Tony Schertler, Co-Chair
4. Peter Armstrong
5. James Bricher
6. Ronnie Brooks
7. David Drach
8. Charles Hathaway
9. Deborah Karasov
10. Angela Kline
11. Gary Marx
12. Jim Reinitz
13. Morgan Tamsky
14. Bruce Valen
15. Ellen Watters

The first year of Task Force work involved a consultant team and extensive community outreach, resulting in the Phase I Ford Site report, which identified an overarching vision and principles to guide subsequent planning.

Vision Statement

The redeveloped Ford Site will balance economic, social and environmental sustainability in a way that conserves and improves the qualities and characteristics of the unique Highland Park neighborhood and Mississippi River Valley Corridor in which it sits, while advancing the City's economic wealth and community goals, resulting in a forward-thinking 21st Century development.

This Phase I Report also identified goals relating to Character and Built Form, Community Amenities and Open Space, Economic Viability, Land Use, Policy, Sustainability, and Transport and Infrastructure Connectivity, a copy of which accompanies this memorandum, which the Task Force believes continue to be relevant today.

The strong foundation of early work formed the base of the next decade of planning – studies to examine the technical, financial and environmental aspects of the concepts, and stakeholder engagement to refine the principles and focus the mixed use vision for the site.

During its ten years, most members of the Task Force attended and sometimes helped with activities at large project meetings with the public, considered the site's constraints and opportunities as an infill redevelopment, tracked the numerous studies that considered various uses and design options for the site, and held its own meetings, open to the public, to discuss important issues related to the Ford site redevelopment.

Since November 14, 2016, when the city released a draft concept plan for zoning and public realm at the future Ford site, the Task Force has been considering the plan and public feedback. A refined Draft Plan was presented to the public and Task Force on March 7, 2017, following which the Task Force met twice to discuss the refined Draft Plan.

Discussions at those meetings focused on primary elements of the Draft Plan. No alternatives to the current Draft Plan were presented for consideration. Overall social, cultural, and community impacts of the redevelopment were at times discussed during the Task Force's tenure and influenced the Task Force's consideration of the Draft Plan. During these meetings members of the Task Force considered a number of suggested changes to aspects of the Draft Plan, though a formal vote on the overall plan was not conducted. These suggested alterations were discussed and voted upon by the members who were in attendance. The recommendations listed below are those that received majority approval at the meetings.

Ford Task Force Recommendations on the Draft Zoning and Public Realm Master Plan:

Zoning Districts

- Support the six zoning districts and standards as drafted, with the one adjustment noted below.
- Add building step-back requirement for the upper floors of buildings on the northwest edge of the site to meet Critical Area height rules in the Gateway District.

Transportation

- Support the transportation layout of the street and trail networks as proposed, except as noted below and in the other recommendations set forth in this memorandum:
 - Realign the southern curve of Mississippi River Boulevard at the south end.
 - Extend transportation grid into the southeast corner of the site.

Mississippi River Boulevard realignment along southern edge of Site

- Pursue steps to realign the southern curve of Mississippi River Boulevard at the south end of the Ford site and use the shifted southern park space to the expand bluff top open space that should be added to Hidden Falls Regional Park. Before any decision is finalized, the City should work with the Highland District Council to engage the community regarding the proposal, seek input from affected neighbors, and review the impact on traffic and other neighborhood concerns. If realignment of Mississippi River Boulevard allows incorporation of land into Hidden Falls Regional Park, and thereby allows the City parkland dedication ordinance to be utilized for different parkland on the site, then locate the new parkland in the residential district west of the stormwater feature.

Recreational Field Space

- The City should support efforts to have 10+ acres of multi-use recreation fields on the site, in addition to the 9% city park land. However, until land is secured for such space, along with commitments for any necessary financing, the depiction of recreational field space in the southeast corner of the Site on the public realm master plan should be removed.

Extend Transportation Grid into Southeast Area of Site

- If the southeast corner of the Site is not developed into recreational open space, the appropriate transportation grid should be extended to service the area.

Shift Neighborhood Park Location

- Move the neighborhood park located in the middle of the “Residential Mixed Low” zoning district in the public realm master plan to an area in the “Residential Mixed High” district.

Stormwater Feature

- Adopt stormwater infrastructure as proposed in Draft Plan, a feature which garnered enthusiastic and unanimous support by the Task Force.

Design Standards for the Site

- Design standards for public and private buildings and exterior spaces should be prepared and added to the Site zoning standard, with these adhering to the vision and guiding principles on the Master Plan. Until such standards are adopted, the Traditional Neighborhood zoning district design standards should be applied to the Site.

Historic References in Future Site

- Acknowledge and reference Native Americans and Ford Employees in future public art and historic interpretation at the Site, and seek input from these groups in designing and acquiring this public art and developing these historic interpretations.

The Task Force recommends that the above changes be made to the Draft Plan. While there has been no Task Force vote on overall approval or disapproval of the Plan, subject to the foregoing, the Task Force expressed general approval of the plan. There were other viewpoints expressed, and we understand that a memorandum providing a dissenting perspective has been prepared and submitted separately to the Planning Commission by a sub-group of the Task Force.

Thank you for your consideration of these recommendations on the Draft Ford Site Zoning and Public Realm Master Plan.

Sincerely,

Ford Task Force Co-chairs Bill Klein, Kyle Makarios and Tony Schertler

2: Vision and Goals



The following Vision Statement and Goals were established with the Task Force at the onset of the project. The next phases of planning work should adhere to these important vision and goal statements.

Vision:

The redeveloped Ford Site will balance economic, social and environmental sustainability in a way that conserves and improves the qualities and characteristics of the unique Highland Park neighborhood and Mississippi River Valley Corridor in which it sits, while advancing the City's economic wealth and community goals, resulting in a forward-thinking 21st Century development.

Goals:

Character and Built Form

- Redevelop the site to be integrated with the physical neighborhood and fabric of the community.
- Balance built and natural systems, and implement through zoning, standards and/or guidelines that assure that the form, massing and location of different uses and intensities complements the surrounding neighborhood.
- Create a street system of tree lined streets and sidewalks, with some boulevards, to complement the surrounding block and street patterns within the Highland Neighborhood.
- Provide opportunities for public art and cultural amenities, some of which reflect the heritage of Ford and the Highland neighborhood.

Community Amenities and Open Space

- Redevelop the site to exhibit a high level of compatibility with the surrounding natural systems, retaining the distinct character of the Mississippi River Corridor and providing additional natural, active and passive open space to support both natural systems and residents' recreational needs.
- Re-establish an urban tree canopy and green space within the site with street trees and private and public green spaces, with an emphasis on integrating native plant materials.



Economic Viability

- The redevelopment of the Ford Site must have long term economic viability.
- Provide an increase in the tax base and improve surrounding property values.
- Provide a strong and innovative business base with an emphasis on family sustaining jobs.
- Recognize and highlight the unique location of the site along the scenic Mississippi River, in the heart of a healthy and vibrant neighborhood, centrally located in the greater Metropolitan area, and 10 minutes from the region's international airport.
- Retain opportunities for continuing education, training and other educational opportunities on the site.



Land Use

- Provide a mix and pattern of land uses that keeps traffic impacts manageable and encourages walking, biking, and transit use.
- The proposed mix of land uses within the site shall respect and complement existing abutting uses to provide an extension of the existing Highland neighborhood.





Policy

- The final Preferred Development Scenario shall be consistent with the policies and goals relating to land use, transportation, housing and economic development outlined in the City's Comprehensive Plan.
- The Final Development Scenario shall complement the goals of the Highland Park Neighborhood Plan and the Highland Village Plan.

Sustainability

- Redevelopment of the Ford site shall exhibit the highest examples of environmental sustainability, becoming a local, state, national, and global model for sustainable planning, design, and day-to-day living.
- To the extent possible, capitalize on the hydropower and steam plant as ongoing energy sources for the site.
- Recognize the opportunities and constraints, both short and long term, of economic, social and environmental sustainability to develop the site as a model for balanced sustainability.
- Consider retention or adaptive reuse of existing site facilities and amenities.

Transport and Infrastructure Connectivity

- Establish a new street pattern through the site to provide multiple choices, interest and to reflect the surrounding street patterns.
- Provide for multi-modal transport alternatives to and throughout the Site, including pedestrian, bicycle, transit, and vehicular .
- Integrate/reuse the Canadian Pacific Railway right-of-way to maximize multi-modal opportunities.
- Integrate the site with existing infrastructure systems and utilize existing renewable energy sources wherever feasible.

MEMORANDUM

To: Saint Paul Planning Commission
From: Ford Site Planning Task Force members Charles Hathaway and Deborah Karasov
CC: Mayor Coleman, Saint Paul City Council, and Donna Drummond
Date: June 28, 2017
Subject: Contrary perspective on proposed Ford Zoning and Public Realm Master Plan

Dear Members of the Saint Paul Planning Commission,

We are submitting this memo to call attention to the critical problems that we see with the city's Draft Concept Zoning Plan (Plan) now before you for consideration.

Introduction

The Ford Site Planning Task Force (Task Force) was commissioned by the Saint Paul City Council in November of 2006 with the intention of establishing

...a community-based task force to be integrally involved in the development of alternate scenarios, oversight of the AUAR and fiscal impact analyses, and the recommendation of a preferred alternative to the Planning Commission¹

And early on, the Task Force collaborated with the city's planning department to identify the overarching vision for the Ford Site redevelopment:

The redeveloped Ford Site will balance economic, social and environmental sustainability in a way that conserves and improves the qualities and characteristics of the unique Highland Park neighborhood and Mississippi River Valley Corridor in which it sits, while advancing the City's economic wealth and community goals, resulting in a forward-thinking 21st Century development.²

The city's Draft Concept Zoning Plan (Plan) is now under consideration. A memo has been submitted to you by the Task Force chairs, that memo representing the official report from the Task Force. That memo states that although the Task Force is recommending changes, "the Task Force expressed general approval of the plan." We would like to point out, however, that the "general approval" was by no means unanimous.

¹ Letter, Christopher B. Coleman and Patrick Harris to Saint Paul Planning Commission Chair Brian Alton, November 17, 2006.

² *Redevelopment of the Ford Motor Company Site, Phase I Summary Report*, prepared by the EDAW Team, October 17, 2007.

As members of the Task Force who have observed the planning process from the outset, participated in dozens of meetings as the Plan was being developed and considered, and who have worked over the course of many years to hear and understand the concerns of the Highland Park neighbors who would be forced to bear the consequences of the Plan, we are offering a dissenting perspective. We agree with the recommendations for changes to the Plan, but these changes do not go far enough. We are expressing here our general disapproval of the plan.

Deficiencies in the process

Before discussing the problems with the Plan, it seems worth noting two difficulties with the Task Force's involvement with the planning process. These difficulties have hampered the ability of Task Force bring forth an enthusiastic recommendation for a redevelopment plan. They should also give the Planning Commission members pause as they consider the Plan.

1. No alternate plans have been presented. Although many plans could be conceived that fit within the overall vision for the Ford Site, the city's planning department has brought forth only one concept for consideration. This makes for myopic and poor decision-making by eliminating the possibility of comparison of alternatives, and of subsequent adjustments based on considerations of the financial tradeoffs that would be involved. It also made it impossible for the Task Force to *recommend a preferred alternative* (see above), as it was charged to do; the city is in effect insisting – incorrectly – that there are no alternatives available.
2. There was inadequate evaluation of the overall impacts of the Plan. The crucial social consequences of the Plan – whether it would strengthen or weaken the fabric of community within the neighborhood, whether the site's architecture and building heights would result in a better or worse physical aesthetic for the neighborhood, whether the Plan would make for a more pleasant or a less pleasant experience for those living in the neighborhood, whether or not it would make for a healthier, better living environment – these consequences were not explored or evaluated with any sort of rigor. Yet these are precisely the matters which will, in the end, determine whether the redevelopment can be judged to be a success. The social consequences have far more importance than the technical aspects upon which the Task Force was focused in considering the Plan.

Principal problems with the Plan

Having highlighted those process deficiencies, we would like to point out three key problems with the Plan that in our opinion, make it unacceptable:

- 1) **The Plan actually works against the stated goal of *conserving and improving the qualities and characteristics of the unique Highland neighborhood*.** The Plan ignores the goal of preserving the character of the neighborhood and does nothing substantive to enhance the quality of the neighborhood. The intention to insert a large, dense cluster of tall apartment buildings into a quiet residential community is clearly contrary to the goal of conserving and

improving the qualities of the neighborhood. The Plan shows no focus on improving the neighborhood, and acknowledges that in the case of traffic congestion it will actually make things worse. The Plan's expected benefits are not for Highland, but for the city's tax rolls.

- 2) **The Plan's proposed density is much too high.** Many undesirable aspects of the plan are a direct result of the city's ultra-high-density design, including:
 - Building heights egregiously out of scale with the surrounding neighborhoods, harming neighborhood aesthetics, effectively creating a wall between the Highland neighborhood and the river, and causing social discontinuity and disconcerting visual obstructions
 - A worsening of the already difficult traffic situation in Highland Village, and in surrounding neighborhoods
 - Increased pressure on already-stressed social infrastructure (police, fire, schools, playgrounds, libraries, etc)
 - Making space unavailable for parks and playgrounds
- 3) **Parks and recreation space provided by the Plan – particularly open (non-private) recreational fields – is minimal, and greatly inadequate.** This is in opposition to the city's own open space Guiding Principles³ the first of which is that "More open space is preferred to less." The *Guidelines* report authors stated their belief that dedicating 10% of the site to open space seemed to be too little – and leaned toward recommending 25% or even 40% for the Ford Site. By contrast, the Plan provides for only 9% - much of which would be effectively unusable for recreational purposes. Throughout the 10-year process of developing concept plans for the Ford Site, there has been consistent and widespread feedback from the public that a large park and recreation dedication is needed.

Conclusion

The overall result of the Plan, if it is allowed to go forward, will be a hyper-urbanized island of modern high-rise apartment and commercial buildings intolerably clashing in character and style with the beautiful and peaceful well-kept neighborhoods of the deep-rooted Highland community. The neighborhood will be degraded, with irremediable social and financial consequences for its residents.

As members of the Task Force and representatives of the Highland neighborhood that we live in and cherish, we urge the Planning Commission to reject the proposed Plan and call for it to be reconsidered.

Sincerely,

Charles Hathaway & Deborah Karasov

Ford Site Task Force Members

³ *Ford Site Open Space Guidelines, City of Saint Paul, Ford Open Space Work Group, February 2011*



Working to protect the Mississippi River
and its watershed in the Twin Cities area.

101 East Fifth Street
Suite 2000
Saint Paul, MN 55101

651-222-2193
www.fmr.org
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June 30, 2017

Saint Paul Planning Commission
Betsy Reveal, Chair
15 Kellogg Blvd. West
Saint Paul, MN 55102

RE: Ford Site Zoning and Public Realm Plan

Chair Reveal:

Friends of the Mississippi River (FMR) is a local non-profit community-based organization that works to protect and enhance the natural and cultural assets of the Mississippi River and its watershed in the Twin Cities. We have 2,300 active members, and more than 6,500 annual volunteers who care deeply about the river's unique resources. FMR has been an active and ongoing participant in planning for the future of the river in Saint Paul and more specifically, for the last 10 years, the Ford site.

Overall FMR is very supportive of the vision for the site and many aspects of the plan. We strongly support the higher density, transit-friendly, mixed-use vision for the site and greatly appreciate the emphasis and care that has been given to sustainability, especially with respect to powering the new development with renewable energy. We have also been impressed by and are grateful for the cooperation and patience demonstrated by planning staff as we have worked with them over the past 10 years to understand the complex issues related to this site. They have consistently been willing to listen to our arguments and to entertain our requests for more information. They represent the City with distinction.

Parks and Open Space

FMR staff served on the 2010 Ford Open Space Work Group and we are pleased to see some of the guiding principles from that work incorporated into the Zoning and Public Realm Plan. We are especially pleased with the proposed linear stormwater feature/pond and associated open space, which we believe will fulfill the principles of having open space serve multiple functions and providing an interconnected greenway as a central feature of the site. The orientation of the water feature leading toward Hidden Falls will draw people toward the park and the proposed Mississippi River Boulevard bridge over the "creek" will enhance the integration of this feature with the natural falls. The integration of stormwater features, bike/ped only streets, a greenway and traditional parkland will make the site more livable and attractive to both new residents and nearby neighbors.

One of the guiding principles agreed to by the Open Space Working Group was that *"if higher acreages of open space can be attained, natural areas along the bluff should be*

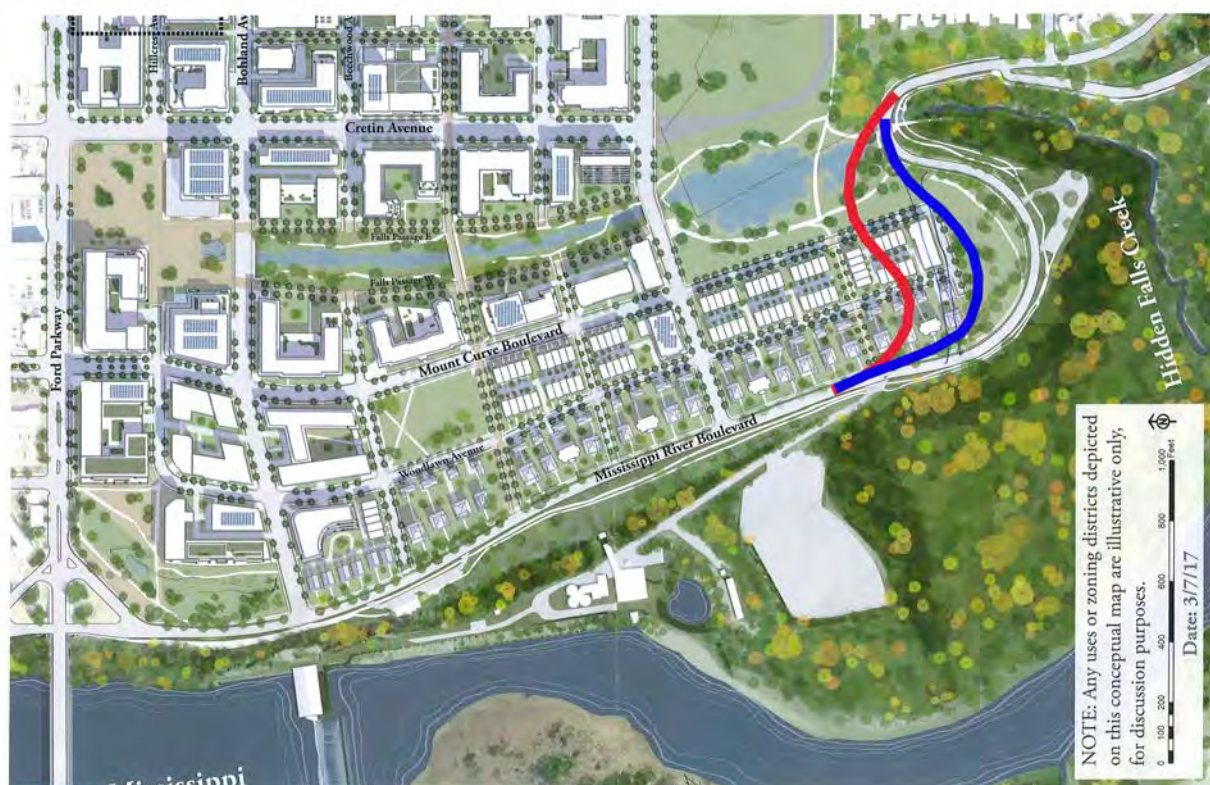
expanded." (Ford Site Open Space Guidelines) FMR believes this is a missed opportunity of the Zoning and Public Realm Plan. The existing strip of parkland on top of the bluff and riverward of Mississippi River Boulevard is very narrow, leaving little room for park activities, overlooks, picnic facilities, etc. that new residents of the Ford site as well as regional visitors might desire. We join the Ford Site Task Force in recommending that the City realign Mississippi River Boulevard to the east at the south end of the site to create a more contiguous and expansive bluff top park.

Unlike the neighborhood parks that are part of this Plan, this expanded public parkland could be included within the redrawn boundary of the adjacent Hidden Falls Regional Park, which would make it eligible for Regional Park acquisition funds through the Metropolitan Council. An additional benefit of this proposal is that it would allow more of the City's park dedication acres to be used to increase neighborhood parks throughout the site, while increasing the overall public park acreage at the site.

Figure one (below) illustrates two possible realignments of Mississippi River Boulevard (MRB). In the blue realignment scenario, approximately 2.3 additional acres of parkland would be created at the bluff top and consolidated riverward of MRB. This would mean that approximately 1.4 acres of parkland could be added elsewhere in the site.

In the red realignment scenario, approximately 6.5 additional acres of parkland would be created at the bluff top and consolidated riverward of MRB. This would allow approximately 2.9 acres of parkland to be added elsewhere in the site.

Figure 1



Additionally, whether or not additional bluff top parkland can be created, the City should take this opportunity to reduce or relocate the existing parking lot that lies riverward of Mississippi River Boulevard. This is tremendously valuable parkland overlooking the scenic gorge. We believe it should not continue to be used for automobile parking. Relocating the parking lot would also have the benefit of eliminating the two driveway crossings of the bike trail — reducing potential conflicts between cyclists and cars.

There is only one Mississippi River and opportunities to add parkland along its bluffs do not present themselves every day. The City should not miss this chance to create a public-spirited amenity that will serve many generations of St. Paul residents and visitors.

Building Heights

We appreciate the overall approach to building heights described on page 33, that will facilitate the protection of public river corridor views by prescribing that buildings are “tiered across the site starting with lower buildings on the west and moving steadily upward in height to the east.” This is consistent with Mississippi River Corridor Critical Area (MRCCA) rules, which require: “tiering of structures away from the Mississippi River and from blufflines...” in the River Towns and Crossings District and the Urban Mixed District. (Minn Rules §6106.0120).

We are concerned however, that structure height limits are inconsistent with MRCCA standards in the Gateway and Residential Mixed Low zoning districts. As we have said in previous discussions with city staff, FMR will not oppose buildings that exceed the numeric standard, provided the performance standard from the MRCCA rules §6106.0120 is met—namely that taller heights are permitted, provided the structure’s height is generally consistent with the mature treeline, where present and existing surrounding development, as viewed from the ordinary high water level of the opposite shoreline.

Many factors that cannot be known at this time will affect whether buildings on the site can meet the MRCCA performance standard including possible changes in grade, mechanical structures atop buildings, rooflines for which building height is calculated as an average between roof peak and eaves, and taller buildings that could be permitted through the CUP process. For this reason we urge the City to zone the site more restrictively in the two aforementioned districts, with the understanding that additional height may be allowed through the CUP process if the MRCCA performance standard can be met.

Gateway District (F6)

In the Gateway district, which lies within the River Towns and Crossings (RTC) district of MRCCA, the proposed structure height limit of 65 feet exceeds the allowed height of 48 feet by 17 feet.

According to the visual impact diagram on page 32, if buildings in the Gateway district (NW corner) are 65 feet or taller, they will be visible from the opposite shore of the river during leaf-on conditions. This impact to the scenic river gorge should be avoided. We would like to see a change made to this part of the zoning plan. One solution is to lower the maximum

height for the gateway district to 48 feet. This would be much more in keeping with graphic depictions (page 110) of the site that show parkland and/or open space between Woodlawn and Mississippi River Boulevard along Ford Parkway. A height limit of 48 feet is also consistent with the proposed uses for this district, which include office, institutional, retail/service and employment.

Another solution would be to change the district from F6 to F1. In this scenario, the Gateway district could move back to the east side of Mount Curve Avenue, where it would provide a gateway to the site that can actually be entered. Right now the grade change for the bridge connections to Mississippi River Boulevard would make it awkward to enter the site at the northwest corner.

An additional concern that we have about establishing the Gateway District that so far exceeds the MRCCA height standard is the precedent that it may set for future uses of the district at bridge crossings such as Hwy. 5 where buildings taller than 48 feet would be inappropriate.

Finally, we urge the City to include a stronger emphasis on parks and plazas in the description on page 39. A significant amount of the land proposed to be park is within the F6 Gateway District and the public features that will define the way this district gets developed should be primary among the allowed uses. In keeping with this idea, requiring a minimum height of 30 feet seems counterintuitive. Most park buildings do not exceed two stories, and 20 feet would be a more appropriate minimum height for the Gateway district.

Residential Mixed Low District (F2)

In the Residential Mixed Low district, which lies within the River Neighborhood (RTC) district of MRCCA, the proposed structure height limit of 55 feet exceeds the allowed height of 48 feet by 7 feet. We request that the F2 district in the block between Mississippi River Boulevard and Woodlawn Ave be changed to F1 (River residential), which carries a 48-foot maximum building height limit.

CUPs and Variances

Lastly, the plan should include more detail regarding conditional use permits and variances for height. Since tiering of building heights is so important to the overall plan to protect viewsheds and to access solar power through roof panels, some detailed guidance for developers, planners and policy makers about how proposed exceptions will be reviewed and evaluated is warranted and could prevent disagreement in the future.

National River

We appreciate that information is included on page 25 that describes how the Ford plan fits within the context of the state designated MRCCA. We would also like to see the plan reference the Mississippi National River and Recreation Area. More than half of the Ford site is within a National Park, a fact that is not mentioned anywhere in the plan document.

We appreciate the opportunity to comment on the Zoning and Public Realm Plan and look forward to working with the City throughout the plan adoption process and the development of the site.

Sincerely,

A handwritten signature in black ink, reading "Whitney L. Clark". The signature is written in a cursive, flowing style.

Whitney L. Clark
Executive Director



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

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 7th, 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.

HIGHLAND VILLAGE APARTMENTS

June 30, 2017

I'm Jack Rice, one of five partners in a partnership that has owned and managed the Highland Village Apartment Homes for 75 years.

We are long term owners and managers of apartment properties. In fact, three of the five partners including myself, Mark Otness and Jim Phelps have been partners in the property for 31 years. The two other partner's families, for 75 years.

Our westerly property line borders the Ford site for 600 feet. Accordingly, we've been involved since 2007 in meetings about the future uses of the site and how those uses would affect our property. We have closely followed and participated in the process and hopefully contributed materially to the thinking behind the plan before you this morning.

We support the plan and its overall vision for the site.
Specifically:

- We like the description in the plan that includes " the site will be woven into the existing community and support walking, biking, transit and connections to the river and water amenities."
- We support the focus on residential uses and their scale.
- We believe the proposed amenities, bike and walking paths, water features and park lands to be in the best interests of our residents and hence our property.
- While there will be changes along the way, we look forward to what the implementation of the plan will bring.

We commend Jonathan Sage-Martinson, the planning staff and especially Merritt Clapp Smith and Mike Richardson for their professionalism and courtesy throughout the process.

Our property has been an important and iconic part of the Highland Park area of St. Paul for 75 years. We will be responsible neighbors to the Ford redevelopment and will continue to provide courteously managed, well maintained apartment living for the Highland Park neighborhood.

We intend to fully participate in future decisions with the eventual developer, city staff and elected officials, as development becomes a reality.

Thank you.

June 30, 2017

For over ten years, the City of Saint Paul has led a deliberative process to build a plan for the Ford site with tremendous opportunity for the region.

Although the Metropolitan Council does not comment on specifics related to zoning or other local control issues, the Council does have regional investments and assets adjacent to the site.

The Council will eventually review changes to Saint Paul's comprehensive plan that support the specific redevelopment plans of the Ford site. The Council will review those changes for consistency with regional plans.

To date, the Council is impressed by the depth and breadth of the City's community process underway since 2007, and we believe initial plans are aligned with the Council's goals. Much of what is being discussed for open space, transit oriented development and congestion management mirrors regional policies for productive, sustainable development.

We look forward to continuing to work with the City's leaders and staff to realize the potential of the Ford site.



June 23, 2017

Subject: Submission for Public record - Highland / St. Paul citizen's group petition that opposes the current Ford Site Zoning and Public Realm Master Plan

Dear Mayor Coleman, St. Paul City Council and Planning Commission:

Please find enclosed a Petition that has been compiled over the preceding 6 months, which opposes the current Ford Site plan offered for public comment.

A grass-roots neighborhood group called *Neighbors for a Livable Saint Paul* and **1,142+** community petitioners firmly believe that the current draft plan submitted by the Ford Site Planning Task Force on May 4, 2017, has many flaws and oversights that will create long term negative impacts on the broader existing community.

We are a group of neighbors who love Highland and are advocating for a Ford site development that is a rational, balanced, safe and harmonious extension of our village. We oppose the City of Saint Paul's zoning plan allowing up to 4,000 housing units and 7,000 residents, which could increase the population of Highland by 30%.

Some specific points of concern:

- Excessive, unnecessary density – overcrowding drives negative ramifications, property value harm
- Excessive building heights – 10 story buildings are out of scale with the Highland area
- Lack of parkland/greenspace - current plan deceptively shows CP rail land as usable greenspace
- Unacceptable traffic congestion - flawed traffic studies with extremely narrow scope
- Intensified pollution – excessive solid waste, runoff, noise and light pollution
- The City anticipates “need” for TIF/public subsidies to help defray excessive site infrastructure costs
- Experts ignored - recommendations for substantive changes to the Plan by the Ford Site Task Force have been essentially disregarded
- Community ignored - The City has attempted to “listen” but clearly has not “heard” or reacted to what we are saying. There has been no change to original City plan submitted November 2016

We submit this petition as a clear indication that there is widespread opposition to the current draft plan for Public response. The draft plan needs substantial revision before it would be acceptable to the mainstream community. We strongly urge you to objectively debate and vote against it when it comes before you for consideration. We also want it duly recognized that this large, organized group of voters will continue to fight for our points of view and substantial adjustments to the plan.

Respectfully Submitted,

Bruce & Jean Hoppe (531 Mt Curve, St. Paul), representing *Neighbors for a Livable Saint Paul*



Note: This is the online portion, there is also a hand-signed version of about 243 other signatures

This petition has collected
899 signatures
using the online tools at iPetitions.com

Printed on 2017-06-26

Fight High-density Development Plans for Ford Site

About this petition

We, the citizens and property owners of St. Paul petition the St. Paul Planning & Economic Commission and City Council to zone the Ford development to a low-density standard. (Nothing over four stories tall and at least 25% real green space, not including runoff ponds/ditches)

The residents of Highland Park and surrounding communities are not willing to absorb the increased traffic and loss of property values, community, safety, livability and neighborhood integrity due to excessive buildout on the 135 acre site.

#	Name	Date	Comments
1	Bruce Hoppe	1/27/2017 21:50	Even though this development site will be built out over the next 5-10+ years, the City zoning decisions happen this summer - important for the community to voice now
2	Jean Hoppe	1/29/2017 0:12	
3	Laurie Walsh	1/29/2017 0:29	
4	Winston Kaehler	1/29/2017 0:34	
5	Tim Brennan	1/29/2017 0:49	How will the current development plan benefit the local Highland community? I have asked this question countless times, but have yet to hear anything but "you fear change" and the "21st Century City" BS. The Village is at risk!
6	Kim jakway	1/29/2017 2:17	
7	Darcy Tinnes	1/29/2017 2:55	
8	Matt Pietrzak	1/29/2017 3:39	Keep high density in downtown areas.
9	Charles Merck	1/29/2017 3:50	
10	Sarah brunner	1/29/2017 4:09	More green spaces please!
11	Jim Berg	1/29/2017 4:10	Too many people. Quality of life will be ruined.
12	Dan Schriver	1/29/2017 4:43	I support keeping the highlsnd area population density similar to what it is now.
13	Brooke Nemo	1/29/2017 5:40	I'm not against development, but in my opinion, this would bring in a disproportionate amount of people and not enough services. People live here to be in a village, not a suburb.
14	Dede Leininger	1/29/2017 6:20	
15	kate rios	1/29/2017 12:48	
16	Lauren Thavis	1/29/2017 13:04	
17	Lauren Voigt	1/29/2017 13:24	
18	Mara Schriver	1/29/2017 13:44	
19	James Voigt	1/29/2017 13:53	
20	Emilie Love	1/29/2017 13:56	
21	Michelle Traversie	1/29/2017 13:59	
22	Michelle Blaeser	1/29/2017 14:44	I'm against high density building at the Ford plant site--please reconsider!
23	Matt Meed	1/29/2017 15:28	
24	Meredith Anderson	1/29/2017 15:36	
25	Isla Hejny	1/29/2017 17:16	

26 Dianne Brier	1/29/2017 17:20	Lived in Highland all my life, and in this house since 1968. The McMansions being built here in Highland are ruining the landscape, the "village" that was erected on The Manor site has totally commercialized that area, so a 10-story structure on the Ford site will block our beautiful river front area and take away more of our green space, not to mention more congestion "busyness" in the village! If it must be, 4-stories is high enough.....and while I'm at it, leave the little league fields alone..! My opinion is voiced, thank you.
27 Tamma Cashman	1/29/2017 17:53	Thanks for organizing this!
28 Cashman Terrence	1/29/2017 18:58	
29 Thomas Walsh	1/29/2017 21:12	
30 Heidi Gunderson	1/29/2017 21:26	
31 Char Mason	1/30/2017 0:33	The plan developed by the city is much too high density. I would support lower buildings and less density.
32 Maureen Martin	1/30/2017 1:10	
33 Renee Beckman-Schwind	1/30/2017 1:19	
34 Deidre Greene	1/30/2017 2:14	
35 Susan Crosby	1/30/2017 2:16	
36 Renate Amann	1/30/2017 2:21	
37 Janine McQuillan	1/30/2017 2:36	
38 Rebecca Kanner	1/30/2017 3:31	
39 Laura Machtemes	1/30/2017 3:59	
40 Petra Brokken	1/30/2017 4:02	Please listen to the residents of this lovely area.
41 Jeffrey Lakatos	1/30/2017 5:08	Let's keep Highland Park a real connected community of families. No need for high rise buildings & densely populated apartments.
42 Christine Walsh	1/30/2017 5:30	Please maximize our green space and limit the height of the buildings.
43 Paul Mason	1/30/2017 13:45	We would prefer to see less dense multi-family housing mixed with more single family housing...all living could be above ground with parking underneath if concern exists around polluted soil and basements
44 Susan neuville	1/30/2017 13:48	
45 Kim Thompson	1/30/2017 14:59	
46 ann Billeadeau	1/30/2017 15:26	
47 William Kenney	1/30/2017 15:27	
48 Ira Adelman	1/30/2017 15:35	
49 Tanya Adelman	1/30/2017 15:51	
50 Kathleen Cota	1/30/2017 16:27	Please don't ruin our neighborhood with high density.
51 Kate Elhardt	1/30/2017 16:32	
52 Sonja Harlane	1/30/2017 16:32	
53 Ryan Smith	1/30/2017 16:40	
54 Karen Woodward	1/30/2017 17:09	Lower density and shorter buildings means safety and respects the integrity of the previous irreplaceable riverfront!
55 jean becker-thierer	1/30/2017 17:18	
56 Katy Levin	1/30/2017 17:18	
57 Kristin Sullivan	1/30/2017 17:34	Please don't ruin our neighborhood with high density. If 10,000 new residents move to HP, we will move in a heartbeat.
58 Thomas Trutna	1/30/2017 17:45	
59 Bobbette Axelrod	1/30/2017 17:49	
60 Jeanna Boland	1/30/2017 18:01	
61 sandra Erickson	1/30/2017 18:02	
62 Suzie Olson	1/30/2017 18:11	
63 Candee clausen	1/30/2017 18:15	
64 Rebecca Neamy	1/30/2017 19:32	
65 Carl Jaeschke	1/30/2017 19:43	
66 Susan Johnson	1/30/2017 19:45	Please build 4 story units and keep 25% green space.
67 Vern Atwater	1/30/2017 19:51	

68 Jason	1/30/2017 19:52	
69 Rachel Csintyan	1/30/2017 20:00	
70 Angie	1/30/2017 20:13	
71 A Platt	1/30/2017 20:18	
72 Camille McCann	1/30/2017 20:20	
73 Howard J. Miller	1/30/2017 20:28	No explanations have been offered for the 4000 unit requirement other than fiscal expedience with no examples. The vehicle and human demands this development will put on what is now a pleasant, livable community will turn Highland Village into an urban disaster.
74 Diane Johnston	1/30/2017 20:29	Traffic is already an issue on Ford Pkwy from Fairview to Cretin. To think that this additional density will not make it worse is ridiculous. And to wish and hope that only non-drivers will move into the property is also ridiculous. With the additional traffic comes additional pedestrian issues which have been a problem in the past at Ford and Cleveland. Please do not add to the problem.
75 Harold Turnquist	1/30/2017 20:35	
76 Jim Brewer	1/30/2017 20:49	
77 Dan Bannister	1/30/2017 20:53	
78 Jennie Simning	1/30/2017 20:56	
79 Tammy Berg	1/30/2017 21:01	
80 Steve Bejarano	1/30/2017 21:26	
81 Julia Shepherd	1/30/2017 21:29	
82 Carla Marchio	1/30/2017 21:31	
83 Philip Rampi	1/30/2017 21:48	
84 Ryan Henderson	1/30/2017 21:56	
85 Monnie	1/30/2017 21:56	The residents of Highland Park and surrounding communities are not willing to absorb the increased traffic and loss of property values, community, safety, livability and neighborhood integrity due to excessive buildout on the 135 acre site.
86 Jeff Stanko	1/30/2017 21:58	
87 Gwen Phillips	1/30/2017 22:11	
88 Erin Obert	1/30/2017 22:19	Please, please reconsider this plan. These high rise buildings will ruin the small town feel we all enjoy. We have so little green space already. It seems like a missed opportunity to develop and hold on to park space that would otherwise be gone forever.
89 Denise Ward	1/30/2017 22:29	
90 Karen Linsk	1/30/2017 22:48	
91 Kyle Robertson	1/30/2017 22:49	The area already has high traffic congestion, this would ruin the neighborhood feel and create more traffic congestion. Even 4 stories seems a bit much, but it's better than 10!
92 Deb Newel	1/30/2017 22:51	
93 Liz Bejarano	1/31/2017 0:55	
94 Jim McQuillan	1/31/2017 0:58	
95 Jeanine Sundt	1/31/2017 1:08	
96 Sharon Hubler	1/31/2017 1:26	
97 John Sundt	1/31/2017 1:34	
98 Jeff Klingner	1/31/2017 1:48	I and many other neighbors want to keep Highland Village just what the name implies, a village. The construction of multi-unit housing we feel will destroy this lovely neighborhood and take its charm away. I personally will not want to live in my current residence if Cretin Ave., Cleveland Ave., and the River Road become freeways to Interstate 94. There is insufficient infrastructure in the adjoining neighborhoods to support this type of increase in housing. Please keep our neighborhood the same one we fell in love with and decided to move our families into.

99 Dale Johnson	1/31/2017 1:50	We pay outrageous taxes in Highland and now you want us to shoulder high density & unacceptable traffic. The people charged with this project are blowing smoke with their projections of a beautiful walkable complex.
100 Kevin Leehan	1/31/2017 1:51	This is not New York, or Calcutta, and we do need a 30% increase in population density in the neighborhood.
101 Katherine Robertson	1/31/2017 1:56	
102 Susan Lorenz	1/31/2017 2:01	
103 Steve English	1/31/2017 2:10	Thanks for taking the lead on this.
104 Kate Hunt	1/31/2017 2:17	
105 Betsy Kelly	1/31/2017 2:18	
106 Lynn Hodulik	1/31/2017 2:42	
107 Addy Murtaugh	1/31/2017 3:10	As a resident in the St, Paul Highland Park neighborhood, I am concerned about the increased number of housing units in our area on the Fort Site. The numbers exceed the area's ability to accommodate the numbers the developers are proposing.
108 Mary henseler	1/31/2017 4:25	
109 linda gammell	1/31/2017 4:34	High density will affect our relationship with access to the river, its trails, and walkways, birds, animals, cars. The balance will be disturbed by too many people living in high concentration.
110 Alaina Kelley	1/31/2017 4:45	
111 Riva Rains	1/31/2017 5:06	
112 Kathy Passe	1/31/2017 12:36	
113 Jim hamel	1/31/2017 13:34	
114 Ann Stark	1/31/2017 14:14	I have lived in Highland Park for the majority of my life. I would hate to see what adding over 8,000 residents would do to our neighborhood.
115 Doug ries	1/31/2017 14:25	
116 Nicole Hamel	1/31/2017 14:35	
117 Carlos R Cruz	1/31/2017 15:06	I'm not opposed to higher density in the area, but I'm concerned about the number of housing / rental units proposed (and the height). Let's make sure this is manageable for the neighborhood, and ensure there's enough green space for the community.
118 Mike McQuillan	1/31/2017 16:31	
119 Terry Hamm	1/31/2017 16:56	This is a prime area for development given midway between the central cities, nearby natural beauty and commercial businesses. Hard to believe developing it requires 10 story buildings that would ruin the neighborhood's charm, I could live with 6 stories as a compromise.
120 Clifton Kooperman	1/31/2017 17:01	
121 Tara Syverson Wroblewsk	1/31/2017 17:53	
122 Jon Brandon Penhale	1/31/2017 18:27	This is motivated by greed and built by people who won't set foot here after the project is done.
123 Gretchen	1/31/2017 18:38	
124 Chase Hippen	1/31/2017 22:11	
125 Benjamin Babcock	1/31/2017 23:29	
126 Susan Russell	2/1/2017 0:32	
127 Joel Krech	2/1/2017 1:16	
128 Mary Dunn	2/1/2017 2:09	
129 Bill Busch	2/1/2017 11:06	
130 Gibson Batch	2/1/2017 13:24	Cut height in half, more parks. More is less.
131 John Robertson	2/1/2017 13:41	
132 kris ohnsorg	2/1/2017 17:09	
133 Brian Holmes	2/1/2017 18:39	
134 Mary Kay Nickelson	2/1/2017 19:31	This is so important - please listen to those of us living in the area.
135 Michael Dunn	2/1/2017 19:36	
136 Joe dotson	2/1/2017 20:57	

137 James Winterer	2/1/2017 21:30	Having watched in recent years the kind of development we've seen along the river corridor, from downtown St. Paul to Highland, I predicted a long time ago that we'd have large apartment buildings on the Ford site. I attended all the neighborhood meetings about the site, and for a while had hopes that the site would be more like the rest of our neighborhood. Sadly, I was wrong. This kind of density is just too much, and a disappointment.
138 Karen Brown	2/1/2017 23:11	
139 Mark Bergeron	2/2/2017 3:04	
140 Kimberly	2/2/2017 3:06	
141 Molly O	2/2/2017 3:23	Please do not build high-density housing in Highland!
142 William Busch	2/2/2017 12:12	
143 Paul Knapp	2/3/2017 0:57	
144 Tom Audette	2/3/2017 1:39	
145 Jean olson	2/3/2017 3:13	
146 Alison Midden	2/3/2017 3:23	Our neighborhood would be greatly improved with more ample space in the former Ford site.
147 Cathy clyde	2/3/2017 3:33	
148 Gina Cincinelli	2/3/2017 4:03	High density housing will increase problems from traffic to crime. Need more green space to keep Twin Cities beautiful!!!
149 Bob Graf	2/3/2017 4:23	
150 Cathy Ringer	2/3/2017 4:46	Let's keep the Highland Macalester Groveland area in a lower density standard. Crime and violence has been on an increase in the area and a large increase in population is not going to positively impact the neighborhood.
151 Kenton Johnson	2/3/2017 11:24	More community park land with less dense housing.
152 Audrey Williams	2/3/2017 12:34	
153 Sue MacMillan	2/3/2017 12:55	The traffic is already impossible on Ford Parkway, and at the intersection with Cleveland. There is no way the neighborhood can absorb so much additional traffic. It's been enough when roads are clear and dry, but in bad weather or during road construction, it would be impossible to get around.
154 Karen McCann	2/3/2017 15:24	
155 Nora Fitzpatrick	2/3/2017 15:29	
156 KT	2/3/2017 16:23	
157 janet llerandi	2/3/2017 16:50	
158 Sue Michel	2/3/2017 17:01	
159 Ida Ellis	2/3/2017 18:42	We want the Ford development kept at a low density standard.
160 Tim and Judy Giuliani	2/3/2017 23:12	We are against the planned density for the Ford property redevelopment and all of the attendant traffic congestion that will come with that many of new residents expected. Tim & Judy Giuliani
161 Bill Troxel	2/4/2017 0:39	
162 Julie Talens Paske	2/4/2017 1:36	
163 deb mulcahy	2/4/2017 17:06	We'd like many one family houses to be built in Ford location, rather than only multiple family dwellings.
164 Jacquelyn Thorson	2/4/2017 17:07	
165 jim mulcahy	2/4/2017 17:07	
166 Sarah Aamodt	2/4/2017 17:39	Please cap the bldg height and add additional green space! AND save the Ford baseball fields!!!!!! Our roads can't handle the influx of that many people and the congestion to that area.
167 S Larson	2/4/2017 18:31	
168 Stephanie Ybarra-benitez	2/4/2017 22:28	
169 James C Megas	2/5/2017 4:28	
170 Cathy Gagliardi	2/5/2017 14:28	10 stories high would be a disgrace to our Highland Park, and our roads are already too congested.
171 Tim Sabin	2/5/2017 15:48	
172 Sue McDonough	2/5/2017 17:08	

173 Roy Manuel Llerandi	2/5/2017 17:22	
174 michelle Lenhardt	2/5/2017 19:36	
175 Emily Folstad	2/5/2017 21:21	
176 Courtney Nagle	2/5/2017 23:03	We need more green space please!
177 John FW Thuente	2/6/2017 16:34	
178 Sara Homstad	2/6/2017 17:41	
179 Margaret Galvin	2/6/2017 18:32	Please pay attention to this petition, we are the people who live here and will most endure the problems associated with the current over-development planned.
180 Laurel Zaepfel	2/6/2017 20:40	
181 Ellen Stephens	2/7/2017 1:38	
182 Natalie Lepkowski	2/7/2017 3:06	
183 Nora Beckjord	2/7/2017 15:15	I have lived on Ford Pkwy since 1991. This new development will make our traffic problems more unbearable that they already are, not to mention the impact on our environment. Let's keep some open green space for our Birds and wildlife!
184 F F Peters	2/7/2017 17:58	Keep it green and clean!!! Plan for the next 100 years and beyond. We will be living communally by then.
185 Jill Treacy	2/7/2017 23:02	
186 Andrew Golfis	2/8/2017 0:56	35 years resident at 570 Mt Curve Blvd
187 Allan	2/8/2017 1:08	
188 Michael Gayle	2/8/2017 1:54	
189 Denise Spreng	2/8/2017 1:55	
190 Mary Olander	2/8/2017 3:40	
191 Donna Kufus	2/8/2017 4:01	
192 Molly hotttinger	2/8/2017 4:56	This will destroy our community forcing many families to leave highland park
193 Mary WalkerBuchanan	2/8/2017 14:24	
194 Jack Fistler	2/8/2017 18:04	I urge adoption of a low-density standard for development that reflects and embraces the "neighborhood" lifestyle of this area of Highland Park.
195 Gary Martland	2/8/2017 22:34	Great idea. Another is to swap the HGC for the land and develop Ford into. GC and HGC into residential
196 Kathy Monahan-Rial	2/8/2017 22:40	
197 Jutta R Crowder	2/9/2017 17:49	
198 angie barker	2/10/2017 17:12	
199 Michael Selon	2/14/2017 12:51	
200 melinda Bonk	2/14/2017 13:21	
201 Jenny Winkelman	2/14/2017 14:09	Why are developers and planners not REALLY listening to the residents - who both live here and pay taxes?
202 Katie thomas	2/14/2017 14:09	
203 Dan Glienke	2/14/2017 14:23	
204 Liz DeLay	2/14/2017 15:51	
205 Sandy Crippen	2/14/2017 15:55	Have lived in Highland VILLAGE for over 40 years - dpi;d ;eve tp see to remain a village - even now it is less than a village than it was - would hate to lose even more of that feel. My dream is some cottage style homes that would fit with the village style and definitely green space
206 Sharon Mueller	2/14/2017 17:06	
207 Matthews	2/14/2017 17:30	
208 roger	2/14/2017 21:51	
209 Jill Warren	2/14/2017 22:03	
210 Sue O'Neill	2/15/2017 0:49	
211 woody lievers	2/15/2017 0:52	
212 Karen kodzik	2/15/2017 1:49	

213 Catherine Selin	2/15/2017 17:10	I am concerned about the increase in population and 10 story buildings at the Ford Site. I think it will reduce the beauty and neighborhood feeling of the Highland area. The traffic congestion will be terrible.
214 Greg Nayman	2/15/2017 18:10	Ford took this area away from us and the river. We have an opportunity to create something special in its place. This should look like a park when we finish development. Let's consider what it will look like from other vantage points.
215 Kate Siebert	2/15/2017 20:34	
216 Jeff Siebert	2/15/2017 20:39	
217 Christine Nayman	2/15/2017 22:04	I am ADAMANTLY opposed to anything taller than 5 stories at the former Ford plant site - it will be incongruous to the neighborhood and an eyesore. This is NOT a good proposed option for the site
218 Inna Braginsky	2/16/2017 1:48	
219 Pat Kelly	2/16/2017 2:26	Low density!!!
220 Gail	2/16/2017 8:33	
221 Jennifer Krzmarzick	2/16/2017 11:50	
222 Sarah Dolejs	2/16/2017 13:03	I say no to high density housing on the former Ford Property.
223 Elaine Stellick White	2/16/2017 14:09	
224 Shannon Dahl	2/16/2017 14:35	
225 Margaret Johnson	2/16/2017 21:39	The appeal of highland village is The small town feel. I'm afraid that is going to be destroyed.
226 Carol Larson	2/17/2017 1:54	
227 Renate Sharp	2/17/2017 4:19	
228 Patsy Piazza	2/17/2017 4:29	Keep things no higher than 3 stories and focus on ample green space.
229 Ben Green	2/17/2017 13:07	
230 Laurie Schaaf	2/17/2017 14:13	
231 Cindy Syme	2/17/2017 16:55	
232 Aaron Paleen	2/17/2017 19:32	
233 Robert Warner	2/17/2017 22:39	
234 Katie Tuma	2/17/2017 23:18	Really look at all needs... scrutinize why high density areas would benefit Highland in the long run.
235 Laura Rubin	2/18/2017 0:57	
236 Marisa Geisler	2/18/2017 6:10	
237 Ari Finch-Koinuma	2/18/2017 10:22	
238 Scott Norquist	2/18/2017 13:57	
239 Amy coughlan	2/18/2017 18:54	
240 Carole Faricy	2/18/2017 19:05	Thanks for all your work on this project.
241 Margaret Kilpatrick	2/19/2017 0:36	
242 Susan McMahon	2/19/2017 4:32	Too dense! Local traffic effects & congestion. Get real on traffic. Rethink. More exits & entrances! Effects on adjoining homes & streets. More green space!!
243 Matthew Dunn	2/20/2017 10:41	
244 Whitney Murphy	2/20/2017 15:07	
245 Paul Murphy	2/20/2017 15:18	
246 Christine Bergeron	2/20/2017 17:46	As property owners living off Cretin which will serve as a major conduit from I-94 to the Ford Plant area this is a real concern
247 Wendi Chen	2/20/2017 19:57	We'd like to keep the population density down.
248 Hella Lange	2/20/2017 23:15	

249 Sarah Kusa	2/21/2017 0:32	New development? Yes! But with proportions of green space that fit with our already walkable, bikeable neighborhood. We choose to live here because of the density that allows us to walk and bike to businesses and schools -- this is not a new concept to those of us who have chosen high property taxes for the benefits of city life. Please, don't act as if homeowners in Highland are car-dependent opponents to these plans. We are champions of walking and biking and using transit. But we are also champions of parks, green space and the shared river vistas that make this neighborhood so appealing. Develop wisely!
250 Beverly Hoppe	2/21/2017 1:28	
251 William Hart	2/21/2017 2:11	We are concerned about the high density development because we cherish this lovely neighborhood.
252 Jim Nessa	2/21/2017 4:40	
253 Birgit John	2/21/2017 4:59	
254 jimm Crowder	2/22/2017 19:27	The proposed changes are outrageous. How can the City that I love and trust so much jeopardize safety, reduction of home values, increased traffic on residential streets? This is a sad statement.
255 Michele McQuillan	2/23/2017 1:17	
256 Deborah Jopp	2/24/2017 16:44	
257 Beth Friend	2/24/2017 16:46	Thank you for this!
258 Daniel Matschina	2/24/2017 17:27	
259 Andrea K Snow	2/24/2017 19:32	
260 Charlie Snow	2/24/2017 20:48	As a Highland resident for 33 years, I support this petition.
261 Nancy A Schneider	2/24/2017 20:51	
262 Laura Zelle	2/24/2017 21:55	I am opposed to the maximum density plan proposed and would like to see a revised lower density plan for the Ford site.
263 Saed Ikakish	2/24/2017 23:18	
264 solfrid ladstein	2/25/2017 4:02	
265 Beverly Moore	2/25/2017 12:07	Keep Highland Park great so that we don't have to add "again" in the future.
266 Lou Glad	2/25/2017 17:21	
267 Judy Vermeland-Wendt	2/25/2017 20:56	
268 Kurt Klussendorf	2/25/2017 21:11	10 stories is too high. Could go 6. Believe 10 is excessive density. Need to preserve the viewshed. Thanks!
269 Rachel Glad	2/25/2017 21:54	
270 Wendy mullaney	2/26/2017 20:27	
271 Mark Gerlach	2/28/2017 18:28	
272 Brigid Chase Curtiss	3/2/2017 1:19	
273 John Curtiss	3/2/2017 1:22	
274 Walter Grant	3/2/2017 16:25	
275 Michelle Doyle	3/2/2017 17:30	
276 Diane Michelfelder	3/2/2017 22:37	
277 Colleen Traxler	3/3/2017 1:48	
278 Andrew Traxler	3/3/2017 3:21	
279 Tom Traxler	3/3/2017 14:41	We don't need light rail either.
280 ralph moore	3/3/2017 15:33	
281 Claire Taylor-Sherman	3/4/2017 16:08	
282 Ruth Butros	3/4/2017 16:21	
283 Ginni Hughes	3/4/2017 22:31	This is just too much! The area around it will decrease in value and clog streets that can't support this volume of traffic.
284 Karen A Osen	3/4/2017 22:45	With all the great potential the Ford site has to offer, I can't believe this is the best plan that could be visualized. Go back to the drawing board, please!!!

285 Michelle Berg	3/5/2017 16:27	Please take the time needed to carefully consider the perils of density over-reach for this planned community. The very essence of St. Paul is that it is a residential city whose larger community has deep roots and a lot of personal (generational) loyalty to the area. Build a community that cultivates the idea that people are not anonymous hordes living cheek to jowl. Make it feel like the rest of the city: a big small town.
286 Laurie Koltes	3/5/2017 17:26	
287 Raymond Berg	3/5/2017 17:39	I view this as another example of the aggressive overreach of the C. Coleman administration, alongside his many developer-friendly projects such as the Palace Theater, the coming MLS soccer stadium and his desire to rezone the major cross streets up and down Snelling Ave. to allow commercial and residential structures not in keeping with the neighborhood's traditional housing and apartment stock.
288 Svetlana Kartak	3/5/2017 21:57	
289 Nalini Dube	3/6/2017 0:52	
290 Wendy Merrell	3/6/2017 3:24	Hi! I do not agree with anything over 4 stories being built on the Ford Plant site. And we have worked hard to keep our area nice. You should be planning on at least 25% green space if not more. We can not support in area and money the plan that is being supported.
291 Michael Griffin	3/6/2017 14:35	
292 John Mills	3/6/2017 15:22	To think that adding 4,000 new living units at the Ford Motor site is going to have little impact on traffic flow up and down the already busy Cretin Avenue is absurd and planning needs to widen its scope .
293 Ali Sousa	3/7/2017 5:09	
294 Lynn	3/7/2017 12:31	I am against this plan.
295 Nancy A Nelson	3/8/2017 2:31	
296 Russ Nelson	3/8/2017 2:32	
297 Katie	3/8/2017 15:50	
298 Patricia Ward	3/8/2017 23:47	I'm opposed to adding another light rail for this area (e.g. on 46th St.). This community has enough traffic, air quality and noise with it's current density (Blue line, highway 55 traffic, and airport).
299 Kirsi Halonen	3/9/2017 0:03	
300 Chris Susag	3/9/2017 0:05	
301 Hannah Foldes	3/9/2017 2:56	
302 Steven Foster	3/9/2017 3:12	
303 Ellen Stekert	3/9/2017 4:43	
304 Beth Upton	3/9/2017 12:19	
305 Danny S	3/9/2017 14:28	
306 Dolores Stoesz	3/9/2017 15:41	We need to make the site user friendly and protect the present housing in the village and not destroy our valuable image.
307 Heidi Schaeffer	3/9/2017 16:12	
308 Patricia Kelly	3/9/2017 16:59	We do not need highrises. We need single family homes, duplexes, 2-story high apartments and MUCH more green space. 4,000 max more people.
309 Christopher Jensen	3/9/2017 18:54	Stop the radical change of the landscape from residential to massive condos
310 Alisa Barnes	3/9/2017 19:24	Is this really necessary? Keep saint Paul quaint and livable. Keep its charm, that's why people want to live here!
311 Jason Keillor	3/9/2017 19:25	
312 Nancy Hovland	3/9/2017 19:53	

313 Ann Goering	3/9/2017 19:57	The proposal made by the City is entirely unrealistic. It fails to have sufficient parking and too many people for the adjoining streets to support. It is based upon an unrealistic, utopian view of how people should use vehicles rather than the reality that this is Minnesota where people with kids, older people, and just most people in general are not going to bike in the winter, or carry their groceries several blocks with little kids in tow from public transportation. People need cars to get their kids to soccer practice, and a place to park those cars. They need cars to get to the doctor and take the dog to the vet. The failure to recognize these facts will turn our neighborhood into a backlogged traffic nightmare.
314 Jennifer Fleming	3/9/2017 20:04	
315 Tara H	3/9/2017 20:28	
316 Cathy Iffert	3/9/2017 20:51	
317 Matthew Bjelland	3/9/2017 21:01	
318 Kate Diamond	3/9/2017 21:02	
319 Susan Bullard	3/9/2017 21:03	I encourage the planners to reduce the density of the Ford Plant project, including reducing the height of the buildings and increasing the green space.
320 Joan Hummel	3/9/2017 21:27	
321 Sheryl Sloane	3/9/2017 21:56	Don't need more people and cars in area.
322 Etta Lambright	3/9/2017 22:03	
323 Graham Gilson	3/9/2017 22:28	
324 Owen Ekman	3/9/2017 22:48	lower density, more green space and no rail of any kind is what I'm hearing from everybody
325 Lucie Ochs	3/9/2017 22:49	
326 J Cohen Press	3/9/2017 23:58	The former Ford site is not designed for high-density housing. High-density housing (or high-rise commercial buildings) will destroy the livability of Highland Park.
327 Sondra and Dwaine Glase	3/10/2017 0:26	
328 Barbara Bjelland	3/10/2017 3:29	This is very inappropriate for the Highland neighborhood, to say nothing about the increased traffic because of the excessive density. Edina Realty can build in suburban office park if that is what they want!
329 John Crosby	3/10/2017 3:45	
330 Julie OBrien	3/10/2017 3:49	
331 Emily Danberry	3/10/2017 6:27	
332 Kathleen Deming	3/10/2017 7:53	I personally think the entire site should be allowed to revert to a wild park, such as Crosby park with trails through it. The sad fact is that once a site has been built upon, it never reverts to a natural space for wildlife. And it would soak up a lot more rain drain off than all the piddling rain gardens! Let's go wild!
333 Judy Brink	3/10/2017 13:04	
334 John Elsner	3/10/2017 13:27	I am for development on this site. I believe, as many others do, that the proposed density is too high. Please make sure the buildings are made from brick and stone, not that sham stucco, or concrete panels painted in colors.
335 Marsha Bell	3/10/2017 18:51	
336 marijo wunderlich	3/10/2017 20:48	
337 jerry farrell	3/10/2017 22:39	
338 Judith Scoville	3/11/2017 0:34	
339 Marta Ljungkull	3/11/2017 20:00	
340 Gisela Peters	3/13/2017 21:01	The Ford plant site offers a unique opportunity for St. Paul to create a livable community with abundant green space - from which the entire city will benefit.
341 Nick Shannon	3/14/2017 14:05	
342 Padraic S McGuire	3/14/2017 21:48	
343 Brian Stevens	3/17/2017 14:00	
344 Andy Pilney	3/18/2017 17:50	I support the preservation of St. Paul.

345 Betsy Judkins	3/18/2017 18:07	I wish the Ford site was JUST trees and trails, a quiet place. Mr. Tolbert only cares about tax money.
346 Troy Alexander	3/18/2017 20:18	
347 Jennie Weber	3/18/2017 21:18	
348 Paula Webster	3/19/2017 3:19	
349 Ed Michels	3/19/2017 4:15	
350 Steve DuMond	3/19/2017 14:44	We don't want a mini downtown St. Paul.
351 John Faison	3/19/2017 15:51	
352 Barb Thukral	3/19/2017 18:21	
353 Jeff Wright	3/19/2017 22:19	
354 Kevin Cunningham	3/20/2017 3:00	
355 Amy Fink	3/20/2017 5:15	
356 Theresa griep	3/21/2017 14:31	
357 Laura Senger	3/22/2017 12:44	
358 Nancy Huspek	3/24/2017 22:07	
359 Michael Pickett	3/27/2017 2:51	
360 Brian N Holmes	3/29/2017 23:48	
361 Alissa Lawler	4/4/2017 13:44	
362 David Bird	4/4/2017 23:38	This plan is terrible. The council members that support it should be exposed as the frauds that they are. People are taking bribes to push this through. This is criminal.
363 Jan Whitman	4/5/2017 0:50	
364 Peggy Dunham	4/8/2017 1:57	
365 Joanne Routzahn	4/11/2017 23:46	
366 Kathy Stack	4/19/2017 23:16	
367 Linda Moeller	4/20/2017 2:05	
368 Mark Seuntjens	4/20/2017 13:39	
369 Emily Saunders	4/25/2017 22:21	I feel very strongly about this.
370 Patricia Golfis	4/26/2017 14:46	This plan will adversely affect Highland Village as planned. Let's make this a positive for the village by creating more green space and less housing and traffic.
371 Melissa Mack	4/29/2017 20:38	
372 Charles Beckjord	4/29/2017 20:45	isnt Highland, and st. paul, dense enough? Obviously, something will go where ford plant is, but it has to fit our infrastructure.
373 Suzanne Quinn-McDonal	4/29/2017 22:20	I'm excited about the Ford site development, but would like to see the lowest density plan possible. I am concerned about the health of our waterways.
374 Caitlin Weixel	4/29/2017 23:03	
375 Leigh Homstad	4/30/2017 0:20	
376 Gail Gislason	4/30/2017 0:44	
377 Burcu Yordem	4/30/2017 3:16	
378 Joseph Rush	4/30/2017 13:03	Please do not increase traffic on the surrounding streets.
379 Wendy Harter	4/30/2017 18:45	
380 Tara Wroblewski	4/30/2017 18:46	
381 Craig Farmer	4/30/2017 19:17	The character of this entire area is at risk of losing the charm & neighborhood feel which drew most of us to buy homes here. The 4 story building on Cleveland Ave. South is a good example of bad design. A 6-story building at Snelling & St. Clair was recently rejected. I don't oppose development of the Ford site, it just needs to be a coherent addition to the existing neighborhood
382 Dr William Brendel	4/30/2017 23:03	
383 Kelly deRosier	5/1/2017 0:27	
384 Agnes Mulvihill	5/1/2017 1:07	
385 Joe MacDonald	5/1/2017 1:43	
386 Marina	5/1/2017 3:43	
387 Renee Genereux	5/1/2017 9:42	

388 Anne Lynch	5/1/2017 10:52
389 Jaqueline Huber	5/1/2017 11:54 NO builds over 4-stories
390 Lee Ericksen	5/1/2017 20:50
391 Craig Davidson	5/1/2017 21:20
392 Vic Desotelle	5/2/2017 13:45 Design for human value first.
393 Yvonne Leick	5/3/2017 14:38 Keep our community to the size it can manage.
394 Jennifer Stewart	5/3/2017 16:50 As a Highland Park Resident I am concerned about the high density growth proposals on the table. I get that there is pressure to maximize the tax base as much as possible, but I do not believe it is worth compromising the quality of life that makes the area a desirable place to live.
395 Valerie Green	5/3/2017 17:13
396 Jeffrey Marks	5/3/2017 17:34 High density development is crazy. It would cause too many problems such as traffic mayham and it will destroy the neighborhood's character
397 Tess Kavanagh	5/4/2017 2:22
398 Carson Vaillancourt	5/4/2017 2:29
399 Christine Page	5/4/2017 4:00
400 Patricia Mathews	5/4/2017 4:46
401 Joseph Grossbaum	5/4/2017 7:11
402 Celine Vachon	5/4/2017 12:56 My kids walk home from school crossing both Cretin and Cleveland at the lights. They have had several near misses with the already extreme congestion and I worry what such high density housing will mean for our livable and walkable neighborhood.
403 Kathryn McGuire	5/4/2017 14:47
404 Katie Grohs	5/4/2017 15:23 We are a residential area and we should stay that way.
405 Deb Dornfeld	5/4/2017 16:25 More green space! Less big monstrosities!
406 Ben Thomas	5/4/2017 17:05
407 Thomas McNamara	5/4/2017 19:38
408 Tisha Burke	5/4/2017 20:24
409 Michael McGuire	5/4/2017 20:31 Stop the madness
410 John Dery	5/4/2017 20:38
411 Joe Rubbelke	5/4/2017 23:42
412 Liz White	5/5/2017 0:45 As a first-time home buyer, I am REFUSING to look at homes in STP that are anywhere close to Highland BECAUSE of this proposal. This will absolutely destroy the neighborhood.
413 Elizabeth brady	5/5/2017 1:23
414 Robert B Winsor	5/5/2017 3:22
415 Thomas cerrito	5/5/2017 3:43 Really? Let's make Highland into uptown? No thanks
416 Steve Busse	5/5/2017 3:49
417 Tom Goldstein	5/5/2017 6:48 We need a moratorium on this project until we get consensus among the many constituencies affected by the draft plan and eliminate the substantial tax-increment financing planned for the site.
418 Fred Johnson	5/5/2017 19:15 I will sign this, but the City is not listening -- We will use the power of our vote to drain the St. Paul swamp
419 Beth Hoppe-Stidham	5/5/2017 22:27 St Paul has a proud tradition of maintaining green space and prioritizing adequate livability standards when doing their city planning. Development can't just be an exciting new tax base. It needs to consider long term quality of the community--to ensure an ongoing strong tax base. Don't let this beautiful productive neighborhood decline through overdevelopment.
420 VINCENT SCHIK	5/7/2017 20:20
421 Peter Schik	5/7/2017 20:22
422 Brian Lindell	5/8/2017 21:51
423 Tom Kreuzer	5/8/2017 21:52
424 E Peterson	5/8/2017 22:49
425 Dave Vernon	5/8/2017 23:57

426 Trevor Gunderson	5/9/2017 0:38	
427 Amy Weier	5/9/2017 0:51	
428 Matthew Reinartz	5/9/2017 2:15	
429 Heather Guggemos	5/9/2017 11:12	
430 Ben Mingo	5/9/2017 11:35	
431 Roger Norris	5/9/2017 15:47	
432 Lynn Carroll	5/9/2017 17:05	
433 Jean Hallermann	5/9/2017 17:27	
434 Robert Wicker	5/9/2017 18:54	
435 Tom Dietsche	5/10/2017 0:31	Traffic is the big issue, the city has not been realistic in studying how bad traffic would become on Cretin and Mount Curve (to get to 94), with a high density living plan. No, they aren't all going to become bikers and busers. Use current car usage rates and trends over the last 10 years to project, not some dreamy-eyed illusion.
436 Mary	5/10/2017 3:03	
437 Lauren Siever	5/10/2017 3:35	
438 Meg Arnosti	5/10/2017 12:31	We do not want to lose the charm of our special neighborhood by adding such a large amount of density.
439 Mindy Kurzer	5/10/2017 13:33	
440 Elizabeth Wroblewski	5/10/2017 13:58	Please keep the Ford Site within the character of Highland Park so that it melds better with its surroundings. That will attract people to the Ford Site too!
441 Lori Brostrom	5/10/2017 15:12	
442 Brian Bartholomay	5/10/2017 15:22	
443 Pamela Zagaria	5/10/2017 16:21	
444 Mal Mingo	5/10/2017 16:52	
445 Pamela Schmid	5/10/2017 16:56	
446 William Maloney	5/10/2017 18:33	and don't reduce the low income offerings just to please the developers and tax base. Do the just and right thing. Thank you.
447 Laura Murphy	5/10/2017 20:41	
448 Barbara Cox	5/10/2017 22:56	
449 Laura L Machtemes	5/10/2017 23:00	
450 Amy L Williams	5/10/2017 23:18	
451 Deborah Mulcahy	5/10/2017 23:41	I'd like some single housing units and limit of 4 story buildings.
452 Philip Erickson	5/11/2017 0:08	The proposed density is outrageous!
453 Al Tarara	5/11/2017 0:27	
454 Kate Hebel	5/11/2017 0:37	
455 Gina Tarara	5/11/2017 1:02	
456 Pat McDonough	5/11/2017 1:41	
457 robert mason	5/11/2017 1:58	
458 Martin Kappenman	5/11/2017 2:01	
459 Kurt Kipfmueller	5/11/2017 2:08	
460 William Kobett	5/11/2017 2:34	
461 Robert Jastram	5/11/2017 2:46	
462 Therese Pautz	5/11/2017 3:13	I oppose a high density plan for the Ford site.
463 Mark Thompson	5/11/2017 3:32	
464 Penny Norquist	5/11/2017 3:46	
465 Elizabeth Kappenman	5/11/2017 3:52	
466 Brenda Erickson	5/11/2017 8:04	Have the guts to admit this WILL permanently change Highland Park.
467 Bruce Dressen	5/11/2017 12:31	There is no need for this high of density in this location. There is not sufficient infrastructure to effectively support it. This appears to be a tax grab to finance the development. I do not believe that the proposed amendments in this petition are unreasonable.
468 Christine R Aerts	5/11/2017 13:34	
469 Jane Lagerquist	5/11/2017 13:38	

470 Kari Chase	5/11/2017 14:41	Thank you for pulling this together.
471 Janice Martland	5/11/2017 15:26	
472 Virginia Ryan	5/11/2017 15:47	
473 Katie Martin	5/11/2017 15:49	
474 Phillip Yetter	5/11/2017 15:49	Keep St Paul and Highland Park "livable" for all our residents: we need more green space, less density, less traffic in the new development.
475 Lai Ying	5/11/2017 15:57	The infrastructure around that area does not support that amount of growth in population.
476 physicus77 Yetter	5/11/2017 15:57	
477 Kaleigh McDonnell	5/11/2017 16:09	
478 Petra Fager	5/11/2017 16:16	Highland park resident on Pinehurst
479 Todd Grover	5/11/2017 16:20	
480 Abby Grantham	5/11/2017 16:25	
481 Kimberly Dumitrica	5/11/2017 16:26	
482 Emily Kleiber	5/11/2017 16:32	
483 Peter Kleiber	5/11/2017 16:36	
484 Matt McGuire	5/11/2017 18:00	Not opposed to developing the ford site and welcoming new neighbors but am against increasing the population by 30% in a manner that does not fit with the neighborhood.
485 George Hoppe	5/11/2017 18:28	
486 AshleyeGeorge	5/11/2017 19:39	
487 Maria Brendel	5/11/2017 19:52	
488 Lindsey Machtemes	5/11/2017 20:41	
489 patricia smith welles	5/11/2017 21:51	
490 Mary Stupka	5/11/2017 23:40	
491 Samantha Mason	5/11/2017 23:54	I would really like the city to investigate traffic conditions in and out of this area before going further on development plans! The traffic in the area is bad already.
492 Craig Dock	5/12/2017 0:04	
493 William Tamlyn	5/12/2017 0:05	
494 Thomas Romens	5/12/2017 0:47	10 story buildings are out a scale in residential neighborhoods.
495 Gregg Angell	5/12/2017 0:54	
496 Dan Fritze	5/12/2017 0:59	
497 Gail peterso	5/12/2017 1:09	
498 Laura Angell	5/12/2017 1:35	
499 Frances Wilke	5/12/2017 1:46	
500 Virginia Johnson	5/12/2017 2:07	We strongly agree with this petition.
501 Nancy Foote	5/12/2017 2:12	
502 Alexandra McDowell	5/12/2017 2:17	
503 Michael Foldes	5/12/2017 2:31	I have been to a number of community meetings and am not satisfied with the remediation options offered to address the very real concerns we have raised. Lower density appears to be the only viable solution. We cannot absorb this much traffic or people.
504 Rae Cornelius	5/12/2017 3:18	Way too many residents & not enough green space. This plan does not support the character of the neighborhood.
505 Anne McQuillan	5/12/2017 4:19	the planning commission needs to take into account that rental units can legally have 2 people per bedroom. they should have to plan on the maximum number of possible residents when doing impact plans on people,vehicles etc. For instance a 2 bedroom unit could have 4 residents and 4 cars.
506 Beverly Moor	5/12/2017 4:29	Please consider quality of life over a larger tax base or you will lose in the end.
507 Delina Ferfon	5/12/2017 4:32	To many residents for proposed ford site. We don't have the infrastructure for the amount proposed to add, parking, or roads to handie the increase in traffic to the area.
508 Paul Ferfon	5/12/2017 4:34	

509 Tammy Reno	5/12/2017 11:17	
510 Jeri Lu Mattson	5/12/2017 13:24	
511 karen james	5/12/2017 13:44	
512 Tyler Penniman	5/12/2017 14:18	Please do not allow the density of housing that is being proposed. There is no way the neighborhood can absorb that level of population increase.
513 John Wetschka	5/12/2017 16:17	
514 Clarence Chapliin	5/12/2017 16:44	I believe 3400 housing units and a population increase of 5000-7000 would result in significant increase in congestion. I ask the city to take another look at this and reduce the planned density
515 Susan Olshanski	5/12/2017 17:43	This will change what makes living in St. Paul/Minneapolis so great.
516 Bill Long	5/12/2017 17:59	
517 Barbara Mingo	5/13/2017 0:40	
518 Kim Ditter	5/13/2017 3:01	Love Mac Groveland and the small town feel! Cretin Ave and Cleveland Ave are already too busy. Don't ruin it!!
519 Angela Terry	5/13/2017 3:34	
520 Ashley Kirr	5/13/2017 3:54	
521 Mary and Bob Warner	5/13/2017 12:47	Time to listen to the neighborhood. We love and support highland. Tone it down and remember less is more.
522 Margie Makredes	5/13/2017 13:24	It us extremely important to maintain a comfortable lifestyle in St. Paul and particularly Highland Park. High density housing is prone to many problems and can turn into a slum environment. St. Paul has a once in a life rime chance to get the development right.
523 Elizabeth Rita Goihl	5/13/2017 14:37	
524 Kristie Estes	5/13/2017 14:55	
525 Frank Delaney	5/13/2017 14:57	
526 Kate Lefebvre	5/13/2017 15:06	Highrises would totally ruin not only Highland Village but surrounding neighborhoods as well. This is so shortsighted to allow this.
527 Justin Young	5/13/2017 16:15	
528 Trisha Kes	5/13/2017 16:32	
529 Anne Yuska	5/13/2017 16:48	Anything over 4 stories is too tall and anything over a short block long is too long! We can still have higher density without confusing high with height!
530 Sara Weil	5/13/2017 18:38	
531 Jmes Neece	5/13/2017 18:40	
532 Alec Syme	5/13/2017 18:55	
533 Stacey Von Waldc	5/13/2017 21:39	
534 Terri Yetter	5/13/2017 21:44	Please reduce the density and add more green space to make the neighborhood livable for all. This development doesn't need to be another Calhoun Square.
535 Tom Mountain	5/13/2017 21:49	
536 Jill Gebhardt	5/13/2017 22:06	
537 Kate Knapp	5/13/2017 22:16	
538 Patrick Beedle	5/13/2017 22:39	
539 Emma Broadnax	5/13/2017 23:12	
540 carolyn brandt	5/14/2017 0:57	There needs to be a special commission to look at traffic. Along with this, a space analysis. Third, how will this plan affect the river. Forth, our neighborhood has character and its design is essential to stay with its history. Building apartment buildings, along with duplexes and single homes is consistent with what we have now. Building 10 story buildings is not. More studies and neighborhood meetings is essential. We all moved to this area for it charm and small city feel, very different than our cosmopolitan twin.
541 Ben Rains	5/14/2017 1:41	
542 Laura K	5/14/2017 4:02	
543 Robert Sutherland	5/14/2017 5:07	
544 Shari Lauren	5/14/2017 5:22	
545 Joe and Lori McCabe	5/14/2017 10:52	

546 Jim and Linda Sund	5/14/2017 11:14	
547 Becky Amidon	5/14/2017 11:36	
548 John Kingrey	5/14/2017 13:38	I support appropriate/reasonable use of the Ford site. The current plan is too much high-density development.
549 Gene Sonnen	5/14/2017 14:23	
550 Jessica Glendenning	5/14/2017 15:39	
551 Aaron Klein	5/14/2017 17:03	
552 Steve Bloomquist	5/14/2017 17:55	Need a better plan.
553 Judy Neece	5/14/2017 18:42	
554 Soren Mahowald	5/14/2017 18:52	there is no reason for this development to try and jam that many people and cars in Highland...
555 Dan LaManna	5/14/2017 19:43	Keep St. Paul boring. :)
556 Erin LaManna	5/14/2017 19:46	
557 Carol Engel	5/14/2017 21:24	
558 Laura Benton	5/15/2017 0:10	
559 Kristen Fellows	5/15/2017 2:45	
560 Beau Beck	5/15/2017 2:48	
561 Peg Corneille	5/15/2017 2:55	
562 Noreen Bird	5/15/2017 3:13	The current plan will ruin the neighborhood. It is based on assumptions and false statements, it opposes logic. More people =more traffic =less family friendly. It is that simple.
563 Sue O'Neill	5/15/2017 4:47	
564 Ray Fini	5/15/2017 11:07	
565 Katy Fini	5/15/2017 11:14	
566 Eileen Mueller	5/15/2017 11:21	
567 Liz Longval	5/15/2017 11:46	
568 Bj rains	5/15/2017 13:02	The traffic is already terrible, adding that many new people to the area would be a disaster.
569 Paul Nicholas	5/15/2017 13:15	While I no longer live in the area, I was a long time resident and continue to be a frequent visitor because of a number of friends. I've found myself going to the area less in recent years because the increase in traffic/people is paralyzing. I love the area and it makes me sad to see it losing it's charm to the high-density approach currently so popular in urban planning.
570 Joel Smolarek	5/15/2017 13:47	
571 Jesse Onkka	5/15/2017 14:43	I live on Cretin Ave, 7,000 more people coming and going every day would make it impossible for me to get out of my own driveway. While not all of them would come down my street it's the fastest way to 94 and the main route people take to and from both downtown's each day as they head to work.
572 Curtis Chandler	5/15/2017 15:16	
573 Colleen Galloway	5/15/2017 15:43	I want a tiny house community on this site. Sustainable and lots of green space.
574 Connie Lindblade Ferguso	5/15/2017 16:49	
575 Leslie Bonk	5/15/2017 17:20	
576 Danny Stark	5/15/2017 17:44	
577 Suzanne Anderson	5/15/2017 17:57	
578 Mary Bess Michaletz	5/15/2017 19:16	
579 Joseph Milner	5/15/2017 20:18	
580 Melissa Varanasi	5/15/2017 23:33	
581 Dianne Ploetz	5/16/2017 4:30	
582 Linda and Dan Burns	5/16/2017 7:19	
583 Mark B	5/16/2017 12:43	Please keep highland park livable. Traffic has already become a nightmare and the roads are literally falling apart. More businesses, homes and traffic needs to be addressed in a logical common sense way that keeps our neighborhood functioning and livable
584 Tim	5/16/2017 17:49	

585 Leah Larson	5/16/2017 18:24	
586 Lynn Marceau	5/16/2017 19:55	Please don't ruin what could be an amazing addition to St. Paul. High density living is not the answer.
587 Casey Stephens	5/17/2017 0:47	
588 Will Hoppe	5/17/2017 1:45	
589 Enoch Peterson	5/17/2017 2:24	
590 Karen Osen	5/17/2017 2:48	25% green space is minimal, and infrastructure won't support 8600 new residents. Get real! Be reasonable! Everything in moderation!
591 Thomas Dvorak	5/17/2017 12:14	Elected officials work for us, the citizens (newsflash). Listen to what we, the citizens, support for our neighborhood!
592 Richard Rosenberg	5/17/2017 13:23	
593 Ronald Bennett	5/17/2017 14:26	
594 David Wallinga	5/18/2017 13:07	
595 Elizabeth Hayes	5/18/2017 13:08	
596 Stephanie Ross	5/18/2017 13:35	
597 Laura Walter	5/19/2017 12:59	
598 Joe Walter	5/19/2017 13:02	
599 Ryan Lins	5/19/2017 17:47	Highland Park/village homeowner
600 Karen Kirkhoff	5/19/2017 19:51	
601 Dianne Kocourek Ploetz	5/20/2017 4:09	
602 D swanson	5/20/2017 4:57	
603 Camille mondry	5/20/2017 9:26	
604 Natalie lovejoy	5/20/2017 11:54	Keep more green space, make the buildings fit the landscape and consider the traffic which is already always backed up. This isn't a great opportunity to build some incredible community space. It's 2017, let's design this space thinking forward for our children. Follow the shapes of the river. This grid is not forward thinking. Think, Centennial lakes in Edina. Fountains, a performance space, integrated recycling and compost educational areas. Solar power, and curved streets. These are modern times. Let's stay ahead of that.
605 Mary Saul	5/20/2017 12:47	
606 Kate Mura	5/20/2017 13:17	Green space is important. The increased number of automobiles and trucks in Highland Village is not a pleasant sight. Developing the vacated Ford Plant space is important but needs to retain the character that has made it attractive as it is. I have toured the new 4-story building on Cleveland Avenue & Highland Parkway and am not at all pleased at the prospect of more buildings of that size in our area.
607 Heidi Tamlyn	5/20/2017 13:29	
608 Heather Phillips	5/20/2017 19:25	
609 Mauri Lyn Evans	5/20/2017 19:30	
610 S hamill	5/20/2017 20:53	More starter homes. There is demand from young families and lower income....stop the high density high rises.
611 Mark Wingerd	5/20/2017 21:51	
612 Ann Tinnes	5/20/2017 22:28	
613 Malena	5/21/2017 2:28	
614 Bill warner	5/21/2017 4:25	We need T2 zoning. The traffic will be a nightmare otherwise. The pkwy will be overrun with cars.
615 Elijah neumann	5/21/2017 14:42	
616 Roseann Rogers	5/21/2017 15:39	
617 Michael larson	5/21/2017 17:16	
618 Jason Kaufman	5/21/2017 18:27	
619 Jonie Hansen	5/21/2017 19:12	
620 Kevin	5/21/2017 23:30	
621 Katherine Montague	5/22/2017 1:54	

622 Amy G	5/22/2017 4:04	Please do NOT WRECK what could be a beautiful and thoughtfully, tastefully planned new space for Highland Park!
623 Jean Eich	5/22/2017 12:26	
624 Elizabeth Drumm	5/22/2017 23:00	
625 Bill Rogers	5/23/2017 12:38	
626 Bonita Benson	5/23/2017 21:18	I agree totally with the general thought which states that the plan as it is means over-development for the area.
627 Lori Lins	5/24/2017 0:04	
628 Michael J Jendro	5/24/2017 1:31	
629 Mariah Wold	5/24/2017 1:56	
630 Jim McGuire	5/24/2017 3:28	
631 Megan Brown	5/24/2017 3:53	
632 Brett Charpentier	5/24/2017 5:26	
633 Shawn Maguire	5/24/2017 8:27	
634 Allison McLaughlin	5/24/2017 10:49	
635 Ian Davy	5/24/2017 11:01	
636 Sheila Torres	5/24/2017 11:19	
637 Lorelei Weidman	5/24/2017 11:31	
638 Nicole Bettenburg	5/24/2017 12:21	
639 Jenna	5/24/2017 12:53	
640 Charle	5/24/2017 13:06	
641 Court Winjum	5/24/2017 13:29	I'm in
642 Jeff Quinn	5/24/2017 15:39	
643 James B Voigt	5/24/2017 15:53	
644 Lauren E Voigt	5/24/2017 15:53	
645 Natalie M	5/25/2017 1:15	
646 Gabe Stejskal	5/25/2017 4:29	
647 Paula Jungbauer	5/25/2017 14:05	
648 Sam Tsai	5/25/2017 14:20	
649 Ellen Muschenheim	5/25/2017 15:37	
650 Kathleen Helgeson	5/25/2017 19:12	
651 Debra Burns	5/25/2017 22:09	
652 Mary Joy Breton	5/26/2017 0:37	Thank heaven, Highland Park citizens are now organizing to resist the excessive buildout proposals being put forward. More power to everyone who is joining this critical effort.
653 Carol Broadnax	5/26/2017 2:00	
654 ML Wilm	5/26/2017 2:32	I'm in favor of less development particularly in sensitive areas such as the Mississippi River Gorge, a National Park.
655 Denise Breton	5/26/2017 13:14	The plans being pushed through are all for the developers and politicians and not for the residents. We need lower density housing, more green spaces, and not one taxpayer dollar spent on bankrolling developers, the returns of which we would not see for 25 years! Thank you to Neighbors for a Livable Ford Village for fighting this plan, which is so far beyond what the neighborhood can bear. Once a bad plan goes through and the developers take their money and leave, we live with the outcomes forever after.
656 JJ Stanwyck	5/26/2017 16:32	
657 James Schroedermeier	5/27/2017 11:07	
658 George Keller	5/27/2017 23:12	Please don't create a worse traffic and pollution issue for this area. We need more green spaces and we have enough condos!
659 Jessie King	5/28/2017 1:59	Please keep this re-development realistic so that it works in the community, keep our green space and make it a livavble area. Please don't forget that we all live here and need to make it work for all of us.
660 Sandy Audette	5/28/2017 12:33	
661 Maleiha Russell	5/29/2017 5:41	

662 Ryan Bluhm	5/29/2017 14:51	I support this petition
663 John Neuville	5/29/2017 23:25	
664 Miriam Holmes	5/30/2017 1:13	
665 Christina Boyd-Smith	5/30/2017 20:51	I would like to see more single family housing and green space as part of the plan.
666 Florence Bittner	5/30/2017 21:45	Cretin Ave is now a busy street and can not handle more traffic
667 David Anderson	5/31/2017 1:28	
668 Maria taft	5/31/2017 18:40	
669 Michele Byfield Angell	6/1/2017 1:16	
670 Paula Long	6/1/2017 1:58	
671 Mary Dienhart	6/1/2017 2:24	
672 Nancy Flinn	6/1/2017 10:41	
673 Jean Rowe	6/1/2017 13:18	Please rethink this!
674 Dan Olson	6/1/2017 13:31	
675 Theresa Glomb Miner	6/1/2017 14:01	
676 Molly Sarakaitis	6/1/2017 14:05	
677 Linda Abbott	6/1/2017 14:27	
678 Shani Norberg	6/1/2017 15:48	Adding 7,200 more residents on the site represents a 30% increase to all of Highland in one very small plot of land and would make the density of the Ford site greater per square mile than New York City. Very concerned about the high density of residents and lack of green space proposed.
679 Michelle Stark	6/1/2017 15:52	
680 Kevin Berg	6/1/2017 16:23	I have lived in Highland all my life. This much density just doesn't make sense to me.
681 Stuart Fagrelus	6/1/2017 17:24	
682 Rosemary Fagrelus	6/1/2017 17:26	
683 Sheila Czech	6/1/2017 18:01	
684 Stacey Boehm	6/1/2017 18:04	
685 Maureen Czech	6/1/2017 18:07	
686 Dennis Czech	6/1/2017 18:31	
687 Kevin Henseler	6/1/2017 18:43	
688 Janet McClelland	6/1/2017 21:05	
689 Patrick Midden	6/1/2017 21:43	
690 Jay Johnston	6/1/2017 22:33	
691 Susan Duffy	6/1/2017 22:35	
692 James R McQuillan	6/1/2017 23:29	
693 Suzie Lannan O'Hara	6/1/2017 23:47	I say no to the high-density housing plan for the Ford Plant Site in Highland Park! The input of those who live and own homes in this area is paramount in the decision-making process.
694 Anthony Czech	6/2/2017 1:33	
695 Cristina Arellano	6/2/2017 13:22	
696 Ed Harley	6/2/2017 17:38	Keep Muslims out of Highland Park
697 Paul Molitor	6/3/2017 6:15	
698 Diane Stupka	6/3/2017 11:15	
699 Shawn Wood	6/3/2017 12:28	
700 Jane Tracy	6/3/2017 12:47	
701 Martha	6/3/2017 13:04	
702 Kathryn McRae	6/3/2017 13:22	
703 Bob Stupka	6/3/2017 13:54	
704 Lolly Salmen	6/3/2017 14:33	

705 Susan Martland	6/3/2017 14:35	As a resident of Highland Park, living on Montreal, it is apparent that the various council members and organizations are looking solely at \$22 million in tax revenues. Input from citizens means nothing while tax dollars means everything. Why not build out downtown StP / the East side / other neighborhoods that are easier to gentrify? What we need is not high density but starter homes! What makes Highland stable is property value stability, local schools, and family values / low crime /. Let's keep it that way!
706 Gretchen McGuire	6/3/2017 15:40	Opposed to high density proposal for Ford Plant site development
707 Molly Hardy	6/3/2017 16:02	
708 Barb Donohue	6/3/2017 16:42	
709 Jason Wei	6/3/2017 16:48	I support T2 zoning.
710 Patrick Murphy	6/3/2017 17:16	
711 Alex Lawler	6/3/2017 18:44	
712 Matt michel	6/3/2017 19:38	
713 Kristen Hutchinson	6/3/2017 19:46	We must have standards to keep Highland the gem that it is!
714 Jane Wei	6/3/2017 20:46	
715 Maggie lanasa	6/3/2017 21:53	
716 Dan LaNasa	6/3/2017 22:48	
717 Virginia Hickey	6/3/2017 22:59	
718 Theresa Ayers	6/3/2017 23:02	My Dad and Grandpa both worked for Ford. I live in Highland Park and frequent the Village. Huge, eye sore buildings at the old Ford plant site is a horrible idea. #staygreen #staysmall
719 Michael Matheny	6/3/2017 23:20	
720 Deborah Patterson	6/3/2017 23:21	
721 MaryAnne C Peterson	6/3/2017 23:56	
722 Jane Delaney	6/4/2017 2:19	
723 Shannon Norton	6/4/2017 2:49	
724 Trisha Burt	6/4/2017 12:19	
725 Jane H Maguire	6/4/2017 14:59	
726 Nora Nell Hamburge	6/4/2017 15:03	
727 Anna Plasch	6/4/2017 22:51	
728 Peggy Rolfes	6/4/2017 22:55	
729 Alex Horgen	6/5/2017 0:11	I'm concerned that the plans will give a population explosion to the area without the requisite infrastructure.
730 Mike Jendro	6/5/2017 1:52	
731 Molly hottinger	6/5/2017 2:05	
732 Jim giefer	6/5/2017 3:00	
733 William J Hickey	6/5/2017 13:03	
734 Paul Peterson	6/5/2017 14:36	The current proposal will cause too much congestion in an area that is already congested in regard to traffic and parking. We also need more green space. This is our chance to do it right.
735 Michele Rose McQuillan	6/5/2017 15:22	
736 Jane Foley	6/5/2017 16:05	
737 Kristi Haselman	6/5/2017 19:58	
738 Christopher Peterson	6/5/2017 19:59	
739 Ann Pampusch-Love	6/5/2017 20:44	
740 Allie Haselman	6/5/2017 21:06	
741 Tom Donohue	6/6/2017 1:39	
742 Nancy Grace	6/6/2017 2:36	Do not build this level of density in a fairly land locked Ford plant site! This will permanently change the neighborhood to an ultra dense population. Roads will be overcrowded. Rather than a relaxed neighborhood setting, this area becomes a stressor on all people and systems in the wider area.
743 Dennis McGuire	6/6/2017 2:43	

744 Anne Rodenberg	6/6/2017 3:28	Highland is already overbuilt. Please do not destroy the last remaining green space and cause more crowding with a high-density plan!
745 David Stein	6/6/2017 3:51	The current plan will result in a dramatic and negative change in the amount of traffic. In the best case scenario (according to the traffic study) there will be over 17,000 additional vehicle trips per day. Standard traffic engineering analysis says the number will be more than twice that. What will that do to the livability of Highland Park?
746 Glen Carpenter	6/6/2017 15:09	
747 Madeline stein	6/7/2017 5:56	
748 Bob Carruth	6/7/2017 11:51	
749 Emily S	6/7/2017 13:47	I do not support increased traffic and huge housing developments. Everything in moderation would be better. The residents of highland village matter.
750 Tricia runyon	6/8/2017 2:35	
751 Anna Carlson	6/8/2017 3:37	
752 Thomas Witkowski	6/8/2017 23:15	
753 Susan Tegt	6/9/2017 12:29	
754 Tom Bates	6/9/2017 17:43	No to high density and TIF. Yes to greenspace and a business park.
755 Joseph Dunford	6/9/2017 21:13	
756 Cookie Coleman	6/12/2017 20:14	
757 Rebecca Scheig	6/12/2017 20:49	Please don't do this!! The area could be developed in a way that is more viable for the community.
758 Rachel Csintyan	6/13/2017 13:39	
759 Roy Llerandi	6/13/2017 13:51	I have lived in highland park 60 years. And it is so overcrowded now .The city doesn't care or know what they are doing. I am afraid soon after they ruin the Ford plant site only option is to move out of highland.
760 Thomas Schwind	6/13/2017 14:21	
761 Louis	6/13/2017 15:03	
762 Rachel Hartman	6/13/2017 15:12	
763 Rebecca A Stewart	6/13/2017 15:28	
764 Nick Haugen	6/13/2017 15:56	
765 Joseph McQuillan	6/13/2017 16:09	This is ridiculous.
766 Brian McSherry	6/13/2017 16:16	
767 Maddie Mingo	6/13/2017 16:49	quality not quantity...
768 Margaret Endres	6/13/2017 16:52	
769 DOROTHY C STEWART	6/13/2017 16:58	
770 Matt Sullivan	6/13/2017 17:05	
771 Megan Berg	6/13/2017 17:07	
772 Tim Laughlin	6/13/2017 17:24	
773 Ryan McQuillan	6/13/2017 18:17	This is the worst thing that could happen to the highland park area. I know many people who will leave and never come back if this plan goes through. It will destroy the area and ruin what so many people love about St. Paul, MN.
774 Cathy Brennan	6/13/2017 18:27	
775 Amy Mcquillan	6/13/2017 18:36	

776 tom stark	6/13/2017 19:06	I am all for development of the Ford Plant within limitations. I am very concerned about the excessive development planned for the following reasons: Common day to day/weekly errands to and from various businesses in the area will become a project. i.e. grocery Shopping, School Drop Off, Drug Store, Fitness Center, Dry Cleaner, Butcher Shop, Dining out, etc. Increased traffic will create accelerated wear and tear on our streets creating additional future assessments to home owners. The look of crumbling asphalt does not really appeal to me. Increased pedestrian and bicycle traffic will further paralyze mobility around the area and create safety issues - Time to get to and from work most certainly will not decline - Crime will raise in the neighborhood with the increase in population. Does the current infrastructure able to handle the influx? i.e schools, health care, etc. Residential and Commercial Property Values in Highland will decline. Highland valuations are all about supply and demand. Outlying neighborhoods will feel the impact as well. Why would you live off W 7th when you can live by the river? What happens to those condo apartment building owners. The city of St Paul tax revenues as those property values decline? Crocus Hill, Mac Groveland, Merriam Park, and Minneapolis (across the Ford Bridge will all be affected by increases in traffic as residents on the outer limits of Highland look for additional places to shop - The city has already begun discussions on bringing in light rail to handle the increase in population up Highland Parkway and down Cretin to connect to University really? These are just a few of my concerns. Again, we are in great need of additional housing in the area (Condos, PUDs, Single Family, and Apartment. But not in the mass number of units that are planned.
777 Tucker D Haffner	6/13/2017 19:16	
778 Anna Wetschka	6/13/2017 19:22	
779 Morgan michaelson	6/13/2017 19:28	
780 Kailyn	6/13/2017 19:36	
781 Jennifer berg	6/13/2017 19:43	
782 Kevin McQuillan	6/13/2017 19:59	
783 Meg Grove	6/13/2017 21:02	
784 andrew rose	6/13/2017 21:15	too radical a change for this area!
785 Rachel barth	6/13/2017 21:22	
786 Ashley Woodward	6/13/2017 21:38	
787 TLBurke	6/13/2017 22:42	
788 Karley smith	6/13/2017 22:53	
789 Nora McGuire	6/13/2017 23:19	
790 Irene Dombeck	6/14/2017 0:19	We want green space - lots of it. And keep the buildings at reasonable height for a residential neighborhood - 4 stories max.
791 Linda Dufort	6/14/2017 1:11	
792 susan farnham	6/14/2017 1:19	
793 Patti Cullen	6/14/2017 1:35	
794 Bob Buckley	6/14/2017 2:16	
795 Jeanette Flynn	6/14/2017 2:23	
796 Kate McGough	6/14/2017 2:24	I absolutely support the low density standard Ford site. The building heights and density being pushed are unacceptable.
797 Tina Montague	6/14/2017 2:52	
798 Marisa S Geisler	6/14/2017 2:55	We need much more green space and much less density; this area absolutely CANNOT accommodate the proposed increase in residents.
799 Andrew Broadnax	6/14/2017 3:11	
800 Anna Hoppe	6/14/2017 3:40	
801 Kelly Cooper	6/14/2017 3:44	
802 Melissa Vitek	6/14/2017 3:51	

803 Kevin block	6/14/2017 4:55	
804 Lindsay Carter-Howard	6/14/2017 11:43	
805 Elizabeth Madson Ankeny	6/14/2017 12:30	
806 Wendy Lutter	6/14/2017 14:30	We need to keep Highland Park uncrowded and not polluted.
807 Brian Murphy	6/14/2017 15:38	
808 Mary Sutherland	6/14/2017 16:35	
809 Michaela Stein	6/14/2017 17:28	
810 KATHLEEN SHIELDS	6/14/2017 18:38	We are probably one of the highest property taxed areas/neighborhoods in the entire city of St. Paul, I think we deserve a voice in what you are deciding to place in our Highland Park neighborhood. Many of us were thinking that it might be a nice transition when we retire or have retired to live in the newly constructed Ford Plant revitalization.. I hope there will be consideration for Senior Citizens as well. Tall high-rises do not denote where most people would want to live. Young families need a place to enjoy our seasons, meet other families, and get outside to play. I believe it needs to focus on being family friendly. Less is more in the final analysis, and I am referring to less construction and more green space. We Highlanders deserve the respect to help decide what goes into our area. We don't want a New York City scenario of people living on top of each other in 10 story apartments. Our tax dollars are contributing to whatever is built and I hope you are paying attention to what we have to say. I believe it would be advantageous to scale down your plans to make this property be desirable rather than become a red herring, overcrowded traffic jam neighborhood. I hope you don't begin construction, until we all have our say and agree to making some changes in the original plans. Afterall, it's our community and the Ford plant has been a good neighbor to us and would want you to be as well. Thank you for hearing me out and considering the input of all of the "Highlanders," regarding the forthcoming addition to OUR community.
811 Kathleen Z Czech	6/14/2017 19:00	
812 Jerrold Czech	6/14/2017 21:44	
813 Ben	6/14/2017 21:54	
814 Joanne Schultz	6/14/2017 22:19	
815 Nancy Scanlan	6/14/2017 23:50	
816 Shirley Kramer	6/14/2017 23:54	
817 Jane Christensen	6/15/2017 0:27	
818 Jodi Kelly	6/15/2017 1:32	Too many people in a small neighborhoodâ€ is not the way St Paul works. The infrastructure isn't there and shouldn't be there!!
819 Kelly Hogquist	6/15/2017 2:31	More green space!
820 Nick Countryman	6/15/2017 3:31	
821 Steve Jameson	6/15/2017 3:34	
822 Joyell Johnson	6/15/2017 13:48	
823 Sam	6/15/2017 15:54	Traffic and taxes are bad enough already. Lets be reasonable and think of existing home owners in this tight-knit St.Paul community.
824 Teri McCloughan	6/15/2017 16:11	
825 Kate Sevenich	6/15/2017 17:05	
826 Anthony Tokarczyk	6/15/2017 17:56	Very concerned with the plan for this site. If it goes forward with the high density plan we will be moving out of HP after living here for 30+ years. I suspect many others will follow. Eventually property values will start to drop and HP will no longer be a highly desired location to live. The city will see a drop in property tax collectionsâ€ â€
827 David Farnham	6/15/2017 18:22	
828 Christy Van House	6/15/2017 18:54	
829 Niles Deneen	6/15/2017 19:00	
830 Katherine McCloughan	6/15/2017 19:13	
831 Marie Speltz	6/15/2017 19:30	

832 Siri Doely	6/15/2017 19:44	
833 Daniel D Maurer	6/15/2017 19:49	I support low-density zoning.
834 rebecca schirmacher	6/15/2017 20:37	
835 Michael Kanner	6/15/2017 21:09	I have lived at 2005 Norfolk for 30 yrs. The idea that w/nearly 10,000 more residences traffic will be ok is laughable. If this goes thru, I will vote for the opposition next election.
836 Theresa Dahl	6/15/2017 21:10	
837 Asa Wendell Hoyt	6/15/2017 21:39	More parks and green connections to river, some taller buildings seem ok
838 Maria Smith	6/15/2017 21:53	
839 Emily Balamut	6/15/2017 22:30	
840 Roger Bruggemeyer	6/15/2017 22:39	I live near Cretin and Ford Pkwy, I know how bad this is going to get under the current proposal
841 Nick Dyer	6/15/2017 23:34	
842 Beth Sevenich	6/16/2017 1:48	Housing density is too high. Current roads cannot support that volume.
843 Barbara Salzman	6/16/2017 3:10	We are horrified by this plan. We have been here in our beautiful neighborhood for 27 years. We will move if this goes through.
844 Peter Deneen	6/16/2017 11:19	We need more green space and low density development. Highland Park is already too crowded.
845 deborah percic	6/16/2017 18:20	I consider this plan to be an incredibly stupid idea - for all the reasons listed in this petition. Enough is enough.
846 Aaron Janse	6/16/2017 18:34	
847 Phil Gerlach	6/16/2017 19:01	
848 Robyn Brower	6/16/2017 19:04	
849 tonja honsey	6/16/2017 19:16	
850 Kevin Welk	6/16/2017 19:18	
851 Bryce Beverlin	6/16/2017 19:48	
852 Lisa Martinez	6/16/2017 20:34	
853 Brian Glad	6/16/2017 22:39	
854 Jane Anthone	6/17/2017 0:24	
855 Tom Laughlin	6/17/2017 0:44	
856 Mary Zink	6/17/2017 2:08	
857 susie leek	6/17/2017 3:16	
858 Amy Goldberg	6/17/2017 3:18	
859 Mark Glad	6/17/2017 3:24	
860 Verna Corgan	6/17/2017 4:01	
861 Susan Rotilie	6/17/2017 11:03	
862 Katie B	6/17/2017 13:42	
863 Michele Slifer	6/17/2017 14:12	
864 Sara Erickson	6/17/2017 19:16	
865 Joleen Sterner	6/17/2017 20:27	I agree, this area was not developed as a high density area. There must be balance. It's impossible to change one area to be different, but ignore the entire infrastructure of the city. I can help if need be.
866 Thomas Weber	6/17/2017 22:50	
867 Samantha Sherrill	6/18/2017 1:28	
868 young-nam kim	6/18/2017 3:11	
869 Ellen and Young-Nam Kim	6/18/2017 3:13	
870 Mo	6/18/2017 19:54	
871 Mary Lilly	6/19/2017 1:37	St. Paul has only one chance to do this right. Please think long term and consider the quality of life we want along the river; don't just think money, money, money.
872 Carol Pederson-Moore	6/19/2017 13:30	
873 Joan sutliff	6/19/2017 13:52	
874 Ted F	6/19/2017 15:23	
875 Patricia Dickmann	6/19/2017 15:38	

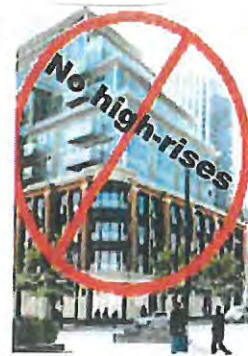
876 Barbara	6/19/2017 17:18	
877 Beth Brombach	6/19/2017 18:56	This is way to much!!!! The neighbors need to be listened to and our opinions should be factored in. This should not be about greed.
878 Mary Beaton Ek	6/19/2017 19:55	
879 Jackie Diamond	6/19/2017 19:57	
880 Sheila O'Hara	6/20/2017 2:30	Please lower density and increase green. park availability to such a beautiful space along the Mississippi River Gorge! We are blessed with this in our neighborhood, let's not over develop it....
881 Theresa Lauber	6/20/2017 3:17	
882 Paula Dickmann	6/20/2017 3:38	
883 Maureen Sackmaster Carl	6/20/2017 16:14	
884 rick countryman	6/20/2017 18:29	
885 Kate McGowan	6/20/2017 18:54	
886 Tim Schmidt	6/20/2017 23:07	
887 Wilamette Brennaman	6/22/2017 2:45	Please use some common sense!!!! Our "quality of life" is more important than money, money, money! Why ruin the Highland Park neighborhood with over crowding?????
888 Richard	6/22/2017 13:10	
889 Pat Willenbring	6/22/2017 21:50	Please develop a plan that is more supportive to the St.Paul COMMUNITY - not just greedy property developers.
890 Colleen Bauer	6/23/2017 0:44	
891 Ron Gustafson	6/23/2017 1:08	Ford site planning commission needs to revise plan to a lower level of population density and more green space.
892 Charles Hathaway	6/23/2017 4:48	
893 Gary Goulet	6/24/2017 21:14	
894 Rausch Robert	6/25/2017 2:08	
895 Susan Olsson	6/25/2017 14:53	I live on Montreal Avenue and am very upset about traffic increase.
896 Michele Hutson	6/26/2017 15:02	
897 Brad Evans	6/26/2017 15:49	
898 Amy Geiger	6/26/2017 18:15	Dear Commissioners: I am writing to express my opposition to the zoning change at the Ford site AND the Public Realm Master Plan Draft (5-4-2017). I strongly urge you to vote against it or send it back to the city planners for significant revisions when it comes before you for consideration. Reasons: 1. Radically high density: The density being proposed is comparable to New York City in a quiet residential neighborhood where there is no mass transit or freeway access. Lack of parkland/greenspace: At only 9% of the plan, there is not enough space for humans, let alone plants, trees and wildlife. Further, the maps shown in the plan are highly deceptive as they show a large area as green space, that is actually zoned for commercial (CP Rail land). Unlivable traffic congestion on surrounding streets: The city's own study shows three times (3X) the traffic on some surrounding streets where traffic is already terrible and dangerous. People's lives are at risk. Increases in traffic are known to cause risks to pedestrian safety, more traffic noise, increased air pollution, wasted time and decreased property values. Building heights far too high: Ten story buildings will fundamentally alter the feel of the neighborhood and will cause harm to the quality of life in the neighborhood because of blocked sightlines to the river and a forever altered community landscape. 2. Added pollution: The health of the Ford site and adjacent community is at risk due to increased air pollution. A NASA study confirmed that higher urban populations and increased levels of air pollution are directly related and the resulting air pollution can cause respiratory and health problems. The city Plan also directly contradicts the stated goals of the of the Saint Paul Zoning Code including: o Prevent the overcrowding of land and undue congestion of population o Encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character, and urban design of Saint Paul's existing traditional neighborhoods. o Conserve and improve property values o Promote and protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community. Experts ignored: The Ford Site Task Force that worked on this plan for 10 years has made recommendations for substantive changes to the Plan that have been disregarded. Thank you for your consideration and support for a better plan. Sincerely, AMY GEIGER
899 Angela Junker	6/26/2017 18:58	

FIGHT High/Medium-Density

We, the citizens and property owners of St. Paul petition the St. Paul Planning & Economic Commission and City Council to zone the Ford development to a low-density standard.

(Nothing over four stories tall, at least 25% real green space)

The residents of Highland Park and surrounding communities are not willing to absorb the increased traffic and loss of property values, community, safety, livability and neighborhood integrity due to excessive buildout on the 135 acre site.



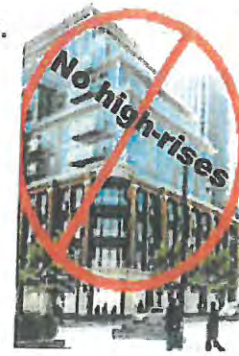
#	Name	Signature	Address	Email (optional)
1	Kathleen Schubert	Kathleen Schubert	280 Summit Ave #1	keschubert@gmail.com
2	Erin Howlett	Erin Howlett	241 Brimhall 55115	
3	Maggie Schutz	Maggie Schutz	893 Cass Ave 55106	—
4	Philipp Goff	Philipp Goff	1029 Iglaht Ave St Paul MN 55104	
5	Marilyn Bjorklund	Marilyn Bjorklund	5297 Montrose Lane St. Paul, MN 55116	
6	John P. S. Bjorklund	John P. S. Bjorklund	529 Montrose Lane St. Paul, MN 55116	
7	Georgina Bond	Georgina Bond	550 Montrose Lane St Paul mn 55116	gbond27993@comcast.net
8	Krista Farmer	Krista Farmer	560 Montrose Lane	
9	Nora Vernon	Nora Vernon	661 Mt Curve Blvd St Paul MN	nvernon@comcast.net
10	Erinn Hall	Erinn Hall	535 Montrose Lane	erinnhall@yahoo.com
11	Eric Skarnstrom	Eric Skarnstrom	"	
12	Kath Willard	Kath Willard	486 Mt Curve Blvd	
13	Jennifer Willard	Jennifer Willard	486 Mt Curve Blvd	jwillard123@comcast.net
14	Chris Marks	Christine Marks	2214 Randolph Ave.	

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No 10 story high-rises

#	Name	Signature	Address	Email (optional)
15	Rinipet Walsh	Rinipet Walsh	1800 Graham Ave	newy1@live.com
16	PAULA NESSA	Paula Nessa	588 MT. CECIL AVE	paulajimnessa@gmail.com
17	Richard Skinner	RW Skinner	597 Monroe Ave	rws Skinner@gmail.com
18	Heather Skinner	"	"	"
19	WILLIAM ANDERSON	William Anderson	467 Mountaineer Ave	
20	Tom Barry	Tom Barry	433 Woodlawn	
21	Molly Foster	Molly Foster	2164 Eleanor Ave	
22	Fraser Johnson	Fraser Johnson	2160 Goodrich Ave	
23	John Miller	John Miller	327 Woodlawn	
24	Jeffrey Keim	Jeffrey Keim	2108 Sargent Ave #B St Paul	
25	Kate Turner	Kate Turner	2108 Sargent Ave #B St. Paul	
26	Lisa Metzbauer	Lisa Metzbauer	1848 Juliet Ave 55105	
27	Lindsey Harkett	Lindsey Harkett	2129 Lincoln Avenue 55105	

FIGHT High/Medium-Density

We, the citizens and property owners of St. Paul petition the St. Paul Planning & Economic Commission and City Council to zone the Ford development to a low-density standard.

(Nothing over four stories tall, at least 25% real green space)

The residents of Highland Park and surrounding communities are not willing to absorb the increased traffic and loss of property values, community, safety, livability and neighborhood integrity due to excessive buildout on the 135 acre site.



#	Name	Signature	Address	Email (optional)
28	Brian Hartel	[Signature]	2129 Lincoln Ave	
29	Darlyn Sachs	[Signature]	1851 Lincoln Ave.	
30	Connie Scanlon	[Signature]	196 MISSISSIPPI, St Paul	
31	Erin Scanlon	[Signature]	196 MISSISSIPPI River Alon St. PAUL, MN	
32	[Signature]	[Signature]	579 So. B. Ave	
	Jaqueline Manion		5832 Lincoln	53436 [Signature] [Signature]
33	Liera Mount	[Signature]	1956 St. Clair St. Paul MN 55105	9clina
34	Tom Riener	[Signature]	536 Montrose Lane St. Paul, mn 55114	
35	Bill Aerts	[Signature]	2124 PINEHURST S. P. 55116	
36	Chris Aerts	[Signature]	2124 Pinehurst St Paul 55116	
37	Amy Fister	[Signature]	584 Mount Clear	acfister@gmail.com
38	Kenneth Backe	[Signature]	620 Mt. Curve	
39	Brian Mooney	[Signature]	2245 Highland Pky	

up

13

FIGHT High/Medium-Density

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No 10
story
high-rises

#	Name	Signature	Address	Email (optional)
40	Patricia Conley	<i>Pat Conley</i>	2239 HIGHLAND	catpate@comcast.net
41	Jim BERG	<i>Jim Berg</i>	2210 Highland	riceberg1@usm.com
42	Lanens St. Fleun Jenna St. Fleun	<i>Jenna St. Fleun</i>	2181 Highland	LLcestFleun@stpete.com
43	Mary Ann Nash	<i>Mary Ann Nash</i>	2180 ELEZOR ST	MLTRAC@ yahoo.com
44	Frank Trono Jr	<i>Frank Trono Jr</i>	2187 Highland Plwy Saint Paul, MN.	
45	Giovanni Michlet	<i>Giovanni Michlet</i>	2187 Highland Plwy	
46	Nancy Bosrom	<i>Nancy Bosrom</i>	2165 WARTFORD	
47	Carl Bosrom	<i>Carl Bosrom</i>	2165 Wartford	
48	Sarah Smith	<i>Sarah Smith</i>	2121 Randolph Ave 55105	
49	Minnael Novitsky	<i>Minnael Novitsky</i>	2121 Randolph Ave 55105	
50	Michael Hertenstein	<i>Michael Hertenstein</i>	495 Markers Ln 55116	
51	Michael Nov.	<i>Michael Nov.</i>	485 Crestin Ave S 55116	
52	Andrea RBongar	<i>Andrea RBongar</i>	491 Crestin Ave So	ARBALB@MSN.com

FIGHT High/Medium-Density

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#	Name	Signature	Address	Email (optional)
53	Christine ^{Blum}	C Blum	92 N Mississippi Rd Blm	
54	B. Cedberg	BMCedberg	1842 Colum Ave	
55	C. Tran	C Tran	2320 Marshall Ave St Paul, MN 55104	
56	A. Butzoff	A Butzoff	4057 26th Ave S Mpls 55406	
57	Lisa Erbes	L Erbes	1032 Bowdoin St. St. Paul 55116	
58	K. Pelatt	K Pelatt	1349 Prior Ave S. St Paul MN 55116	
59	Ken Marsh	K Marsh	1437 Hartford Ave St. Paul MN 55116	Koryfromage@gmail.com
60	Michelle Doyle	M Doyle	1878 Hampshire Ave St. Paul, MN 55116	michelle.j.doyle@gmail.com
61	Ellis Rausch	E Rausch	1722 Mississippi River Blvd St Paul MN 55116	ellis.rausch@gmail.com
62	JANET HUGGINS	J Huggins	1034 Cleveland Ave. South #301, St. Paul 55116	
63	Lorie Marsh	L Marsh	1437 Hartford Ave. St Paul MN 55116	
64	KRISTASCHWARTZ	K Schwartz	1664 HARTFORD AVE ST PAUL MN 55116	
65	LORRAINE WELLS	L Wells	1045 Cleveland Ave So #7 St Paul MN 55116	

up

FIGHT High-rises in Highland



No high-rises

We, the citizens and property owners of St. Paul petition the St. Paul Planning & Economic Commission and City Council to zone the Ford development to a lower-density standard.

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#	Name	Signature	Address	Email (optional)
66	Audrey L Benjamin	Audrey L Benjamin	491 Cretin Ave So	—
67	Paul Fadden	Paul Fadden	539 Cretin Ave. S.	
68	Dan Grieb	Dan Grieb	547 Cretin	
69	Kim Gillette	Kim Gillette	547 Cretin	
70	Mary Leonard	Mary Leonard	551 Cretin Ave	mary@chocolatrelecte.com
71	Ann Perry	Ann Perry	2124 Watson	
72	Anne Patten	Anne Patten	2121 Watson	
73	Carly Miyamoto	Carly Miyamoto	2149 Hartford Ave STP MN 55116	
74	Joe Nemo	Joe Nemo	2121 Hartford Ave. St. Paul, MN 55116	
75	Brock Nemo	Brock Nemo	2121 Hartford Ave. St. Paul, MN 55116	
76	LORNA McLEOD	Lorna McLeod	2119 HARTFORD AVE ST PAUL, MN 55116	
77	TERESE BORDEAU	Terese Bordin	2112 Hartford Ave. St. Paul, MN 55116	
78	Terese Bordin	Terese Bordin	2112 Hartford Ave St. Paul, MN 55116	
#	Name	Signature	Address	Email (optional)

FIGHT High/Medium-Density

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#	Name	Signature	Address	Email (optional)
79	Andrey Brandt	<i>Andrey Brandt</i>	2154 Hartford Ave	aubrandt3@icloud.com
80	Mark Brandt	<i>Mark Brandt</i>	2154 Hartford Ave	mbrandt@icloud.com
81	RENEE SAVAGE	<i>Renee Savage</i>	2134 Hartford Ave	renee_savage@yahoo.com
82	Diane R. Ebert	<i>Diane R Ebert</i>	2123 Beyond Ave	ebertfamily6@aol.net
83	Michelle Klein	<i>Michelle Klein</i>	2115 Hartford Ave	mkleins@msn.com
84	Michael Ahmann	<i>Michael Ahmann</i>	595 Cretin Ave	michael.scott.ahmann@gmail.com
85	ELLA THAYER	<i>Ella Thayer</i>	55127 52 W. DELOS ST.	
86	Elizabeth Miller	<i>Elizabeth Miller</i>	596 Cretin Ave	elizabethmiller1@gmail.com
87	Andrew Miller	<i>Andrew Miller</i>	596 Cretin Ave S. 1/4	amiller19@gmail.com
88	Mary Heron		454 Woodlawn Ave St. Paul 55105	
89	KEVIN McAFEE	<i>Kevin McAFEE</i>	436 WOODLAWN Ave	VECOMAC2010@gmail.com
90	Jan Fitzgerald	<i>Jan Fitzgerald</i>	1825 Ford Pkwy 55116	
91	Julie Nester	<i>Julie Nester</i>	336 Cleveland Ave S 55105	

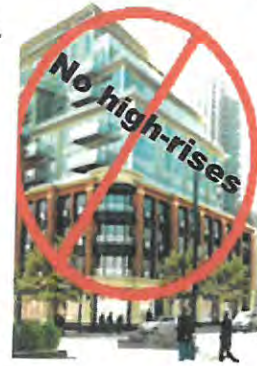
RENATE

FIGHT High/Medium-Density

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#	Name	Signature	Address	Email (optional)
92	Benny	[Signature]	408 Woodlawn	
93	John T. Harlow	[Signature]	404 Woodlawn	
94	S. Setz	[Signature]	400 Woodlawn	
95	Rochelle Allison	[Signature]	392 Woodlawn	
96	Megan Osdorf	[Signature]	376 Woodlawn	
97	Jim Caci	[Signature]	2084 Hartford	
98	Dave Wright	[Signature]	552 Mt Curve	
99	George Haeberle		376 WOODLAWN AVE	
100	Jim Ryan	[Signature]	364 Woodlawn Ave	
101	Gregg Olson	[Signature]	2230 Jefferson	
102	Ex Y. Kim	[Signature]	445 Mt. Curve	
103	Ellen Kim	[Signature]	445 Mt Curve	
104	Bill Mary	[Signature]	463	

105 Ruth Mickelson Ruth Mickelson 463 Mt. Curve

FIGHT High-rises in Highland

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#	Name	Signature	Address	Email (optional)
10/1	Andrea Snow	Andrea Snow	581 Montrose Ln	Signed on Behalf
10/1	Amy Fink	Amy Fink	492 Mount Curve Blvd	

FIGHT High-rises in Highland

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#	Name	Signature	Address	Email (optional)
106	Mary Lilly	Mary Lilly	458 Mount Curve	
107	Andrea Perzichilli	Andrea Perzichilli	378 Mt. Curve	Andrea.Perzichilli@gmail.com
108	Kristie Anderson	Kristie Anderson	385 Mt. Curve Blvd	keapix@hotmail.com
109	Jeff Anderson	Jeff Anderson	385 Mt. Curve Blvd	JSANDERSON@hotmail.com
110	Erica Dao	Erica Dao	2013 Princeton Ave	
111	Dave Olson	Dave Olson	2013 Princeton Ave	
112	Mark Salzman	Mark Salzman	458 Mt. Curve Blvd	msalzman@north.com
113	Barbara Salzman	Barbara Salzman	458 Mt. Curve Blvd	bjsalzman@gmail.com
114	Nick Kuning	Nick Kuning	488 Montrose Ln	n-kuning@yahoo.com
115	Bryan Koch	Bryan Koch	2034 Jefferson	
116	Andrea Snow	Andrea Snow	581 Montrose Ln.	aksnow@comcast.net

RESIDENT



FIGHT High-rises in Highland

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No high-rises

	Address	1437 Hartford Ave	323-212-3770	amarshoo1051@stps.k
117	Lorraine Wells	1045 Cleveland Ave St. Paul, MN #1 55116	612-903-8752	lwells311@yahoo.com
118	Carrie Shaw	475 Hilly Ave St. Paul, MN 55102	651330-7313	shawssoprano@gmail.com
119	Clare Dudzinski	2216 Eleanor Ave	847-702-2102	clairedudzinski@gmail.com
120	Jen Winterfeldt	2216 Eleanor Ave, St. Paul, MN 55116	612-819-6319	jenwinterfeldt@gmail.com
121	George Latimer Jr.	422 Stryker Ave St Paul	651-983-5969	
122	B. McNally	1878 Jefferson		
123	Sybil McNally	1467 Iglehart Ave		sybilmcnally2@gmail.com
124	Joseph Mid	1467 Iglehart Ave		
125	RICHARD FOLEY	2137 Hartford Ave	612 327 1555	richard.foley@gmail.com

Name Address Phone e-mail

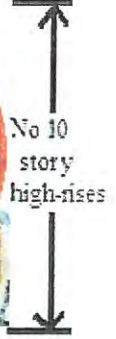
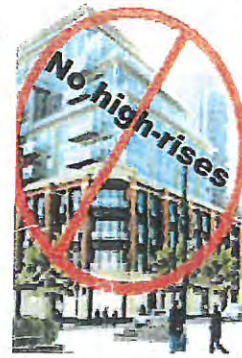
FIGHT High/Medium-Density

13

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#	Name	Signature	Address	Email (optional)
	Kels Young	Kels Young	2095 Highland	
	Jason Craig	Jason Craig	4600 43rd Ave S	
	John Haxert	John Haxert	4321 40th Ave S, Mpls.	
	Vern Atwater	Vern Atwater	4605 43rd Ave S	
	Nancy Atwater	Nancy Atwater	" " "	
	Tracy Fitch	Tracy Fitch	4506 N. Grand Ave	
	Merrick Gardner	Merrick Gardner	2030 Magoffin Ave	
	Deb Granger	Deb Granger	2030 Magoffin Ave	
	Joe Ordoz	Joe Ordoz	4336-40th Ave S.	
	Pat Lovelette	Pat Lovelette	Mpls 4608 43rd Ave S.	
	Liza Nagle	Liza Nagle	Mpls 4321 40th Ave S	
	Pamela Smith	Pamela Smith	2077 Highland Park	
	Larry Krane	Larry Krane	2103 Highland Park	

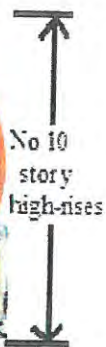
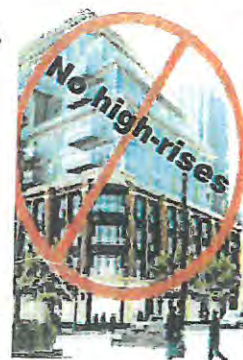
13

13

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#	Name	Signature	Address	Email (optional)
	Tom KRAMER		2105 Highland Pkwy	CKRAMER223@MSN.COM
	Kathie Cech		2115 Highland Pkwy	JKCech@msn.com
	Virginia Ryan		2117 Highland Pkwy	virginia.e.ryan@gmail.com
	Tom RYAN		2117 Highland Pkwy	trryanjr@gmail.com
	Laura Bantle		2112 Eleanor Ave	lkbantle@gmail.com
	Jon & Fred		2112 Ele. Ave	
	BERT PETERSON		2111 High. Pkwy	
	RICK DAGEWALL		2111 Highland Pkwy	
	Debara Slee		2074 Highland Pkwy	dslee@tringa.com
	HJ SCHMIDT		" "	hj@tringa.com
	Waldenberger		2115 Pinehurst	Waldenberger@tringa.com
	T. GROSS		2107 PINEHURST	

12 + 13 = 25



7

FIGHT High/Medium-Density

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#	Name	Signature	Address	Email (optional)
1	Gary Martland		1862 Montreal Ave STP MN 55116	Martland789@ yahoo.com
2	Ben Mingo		2163 Bayard Ave	Mingo.benjamin@ gmail.com
3	Martha Wood		2171 Bayard Ave.	mibuyick@yahoo.com
4	CATHY JANN		554 Cretin Ave So.	cjann554@comcast.net
5	Danix Beal		554 Cretin Ave S	dbeal324@yahoo.com
6	Kelly Harmon Schmitt		2203 Sargeant Ave.	harmonschmitt@ gmail.com
7	Melanie Bonndberg		1531 Summit Ave.	
8				
9				
10				
11				
12				
13				

14

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#	Name	Signature	Address	Email (optional)
1	Jean Hoppe	Jean B Hoppe	531 Mount Kennebec Blvd	jeanhoppahome@gmail.com
2	Brian Dobbins	Brian Dobbins	1912 Montrose Ave	BRIANDOB_697@YAHOO.COM
3	Bryan Steenman	Bryan Steenman	473 Oregon	
4	Kate Burda	Kate Burda	2196 Beekmantown Ave	AKBURDA@COMCAST.NET
5	Robin Larson	Robin Larson	2215 Eleanor Ave	jffnrobinle@comcast.net
6	Char Mason	Char Mason	695 Mt. Curve Ave	chare@charmason.com
7	Leah Hedman	Leah Hedman	2181 Highland Parkway	lceestfleun@statech
8	Kate Drexler	Kate Drexler	507 Mt Curve Blvd	hedmans@comcast.net
9	Kate Drexler	Kate Drexler	1523 Oscola Ave	

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#	Name	Signature	Address	Email (optional)
	JEAN PARILLA			
1	JEAN PARILLA	<i>Jean Parilla</i>	2150 Miles Ave ST PAUL MN 55116	parilla.jean71@gmail.com
2	SUE FORBES	<i>Sue Forbes</i>	1883 MONTREAL AVE. ST. PAUL, MN 55116	
3	Peter Butler	<i>Pete Butte</i>	2140 Bayview St. Paul	
4	Rosanne Kasskert	<i>Rosanne Kasskert</i>	2016 Montreal St Paul	
5	Kim Loewen	<i>Kimberly Loewen</i>	1986 Montreal	theicecreamcontest.net
6	ANDREW BURDA	<i>Andrew Burda</i>	2196 BERKELEY AVE.	theicecreamcontest.net
7	BOB WISNIE	<i>Bob Wisnie</i>	1418 Bayview	bobbysw@hotmail.com
8	Mollie Moore	<i>Mollie Moore</i>	1311 Eleanor Ave	

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#	Name	Signature	Address	Email (optional)
1	DAN BETTENBURG	<i>Dan Bettenburg</i>	2211 FAIRMOUNT AVE ST. PAUL, MN 55105	
2	James Cooper	<i>J Cooper</i>	1936 James Ave St Paul MN 55105	
3	Ann Brumbach	<i>Ann M. Brumbach</i>	1882 Jefferson Ave St. Paul, MN 55105	
4	Matt Wagon	<i>M Wagon</i>	2126 Elcano Ave St. Paul MN 55116	
5	Steve Altier	<i>Steve Altier</i>	2100 Watson Ave. St. Paul, MN 55116	
6	Katie Altier	<i>Katie Altier</i>	2100 Watson Ave ST. PAUL, MN 55116	
7	Laura Freeman	<i>Laura Freeman</i>	1611 Bayard Ave St Paul MN 55116	
8	Mike Auer	<i>Mike Auer</i>	1611 Bayard Ave ST. PAUL MN 55116	
9	Lisa Ishag	<i>Lisa Ishag</i>	674 Montreal Pl. St. Paul 55116	

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#	Name	Signature	Address	Email (optional)
1	Kevin Spreng	[Signature]	585 Mt. Curve	
2	Anne Brataas	Anne Brataas	507 Montrose Lane	anne@thetorylaboratory.com
3	Carla Marchio	Carla Marchio	580 Mount Curve Blvd	tcmarchio@msn.com
4	Thomas Marchio	Tom Marchio	580 Mount Curve Blvd	
5	Anthony Heaney	Anthony Heaney	2209 Hartford Ave	hean0224@gmail.com
6	Christy Henzler	Christy Henzler	2209 Hartford Ave	christyh1124@gmail.com
7	Mary Walker Buchanan	[Signature]	545 Montrose Ln	maryseott53@hotmail.com
8	John Smith	[Signature]	510 Mt Curve Blvd	

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#	Name	Signature	Address	Email (optional)
1	Donna Forbes	<i>[Signature]</i>	1853 Montreal Ave	
2	Jeff Bender	<i>[Signature]</i>	3002 Montreal Ave	
3	Tom Hutchinson	<i>[Signature]</i>	1836 Montreal Ave	
4	John McQuire	<i>[Signature]</i>	467 Mt Curve Blvd	psmcgwire@gmail.com

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#	Name	Signature	Address	Email (optional)
1	GRANT HOGGLUND	<i>Grant E. Hogg</i>	1723 Montreal AVE	GRANTHOGGLUND@YAHOO.COM
2	Gleason Cunha	<i>Cunha Gleason</i>	2012 Montreal Ave	Cunha Gleason
3	Troy Loewen	<i>Troy Loewen</i>	1966 Montreal	theloeuens@comcast.net
4	Tudy Philippon	<i>Tudy Philippon</i>	2201 Highland	
5	Gerry Mischke	<i>Gerry Mischke</i>	1923 St. Clair Ave	g.mischke@yahoo.com
6	Nichole Barch	<i>Nichole Barch</i>	5338. Crete	SBarch
7	Gibson Barch	<i>Gibson Barch</i>	2176 Bayard Ave.	gibsonbarch@hotmail.com
8	Deb Boatwright	<i>Deb Boatwright</i>	4151 43rd Ave So. mpls, mn 55406	deb_boatwright@msn.com

17 PAT

FIGHT High-rises in Highland

We, the citizens and property owners of St. Paul petition the St. Paul Planning & Economic Commission and City Council to zone the Ford development to a lower-density standard.

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#	Name	Signature	Address	Email (optional)
	Scott Olson	[Signature]	[Address]	
	Scott Olson	[Signature]	5408 45th Ave So	
	Sheila Conroy	[Signature]	11	
	Joe Spitzmuller	[Signature]	587 Montross Ln St. Paul, mn	
	Jason Dean	[Signature]	93 Lexington ^{Penny} Ave S St. Paul mn	
	Shauna Cropper	[Signature]	93 Lexington ^{Penny} Ave S	
	Jingya Yang	[Signature]	994 Beech St	
	Greg Trentman	[Signature]	1317 Selby Ave	
	Eric Yang	[Signature]	1427 Barclay St.	
	Steven Vang	[Signature]	707 Hoyt Ave E.	
	Michael Schumacher	[Signature]	541 Dayton Ave #1	
	John Pitera	[Signature]	170 Victoria St So.	St. Paul ⁵⁵⁴⁰⁵ MN
	Katharine Patterson	[Signature]	170 Victoria St So	[Email] Kspite@yahoo.com

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#	Name	Signature	Address	Email (optional)
	Will Harris	Will Harris	2245 Stanford Ct. St. Paul, MN 55105	
	Breanna Young	Breanna Young	415 Snelling Ave St. Paul, MN 55116	
	Julian W	Julian W	2279 Benson Ave	
	David Brückner		174 Summit Ave St Paul MN 55102	
	Chuck Zeffel	Chuck Zeffel	24 Syndicate St ST Paul MN	
	Elizabeth Harrington	Elizabeth H	1334 Goodrich	
	Bruce Harrington	Bruce Harrington	1334 Goodrich Ave	
	Peter Kwant	Peter Kwant	2910 Marshall Ave	
	Emma Heaton	Emma Heaton	610 Summit Ave	
	Makenzie Wier	Makenzie Wier	610 Summit Ave	
	Nancy McGuire	Nancy McGuire	467 McQuire Blvd	
	Shelley Sawert	Shelley Sawert	468 Mt Curve Blvd	

FIGHT High-rises in Highland

We, the citizens and property owners of St. Paul petition the St. Paul Planning & Economic Commission and City Council to zone the Ford development to a lower-density standard.

(Nothing over four stories tall, at least 25% real green space)

The residents of Highland Park and surrounding communities are not willing to absorb the increased traffic and loss of property values, community, safety, livability and neighborhood integrity due to excessive buildout on the 135 acre site.



#	Name	Signature	Address	Email (optional)
	Steve Commas	Steven Commas	1066 Sylvan ^{Road} Ave	
	Cathy Carmody	[Signature]	291 7th St W #1012	
	Laura Walter	[Signature]	1059 Montreal Ave	laurawalter@gmail.com
	Bob Turabian	[Signature]	291 7th St W #1012	
	George Murphy	George Murphy	2162 Niles Ave 55116	
	Toni Ruffey	[Signature]	1033 Amston Ave SE	toni_ruffey@yahoo.com
	Billie O'Connell	[Signature]	7209 Spring Lake Rd Mounds View MN	boconnell@gmail.com
	Ben Eccles	[Signature]	7029 Speed Lane RD Mounds View MN	ben_eccles@msn.com
	Matthew Clark	Matthew Clark	2161 Juliet Ave St Paul MN 55105	
	Dana Lund	[Signature]	1791 Berkeley Ave	dana_lund@gmail.com
	Jimmy Tandberg	Jimmy Tandberg	4346 Royce Street	
	Nelle Syobon	[Signature]	1031 Topping St	
	Richard [Name]	[Signature]		



June 28, 2017

Subject: Sustain Ward 3 submission of "Petition to Support St. Paul Ford Site: A 21st Century Community"

To: Highland District Council, St. Paul Planning Commission, and St. Paul City Council:

Sustain Ward 3 is a group comprised of Ward 3 neighbors who seek to promote environmental, community and fiscal sustainability in St. Paul's Ward 3 neighborhoods of Highland Park and Macalester-Groveland. We strongly support the current "**Ford Site Zoning and Public Realm Master Plan**" draft (5-4-2017) for its commitment to expanding mixed-use medium and high density, economic opportunity, transportation options and environment in the City of St. Paul.

On May 4, 2017 - mere weeks before the Highland District Council vote to support the current draft (8-3 in favor), Sustain Ward 3 published the following petition for signatures:

Petition to Support St. Paul Ford Site: A 21st Century Community

I affirm my support for the current Ford Site plan which proposes environmental, community and fiscal sustainability.

The current plan provides responsible protection of natural resources, adequate green space, and an opportunity to explore alternative forms of energy.

It also proposes medium and high density housing options which allow aging in place, equitable living opportunities, and expansion of a diverse population.

In addition, the current plan expands Ward 3 and St. Paul's tax base and will enhance commercial and economic opportunity in Ward 3 and the greater city of St. Paul.

Finally, the current plan has been available to the public over the past three years. It is a responsible plan that has been vetted and approved by the City of St. Paul.

Please #SayYesStPaul and vote to adopt the current St. Paul Ford Site plan.

Below you will find the list of 367 individuals who signed their name in support the current "**Ford Site Zoning and Public Realm Master Plan**" draft dated 5-4-2017. Along with their names, Sustain Ward 3 is supplying you with the city of residence, zip code, and any comments entered.

We hope that you will find this information valuable in your consideration of the current draft and you will adopt it as the official "**Ford Site and Public Realm Master Plan**".

Sincerely,

Robert Wales

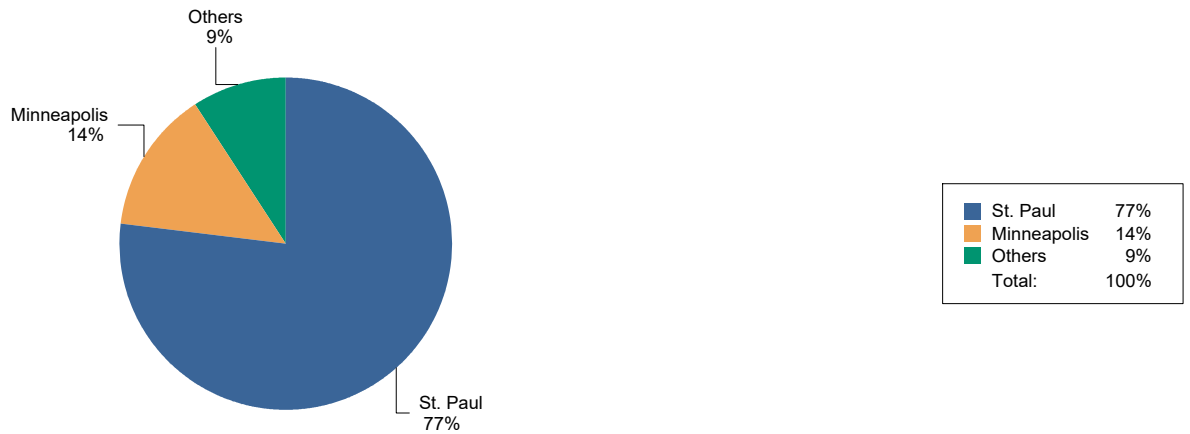
On behalf of Sustain Ward 3 Supporters

Petition Publish Date: 5/4/2017

Petition Submit Date: 6/29/2017

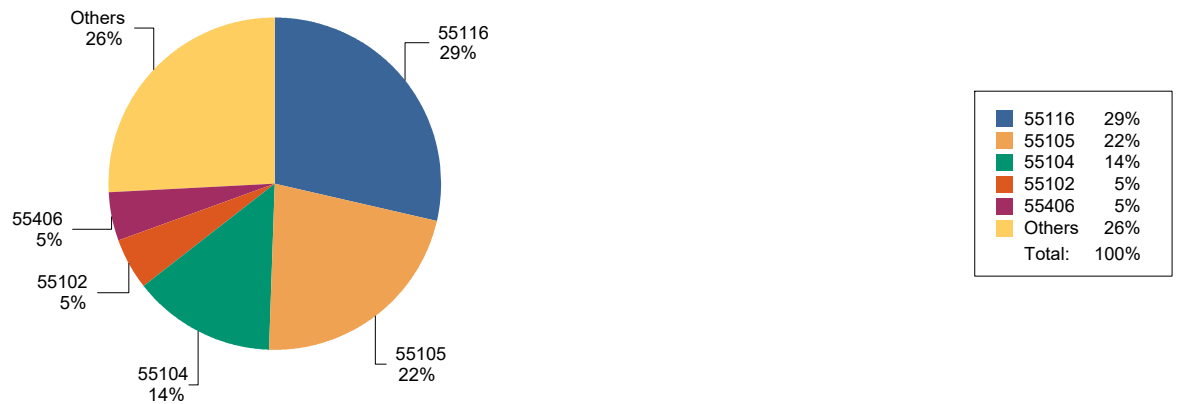
Demographics:

City of Residence



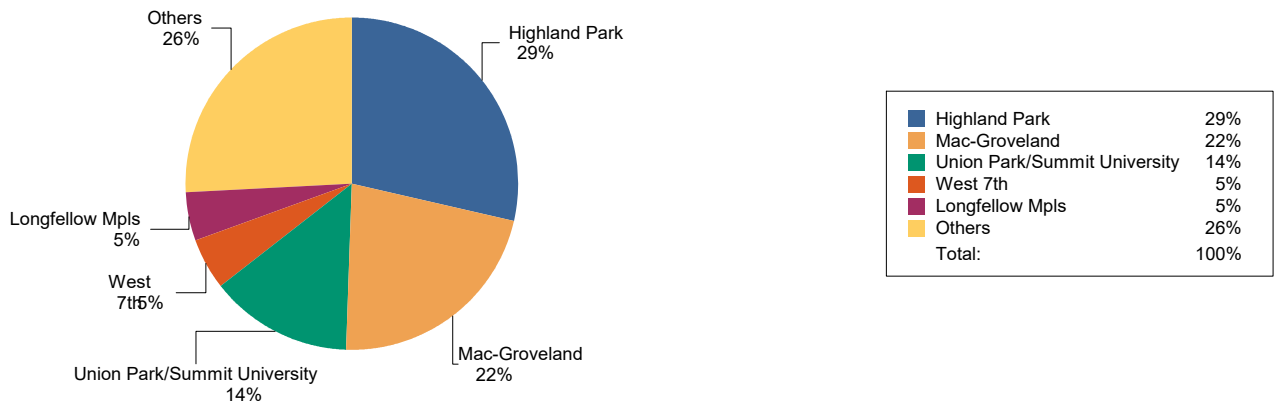
St Paul/Minneapolis w/Others

Zip Code Residence



Top 5 w/Others

Neighborhood Residence



Top 5 w/Others

<u>ID</u>	<u>Name</u>	<u>Date</u>
1	Robert Wales (Saint Paul 55116)	2017-05-04 23:37:44 EST
2	Tyler Teggatz (Saint Paul 55116)	2017-05-04 23:45:55 EST
3	Amanda Willis (Saint Paul 55116)	2017-05-05 00:04:39 EST
4	Hillary Frazey (St Paul 55105) Excited for this opportunity to improve the environment and welcome more neighbors!	2017-05-05 07:48:55 EST
5	Kyle Luebke (St. Paul 55116) As a newer member to the Highland Park community, I moved here *because* I knew that the community had so much potential with the Ford site and transit orientated development. My generation (I am 28) wants affordable housing, bike lanes, walkability, density, and to not be burdened with unsustainable infrastructure. The current plan moves Highland towards these goals.	2017-05-05 10:43:29 EST
6	Tom Basgen (Saint Paul 55116)	2017-05-05 11:06:23 EST
7	Matt Privratsky (Saint Paul 55104)	2017-05-05 11:15:43 EST
8	Jeff Christenson (St. Paul 55105)	2017-05-05 11:36:03 EST
9	Jenny Werness (Saint Paul 55105)	2017-05-05 11:40:19 EST
10	Heidi Schallberg (St Paul 55116) I can't wait to see this happen!	2017-05-05 11:45:45 EST
11	William Totten (St Paul 55116) I hope to see much of this put into place! Thoughtful, lovely plan.	2017-05-05 12:03:59 EST
12	Michaela Ahern (Saint Paul 55116)	2017-05-05 15:21:02 EST
13	Pamela Peterson (Saint Paul 55105)	2017-05-06 10:02:37 EST
14	Krista Hiner (St Louis Park 55114)	2017-05-06 11:27:24 EST
15	Sara Curlee (St Paul 55116) Having been part of multiple presentations on the Ford Site plan, I can attest to the thorough investigation and thoughtful design put into the site plan. The City of St. Paul, and their planners, are truly working towards a world class example of sustainable development.	2017-05-08 17:28:26 EST
16	Lauren Nielsen (Saint Paul 55116)	2017-05-08 17:42:18 EST
17	Jason Deboer-Moran (St Paul 55102) The Ford Plant site is an opportunity that many cities wish they had at their fingertips. The current proposal does a great job of balancing the desire of people to live in our city with the need for our city provide green space and access to transit.	2017-05-08 17:51:24 EST
18	Brandon Long (Saint Paul 55116)	2017-05-08 18:07:25 EST
19	Sara Nelson (Minneapolis 55431)	2017-05-08 18:18:18 EST
20	Bryce Rasmussen (Saint Paul 55105)	2017-05-08 18:18:13 EST
21	Emily Jacobsma (St Paul 55105)	2017-05-08 18:22:47 EST
22	Claudia Dieter (Saint Paul 55116) St Paul needs more tax revenue. Density helps generate that revenue.	2017-05-08 18:30:34 EST
23	Andrew McCain (St Paul 55116)	2017-05-08 18:29:38 EST
24	Elizabeth Wefel (St Paul 55105) This well thought out proposal received so much public input as it was being developed. It is what's needed to move our city forward	2017-05-08 18:30:36 EST
25	Kateri Routh (St Paul 66105) Yes to a great plan! Density, per/bike access, and green space!	2017-05-08 18:41:29 EST
26	Jonathan Waldo (Saint Paul 55105)	2017-05-08 18:45:33 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
	Let's build something that will make generations from now proud and seize this once in a lifetime opportunity to develop the Ford Plant site.	
27	Veronica Mason (Minneapolis 55407)	2017-05-08 18:47:18 EST
28	Maggie Zimmerman (Saint Paul 55117)	2017-05-08 19:08:47 EST
29	Nathaniel (Nate) Hood (St. Paul 55116)	2017-05-08 19:09:42 EST
	I support the City of St. Paul's general zoning plan of the Ford site and look forward to new development.	
30	Kevin Gallatin (Saint Paul 55116)	2017-05-08 19:14:32 EST
31	Laura Eash (St. Paul 55114)	2017-05-08 19:25:38 EST
32	Michele Molstead (Saint Paul 55105)	2017-05-08 19:33:36 EST
33	Laurie Krivitz (Saint Paul 55116)	2017-05-08 19:38:55 EST
	Yes, yes, yes!	
34	Amy Schwarz (Saint Paul 55116)	2017-05-08 19:46:41 EST
	I support the city's inclusive and forward looking plan for the Ford site. After years of hard work and public input, a great plan was rolled out. I'm excited about the future of our neighborhood.	
35	Jonathan Smith (Stevens Point 55116)	2017-05-08 19:46:58 EST
	I will be moving to the 600 block of Snelling in July 2017, and I would love to see this type of development in my backyard. I have jobs in Blaine, Osseo, and West St. Paul, and I chose Highland Park for its commitment to providing excellent transit, a beautiful walkable environment, its density in shops and businesses with its variety of housing options. I look forward to living in this area, and I hope that this area continues to grow to be an area that will attract and retain many people of many different backgrounds!	
36	Timothy Santiago (St Paul 55105)	2017-05-08 19:58:05 EST
	This is a very unique opportunity for a major American city to create a stand-out development. Don't give in to pressure from NIMBY's and those fearful of change, and make the redevelopment of the Ford site the envy of cities everywhere.	
37	Josh Ruhnke (Saint Paul 55105)	2017-05-08 20:05:39 EST
38	Addy Free (Saint Paul 55104)	2017-05-08 20:09:03 EST
39	Olivia Faith-Kobs (Minneapolis 55406)	2017-05-08 20:13:14 EST
40	Nicholas Goldsmith (St Paul 55104)	2017-05-08 20:14:10 EST
	We need more high density housing, and the mixed use in the plan is a step forward.	
41	Jeff Zaayer (Saint paul 55116)	2017-05-08 20:17:02 EST
42	Laura Bohen (Minneapolis 55116)	2017-05-08 20:23:49 EST
43	Dane Smith (St. Paul 55116)	2017-05-08 20:54:02 EST
44	Kristina Mattson (Saint Paul 55116)	2017-05-08 20:57:55 EST
	Thank you! I support the current ford site development. Looking forward to a more sustainable Saint Paul.	
45	Sam Jones (St Louis Park 55403)	2017-05-08 21:03:45 EST
46	Kourtney Long (Saint Paul 55116)	2017-05-08 21:18:22 EST
47	Brian Martinson (Saint Paul 55105)	2017-05-08 21:27:55 EST
	The planning commission has done their homework well and has put forward a solid plan. A sound vision for the future. I support it.	
48	Sophie Wozniak (Dayton 55102)	2017-05-08 21:40:02 EST
49	Melissa Floyd (MN 55105)	2017-05-08 21:42:08 EST
50	Mary Halverson Waldo (Columbia 55105)	2017-05-08 21:42:18 EST
51	Kathryn Wegner (Saint Paul 55105)	2017-05-08 21:45:17 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
52	Katherine Siebold (St Paul 55102)	2017-05-08 21:47:41 EST
53	Ryan Ricard (St Paul 55105)	2017-05-08 21:50:22 EST
54	Alyssa Mondelli (St Paul 55116)	2017-05-08 21:54:59 EST
55	Adam Bezdicek (Minneapolis 55406)	2017-05-08 21:59:13 EST
56	Patrick St. Dennis (St Paul 55116)	2017-05-08 22:00:47 EST
57	Jake Rueter (Saint Paul 55104)	2017-05-08 22:00:36 EST
58	Christina Morrison (St Paul 55116)	2017-05-08 22:11:03 EST
59	Kathleen Connolly (New Brighton 55126)	2017-05-08 22:13:56 EST
60	Cara Anthony (Saint Paul 55105)	2017-05-08 22:29:17 EST
61	Erin Heelan (St Paul 55116)	2017-05-08 22:34:06 EST
62	Lisa Gallatin (St Paul 55116)	2017-05-08 22:39:52 EST
63	Mark Holmquist (St Paul 55114)	2017-05-08 22:41:13 EST
64	Steve Hager (St Paul 55105) This plan makes sense! Keep this plan in place!	2017-05-08 22:43:04 EST
65	Liz Sands (Saint Paul 55116)	2017-05-08 22:42:59 EST
66	Jennifer Bisenius (Minneapolis 55410)	2017-05-08 22:49:50 EST
67	Jonathan Ehrlich (West St Paul 55118)	2017-05-08 23:13:54 EST
68	Yosef Jaffe (St Paul 55116)	2017-05-08 23:17:29 EST
69	Lindsay Pihaly (St Paul 55116)	2017-05-08 23:18:07 EST
70	Michael Mason (Saint Paul 55117) As a St Paul resident for many years, and a frequent visitor of the Highland neighborhood, I truly hope we can build a bright future focused on the people.	2017-05-08 23:21:27 EST
71	Gene Martinez (Minneapolis 55076)	2017-05-08 23:25:18 EST
72	Thomas Clasen (Saint Paul 55101) Strongly support!	2017-05-08 23:26:50 EST
73	Tiffanie Loeb Schneider (St Paul 55116)	2017-05-08 23:26:10 EST
74	Daniel Bruzzone (Saint Paul 55116) A completed traffic grid and a core of higher density adjacent Highland Village will increase amenities for the whole community, and give an opportunity for more local and independent businesses to thrive.	2017-05-08 23:40:20 EST
75	Sam Klimoski (St Paul 55116)	2017-05-08 23:42:17 EST
76	Ben Frank (Saint Paul 55116) I support a community designed first for people instead of first for cars. I am excited to see new businesses, new neighbors, and new places to safely walk and bike no matter your age or ability. When we have more places designed for people, our neighborhood becomes more desirable (and more valuable). I support the highest and best use of the St. Paul Ford Site.	2017-05-08 23:52:29 EST
77	Wendy Anderson (Chassell 55104)	2017-05-08 23:54:16 EST
78	Jeannie Vore (St Paul 55116)	2017-05-08 23:56:29 EST
79	Kirkja Janson (St Paul 55116)	2017-05-09 00:01:17 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
80	Kate Larson (St Paul 55116)	2017-05-09 00:09:25 EST
81	Alan Davidson (Minneapolis 55406) This is a wonderful plan for the area and community, please move this forward!	2017-05-09 00:24:42 EST
82	Natalie Zett (Saint paul 55105)	2017-05-09 00:33:16 EST
83	Virginia Waud (St Paul 55105) I support the future of St. Paul!	2017-05-09 00:50:18 EST
84	Ethan Osten (Saint Paul 55117) In neighborhoods like the North End, we need city taxes generated by property taxes on high-density developments like these to keep too much of the city's responsibilities from falling on the backs of people who cannot afford to pay it, and to finance the kind of revitalization we need. The poorest neighborhoods in this city have absorbed dense housing without complaint, housing which concentrated massive poverty in a handful of already-tenuous areas. Highland, if it takes its turn, will gain thousands of residents with cash to spend in local businesses, further enhancing the municipal tax base. Density for me is a issue of equity. I urge the Highland District Council to support this plan.	2017-05-09 01:02:48 EST
85	Catherine Daigh (Saint Paul 55116) Dense, livable, sustainable. And a playground.	2017-05-09 01:07:01 EST
86	Brad Bemowski (St Paul 55116)	2017-05-09 01:27:05 EST
87	Alicia Mansur (St Paul 55116)	2017-05-09 02:27:33 EST
88	Shawn Gavin (St Paul 55116)	2017-05-09 04:48:58 EST
89	Catherine Reid Day (St Paul 55105) We need to build for a future that embraces fewer cars, more density and the plan does this.	2017-05-09 06:12:34 EST
90	Matthew Dunn (St Paul 55116)	2017-05-09 06:23:48 EST
91	Edie Meissner (St Paul 55102)	2017-05-09 06:53:34 EST
92	Amber Dallman (St Paul 55105)	2017-05-09 07:19:48 EST
93	Molly Gallatin (St Paul 55105)	2017-05-09 07:52:00 EST
94	Amy O'Brien (St Paul 55105)	2017-05-09 07:52:16 EST
95	Susan Collins (St Paul 55106)	2017-05-09 08:17:34 EST
96	Dave Ankarlo (Minneapolis 55105) I just bought a house in ward 3 and will be moving into the neighborhood this week. This is the kind of community development project I want to see happen.	2017-05-09 08:30:01 EST
97	Tony Probasco (St Paul 55103) We need mixed income and diverse housing available across the city! And incorporated green spaces.	2017-05-09 08:40:49 EST
98	Anne Langford (St Paul 55116)	2017-05-09 08:41:48 EST
99	Daniel Mcmanus (St Paul 55116) I support the City plan to grow population and more density at the Ford Site is a top opportunity to do that. Be courageous, not fearful.	2017-05-09 08:47:59 EST
100	Rachel Wiken (Saint Paul 55105)	2017-05-09 08:49:26 EST
101	Andrea Sachs (St Paul 55116)	2017-05-09 08:57:59 EST
102	Timothy Condon (St Paul 55114)	2017-05-09 08:57:39 EST
103	Casey Peterson (St Paul 55104)	2017-05-09 09:08:13 EST
104	Daniel Mckeown (Saint Paul 55105)	2017-05-09 09:12:38 EST
105	Michael Sonn (Saint Paul 55105)	2017-05-09 09:18:31 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
	Also, this plan has been in the making for nearly a decade and has done a great job engaging the community. St Paul needs to grow - for ourselves and for the region. This is a great plan and will go a long way to making St Paul more sustainable along with providing housing options along transit and near open space.	
106	Matthew Harris (Saint Paul 55116)	2017-05-09 09:23:03 EST
107	Jessica Buchholz (St Paul 55116)	2017-05-09 09:30:09 EST
108	Colin Fesser (Saint Paul 55105)	2017-05-09 09:43:07 EST
109	Katie Jarvi (St Paul 55104)	2017-05-09 09:49:44 EST
110	Andrew Hahn (St Paul 55101)	2017-05-09 09:50:58 EST
111	Alex Cecchini (Minneapolis 55408)	2017-05-09 09:57:55 EST
	I don't live in Highland Park, but in Minneapolis. But I want neighborhoods across our two cities, ones just like Highland Park, to grow as much as possible. I want businesses - retail, commercial, office - within walking distance of neighborhoods, served by bike infrastructure and transit (reaching people like me). I want these developments to be the impetus for more high-quality transit service. I want these developments to help stabilize and grow our core cities' tax bases after decades of decline.	
	The Ford Site represents a major opportunity for St Paul and Highland Park. I support the plan, and then some!	
112	Jeremy Stomberg (St Paul 55103)	2017-05-09 10:00:21 EST
113	Theo Kozel (Minneapolis 55406)	2017-05-09 09:59:56 EST
114	Brent Peterson (St Paul 55101)	2017-05-09 10:07:32 EST
115	Deidre Greene (St. Paul 55116)	2017-05-09 10:21:33 EST
	With increase in traffic on many adjacent streets and ancillary routes I would like to see speed bumps and better traffic control as people tend to use the opportunity to speed up streets without them as alternative Pathways which is a public safety issue with small children and elderly and everyone	
116	David Vessel (Saint Paul 55108)	2017-05-09 10:35:31 EST
	Please accept the plan as in its current form.	
117	Cynthia Zerger (St Paul 55116)	2017-05-09 10:35:46 EST
	Still have some work to do on the street network but fully support the plan at this stage.	
118	Nate Solas (St. Paul 55108)	2017-05-09 10:44:58 EST
119	Joe Kolar (St Paul 55116)	2017-05-09 10:51:21 EST
120	Philip Bussey (Saint Paul 55104)	2017-05-09 10:56:19 EST
121	Timothy Dykstal (St Paul 55105)	2017-05-09 10:57:43 EST
	I support equitable living opportunities and the expansion of a diverse population in Highland. I support the plan.	
122	Shannon O'Toole (SAINT PAUL 55105)	2017-05-09 10:58:01 EST
	An amazing amount of community engagement went into this Plan - an exciting vision. As there is nothing for empty nesters in my neighborhood, I am looking forward to seeing how this area develops.	
123	Adam Miller (Minneapolis 55417)	2017-05-09 11:34:05 EST
124	Katherine Lewis (Saint Paul 55105)	2017-05-09 11:37:13 EST
	I think it's great, a beautiful plan!	
	Nobody who complains about sprawl has a right to complain about this plan.	
125	John Lynch (St Paul 55130)	2017-05-09 11:41:29 EST
126	Anna Helgen (St Paul 55105)	2017-05-09 11:46:27 EST
127	Tyson Mcelvain (St Paul 55105)	2017-05-09 11:58:49 EST
128	Jeffrey Klein (Minneapolis 55413)	2017-05-09 12:22:45 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
129	Troy Davison (Minneapolis 55406) By creating a place that people do not need to leave. Higher density could mean less traffic.	2017-05-09 12:59:26 EST
130	Sally Bauer (Saint Paul 55116) I would simply add that I hope affordable housing can be a part of the eventual plans so that this wonderful new development can be accessible to people of many income levels.	2017-05-09 13:03:23 EST
131	Michael Kimball (St Paul 55107)	2017-05-09 13:19:25 EST
132	Roxanne Kimball (St Paul 55107)	2017-05-09 13:21:47 EST
133	Emma Jorstad (Minneapolis 55406)	2017-05-09 13:24:51 EST
134	Renee Holst (St. Paul 55117) Yes to support St Paul Ford site.	2017-05-09 13:28:02 EST
135	Mary Gleich-Matthews (St Paul 55104)	2017-05-09 13:53:38 EST
136	Brian McClellan (St Paul 55105) Higher density longer transit corridors is very important.	2017-05-09 13:58:41 EST
137	Kyle Olson (Minneapolis 55101)	2017-05-09 14:11:34 EST
138	(Saint Paul 55105)	2017-05-09 14:12:26 EST
139	Jeff Huebner (St Paul 55105)	2017-05-09 14:15:08 EST
140	Wendy Wyatt (St Paul 55101)	2017-05-09 14:31:47 EST
141	Charisse Courteau (Minneapolis 55406) Please make St. Paul beautiful and resourceful!	2017-05-09 14:59:23 EST
142	Andrew Lovgren (St Paul 55116)	2017-05-09 14:58:48 EST
143	Timothy Ayers (Saint Paul 55105)	2017-05-09 15:50:35 EST
144	Kyle Just (St Paul 55102)	2017-05-09 15:51:18 EST
145	Gail Freedman (MINNEAPOLIS 55405)	2017-05-09 16:09:58 EST
146	Connor Schaefer (Roseville 55113)	2017-05-09 16:20:20 EST
147	Joseph Klein (Minneapolis 55408)	2017-05-09 16:27:13 EST
148	Mike Whalen (Saint Paul 55104)	2017-05-09 16:28:03 EST
149	Stefan Klemm (St Paul 55116)	2017-05-09 16:29:20 EST
150	Robert Droddy (St Paul 55101)	2017-05-09 17:06:49 EST
151	Heather Hart (St Paul 55116) I support a plan that works for more than one type of homeowner. To date, this plan offers the most varied housing options for the site.	2017-05-09 17:11:19 EST
152	Nancy Andrews (St Paul 55105)	2017-05-09 18:14:29 EST
153	Michael Roehr (St. Paul 55105) We cannot be afraid of the inevitable growth & density we face as a burgeoning metropolis. This plan leans in and makes a virtue of it. Bravo!	2017-05-09 18:17:11 EST
154	Lynn Ellingson (St Paul 55104)	2017-05-09 19:06:20 EST
155	Julie Sabo (St Paul 55116)	2017-05-09 20:52:15 EST
156	Frank Douma (Saint Paul 55116)	2017-05-09 20:55:31 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
157	Ramona Haines (St Paul 55105)	2017-05-09 21:45:08 EST
158	Kathryn Lamp (St Paul 55105) Excited to see development opportunities for empty-nesters integrated with younger families among the green spaces, businesses we can walk to and the River	2017-05-09 21:46:55 EST
159	Rob Vanasek (St Paul 55104) I'm looking at buying a house (and currently viewing several) in this area in large part due to the future opportunities this site provides me, my family and St. Paul.	2017-05-09 22:38:24 EST
160	Joyce Krech (St Paul 55105)	2017-05-09 23:17:22 EST
161	Daniel Choma (Minneapolis 55406) This proposal sounds like exactly where I would want to live, raise a family, and be a decent civic participant.	2017-05-10 00:07:05 EST
162	Misha Jameson (St Paul 55107) I support the ideas in this plan. Make a model of sustainability! Win awards!	2017-05-10 01:13:32 EST
163	Tanna Davis (st paul 55105)	2017-05-10 07:37:07 EST
164	Daniel Marx (St Paul 55104)	2017-05-10 07:46:24 EST
165	Craig Smith (St Paul 55101) I want to see more sustainable, walkable, communities like this	2017-05-10 07:51:04 EST
166	Jim Buscher (St Paul 55101)	2017-05-10 07:55:44 EST
167	Melissa Wenzel (St Paul 55101)	2017-05-10 08:08:16 EST
168	Brandon Mason (St Paul 55116)	2017-05-10 08:14:44 EST
169	Alex Cunliffe (St Paul 55105) I recently bought a house in this beautiful neighborhood and am thinking about how I would like to see it evolve in the next 30 years. The current Ford site plans with their focus on alternative transit options, parks, shops, and midrise apartments are fantastic!	2017-05-10 09:08:19 EST
170	Gareth Hughes (St Paul 55105)	2017-05-10 09:19:34 EST
171	Mindy Kurzer (Saint Paul 55105)	2017-05-10 09:33:00 EST
172	Michael Hendrickson (Minneapolis 55417)	2017-05-10 09:55:29 EST
173	Tyler Blackmon (Saint Paul 55116)	2017-05-10 11:46:54 EST
174	Kristin Kramer (St Paul 55105)	2017-05-10 12:01:26 EST
175	Joann Witt (St Paul 55102) Yes I support Highland rebuilding of former Ford Plant	2017-05-10 12:28:44 EST
176	Pat Crait (St Paul 55116)	2017-05-10 13:13:47 EST
177	Tom Corcoran (St Paul 55106)	2017-05-10 14:01:16 EST
178	Anne Maley (St Paul 55116)	2017-05-10 14:22:46 EST
179	Jeffrey Burton (St Paul 55116)	2017-05-10 14:39:40 EST
180	Nick Hannula (St Paul 55105)	2017-05-10 16:10:45 EST
181	Michael Matejcek (Minneapolis 55406)	2017-05-10 16:47:07 EST
182	Winston Kaehler (Saint Paul 55105)	2017-05-11 04:00:25 EST
183	Andrew Nawrocki (Minneapolis 55409) Redevelopment is important but it must be environmentally sound and sustainable.	2017-05-11 09:36:18 EST
184	Allen Gleckner (Saint Paul 55105)	2017-05-11 10:35:37 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
185	Steve Ramey (Minneapolis 55415)	2017-05-11 11:56:19 EST
186	Brian Smidt (St Paul 55101) As a resident of Saint Paul and a person who is interested in moving to a dense, livable community in Highland, I support the higher density on the Ford Site, this will also increase our tax base and increase the amount of economic opportunities for the city of Saint Paul. Looking forward to an awesome 'urban village' next to the Mississippi.	2017-05-11 11:59:03 EST
187	Travis Stanley (St Paul 55104) I support this vision for the Ford plant site	2017-05-11 12:18:04 EST
188	Katie Disanto (St Paul 55102)	2017-05-11 12:57:43 EST
189	Drew Johnson (St. Paul 55116) As a Highland Park resident with young kids, I support St. Paul's plan, including mixed-use development with high-density housing options. I believe this plan will help current and future residents - including my own children - find quality, affordable housing in a vibrant neighborhood.	2017-05-11 13:02:07 EST
190	Andrea Gleckner (St Paul 55105) By signing this petition do I get early claim on one of the multi family mansion-style units?	2017-05-11 13:54:35 EST
191	Jason Buck (West St Paul 55118)	2017-05-11 14:14:03 EST
192	Jill Bathke (Minneapolis 55116)	2017-05-11 16:25:49 EST
193	Crystal Sursely (St Paul 55107)	2017-05-11 16:44:30 EST
194	Mark Gilbert (Saint Paul 55105)	2017-05-11 18:39:34 EST
195	Sarah Thoreson (St Paul 55116)	2017-05-11 18:48:23 EST
196	Alicia Granse (Saint Paul 55116)	2017-05-11 18:49:30 EST
197	Anders Bloomquist (St Paul 55116)	2017-05-11 19:21:01 EST
198	Rachel Rouse (Golden Valley 55422)	2017-05-11 19:40:24 EST
199	Frank Alarcon (Minneapolis 55408)	2017-05-11 19:50:13 EST
200	Peter Basgen (San Francisco 55426)	2017-05-11 19:50:33 EST
201	Greg Videen (Minneapolis 55408)	2017-05-11 20:00:42 EST
202	Nicole Jungbauer (St Paul 55102) After ten years of renting in the neighborhood, continued increased rent and no improvements in the building forced my hand and I finally purchased. Love this idea!	2017-05-11 20:51:02 EST
203	Trisha Groth (St Paul 55104)	2017-05-11 20:58:32 EST
204	Julie Printz (Saint Paul, Minnesota 55105)	2017-05-11 21:37:10 EST
205	Becky Mayer (Saint Paul 55116)	2017-05-11 23:16:39 EST
206	Jennifer Justad (Saint Paul 55116)	2017-05-11 23:35:46 EST
207	Mark Rosenfeld (Malta 55406)	2017-05-12 09:05:31 EST
208	Nick Fohey (Golden Valley 55422)	2017-05-12 09:31:44 EST
209	Jennifer Warfield (Minneapolis 55401)	2017-05-12 10:14:00 EST
210	Gena Berglund (St Paul 55105)	2017-05-12 10:38:11 EST
211	Amanda Atkins (SAINT PAUL 55103)	2017-05-12 12:03:55 EST
212	Bridget Farrell (MINNEAPOLIS 55105)	2017-05-12 13:05:16 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
213	Tim Greenfield (St Paul 55104) I support sustainable development---enough with the NIMBY attitudes that set our city back. The Ford Site can be the next wave of making St. Paul a great place to live, work, and enjoy life.	2017-05-12 13:09:10 EST
214	Abigail Armstrong (Minneapolis 55406)	2017-05-12 13:45:17 EST
215	Sean Ryan (St Paul 55104)	2017-05-12 14:24:08 EST
216	Bonnie Stennes (St Paul 55105)	2017-05-12 14:32:20 EST
217	Victoria Ford (St Paul 55105)	2017-05-12 15:41:06 EST
218	Katrina Liesener (St Paul 55105)	2017-05-12 16:01:29 EST
219	Everardo Martinez (St Paul 55116) If there is any way I can get involved and help, please let me know.	2017-05-12 16:08:10 EST
220	Michael Daigh (St Paul 55116)	2017-05-12 17:52:48 EST
221	Jane Eastwood (St Paul 55105) I support the proposed Ford site plans, especially more dense housing. We don't need many more single family dwellings in that neighborhood. I do want good transit (including car options) to and through the site.	2017-05-12 19:59:24 EST
222	Rosalie Pierce-Martin (Saint Paul 55104)	2017-05-12 22:19:31 EST
223	Hannah Johnson (St Paul 55116)	2017-05-12 23:45:54 EST
224	Benjamin Ashley-Wurtmann (St. Paul 55104) As a former (and maybe future) resident of Highland Park, I believe this is a solid plan for keeping the neighborhood vibrant and growing.	2017-05-13 10:57:07 EST
225	Patricia Cavanaugh (Saint Paul 55116) The process for plan development has been thoughtful, thorough, and responsive.	2017-05-13 10:56:55 EST
226	Rick Varco (St. Paul 55116)	2017-05-13 12:24:56 EST
227	John Rouleau (Saint Paul 55116)	2017-05-13 14:52:09 EST
228	Charles Cox (St Paul 55114)	2017-05-13 14:54:32 EST
229	Chris (St Paul 55116)	2017-05-13 15:53:00 EST
230	Michelle Christ (St Paul 55116)	2017-05-13 16:55:43 EST
231	Jeffrey Perlman (West St Paul 55118) High density, urban on the Ford Park side is the way to go!	2017-05-13 17:15:38 EST
232	Dan Marshall (St Paul 55104)	2017-05-13 17:27:13 EST
233	Shawn Chambers (St Paul 55116) Medium and high density housing which allows for multi-age and diverse populations is the way to go. We also have to be sure that there are affordable options also.	2017-05-13 20:04:57 EST
234	Bill Olbrisch (St Paul 55104) I support the plan.	2017-05-13 20:11:55 EST
235	Matthew Mcneil (BAYPORT 55003)	2017-05-13 22:50:54 EST
236	Mark Pocernich (St Paul 55116)	2017-05-13 23:18:05 EST
237	Vanessa Vogl (Saint Paul 55104) This is a progressive and forward-thinking plan. As a proud and life-long St. Paulite, I support it!	2017-05-14 06:47:05 EST
238	Zach Floyd (Saint Paul 55105)	2017-05-14 08:02:42 EST
239	Margaret Berrisford (St. Paul 55105)	2017-05-14 09:32:11 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
	I love the city's vision for the Ford Site!!	
240	Chanda Mulligan (St Paul 55116) Affordable housing and green space should be priorities in St. Paul.	2017-05-14 10:21:59 EST
241	Jennifer Cannon (St Paul 55107)	2017-05-14 11:11:30 EST
242	Anne Harris (Saint Paul 55116)	2017-05-14 14:02:30 EST
243	Hampton Smith (St. Paul 55105) This plan shows careful planning and has been extensively vetted. I support it.	2017-05-14 14:13:40 EST
244	John Hoge (Minneapolis 55413)	2017-05-14 14:53:17 EST
245	Amber Garlan (Saint Paul Ramsey County 55102)	2017-05-14 15:21:46 EST
246	Taylor Moore (St Paul 55116)	2017-05-14 18:48:11 EST
247	Leah Phifer (Isanti, MN 55040)	2017-05-14 22:28:57 EST
248	Meredith Samuelson (Saint Paul 55105) I particularly appreciate the plans for medium and high density housing options. Our neighborhood(s) would be so much more welcoming and equitable to more groups of people with those there. That, and the dedication to the environment, make this plan quite admirable.	2017-05-15 09:10:09 EST
249	Jeff Clark (SAINT PAUL 55117)	2017-05-15 11:16:47 EST
250	Jonathon Engeliem (St Paul 55104)	2017-05-15 12:19:32 EST
251	Noel Bode (Minneapolis 55403)	2017-05-15 13:39:48 EST
252	Alex Burns (Woodbury 55101)	2017-05-15 15:19:48 EST
253	John Warkel (Eagan 55122)	2017-05-15 16:11:16 EST
254	Andrew Larson (St Paul 55105)	2017-05-15 16:33:47 EST
255	Nicolai Haeni (Minneapolis 55401)	2017-05-15 16:45:11 EST
256	Eric Paulson (St Paul 55116)	2017-05-15 17:24:41 EST
257	Aj Ritchie (Minneapolis 55401)	2017-05-15 17:46:34 EST
258	Laura Sima (St Paul 55116) Looking forward to nice, newer housing, new neighbors, more useable space (since the area is dead space now), and better restaurant and shopping options (please more sit-down, neighborhood restaurants/bars and boutique shopping like Mac-Groveland has and less strip mall fast food and cable company stores like Highland currently has!!)	2017-05-15 17:54:10 EST
259	Chad Patrow (Minneapolis 55417) I live in direct view of the site on the Minneapolis side of river. I will be able too see the entire project from my living room. I support increased density and more transit options.	2017-05-15 18:00:20 EST
260	Michelle Fasen (St Paul 55101)	2017-05-15 19:29:47 EST
261	Robert Hill (Minneapolis 55417) I have lived in St. Paul for 4 years, including in Highland Park. It is a great area, but there is a wonderful opportunity to really make this a remarkable neighborhood and destination. I just recently moved across the river into the East Nokomis neighborhood in Mpls, but I still continue to visit Highland Park frequently and would love to see my old neighborhood really grow to see it's full potential.	2017-05-15 19:58:45 EST
262	Eric Saathoff (St. Paul 55106)	2017-05-15 23:03:24 EST
263	Zach Tiffany (St Paul 55104)	2017-05-16 06:50:55 EST
264	Scott Berger (St Paul 55104)	2017-05-16 11:50:54 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
265	Anna Wetrosky (St Paul 55116) Thanks for your support.	2017-05-16 17:18:08 EST
266	Emily Hansen (St Paul 55116)	2017-05-16 20:39:10 EST
267	Traci Nigon (St Paul 55107)	2017-05-17 12:20:11 EST
268	Tina Sweesy (Saint Paul 55104)	2017-05-18 10:26:40 EST
269	Benjamin Nelsen (St Paul 55104) Saint Paul homeowner. Fully support a high density, mixed use development at the Ford Site. The current plan is already too scaled back; St. Paul should think big for me his site as it might not have a chance this great again.	2017-05-18 18:42:32 EST
270	Andrew Singer (Saint Paul 55105) I support the site plan but urge the city to avoid TIF or other forms of tax-deferred financing ...and I urge the city to force Ford to clean up the site ABOVE the level required by its current industrial zoning (to a residential zoning level)	2017-05-19 12:58:56 EST
271	Derek Ellis (St Paul 55105)	2017-05-21 17:46:02 EST
272	Steve And Ann Kinsella (St Paul 55116)	2017-05-21 23:44:59 EST
273	Mike Whalen (Saint Paul 55104)	2017-05-23 08:42:29 EST
274	Nancy Giguere (Saint Paul 55104) The current plan is just what we need in St. Paul! Let's do it!	2017-05-23 09:53:52 EST
275	Kelly Schwab (St Paul 55103)	2017-05-23 12:01:06 EST
276	Susan Hoppe (St Paul 55104) Be certain to have lower income or income adjusted places too. As an urban dweller, we hit the depth and breath of incomes, but new home and better life can benefit all.	2017-05-23 13:42:19 EST
277	Melissa Dudley (St Paul 55104)	2017-05-23 14:12:09 EST
278	Daniel Oberhauser (Minneapolis 55408)	2017-05-23 16:38:05 EST
279	Lawrence Gallatin (Saint Paul 55105) Well thought out plans. It makes sense and I strongly support it as presented.	2017-05-23 17:02:14 EST
280	Tania Dolphy (Saint Paul 55104)	2017-05-23 19:03:32 EST
281	Angela Garcia (Minneapolis 55406)	2017-05-23 23:03:29 EST
282	Darius Massoudi (St Paul 55103) Density benefits the environment and allows for transit focused development. Please don't let NIMBY groups dictate how our city should develop.	2017-05-23 23:05:07 EST
283	Kevin Marquardt (St Paul 55104)	2017-05-23 23:23:24 EST
284	Sara Leiste (St Paul 55116)	2017-05-23 23:24:22 EST
285	Gordo Moore (St Paul 55104)	2017-05-24 00:03:36 EST
286	Lisa Cragg (St Paul 55116)	2017-05-24 07:43:30 EST
287	Katherine Iacarella (St Paul 55116)	2017-05-24 08:18:51 EST
288	Max Stevenson (St Paul 55116)	2017-05-24 08:36:35 EST
289	Kelly Hood (St Paul 55116)	2017-05-24 10:50:17 EST
290	Thomas Lauria (St Paul 55116) Please adopt the current site plan, which will allow for growth and then best use of the huge opportunity that is this redevelopment. Please do not let a small, but vocal, opposition take over this opportunity and prevent density by keeping the area as it is and good for only a few.	2017-05-24 11:22:42 EST
291	Tracy Noble (St Paul 55116)	2017-05-24 11:26:59 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
292	Lesley Park (St Paul 55105) We moved to this neighborhood to have everything in walking distance - this would only add to that!	2017-05-24 15:00:21 EST
293	Ryan Rohne (Bloomington 55437)	2017-05-24 15:36:28 EST
294	Erin Pavlica (Saint Paul 55104)	2017-05-24 16:42:27 EST
295	Sarah Adams (St Paul 55105) Park! Park! Park! Park!	2017-05-24 17:38:05 EST
296	Bryna Helle (St Paul 55108)	2017-05-24 17:57:47 EST
297	Josh Capistrant (St Paul 55104)	2017-05-24 18:00:08 EST
298	James A. Sazevich (St Paul 55102)	2017-05-24 18:32:14 EST
299	Deborah Erickson (Saint Paul 55104)	2017-05-24 18:39:35 EST
300	Katrina Filek (Minneapolis 55406) Please protect our future.	2017-05-24 19:17:52 EST
301	Lisa Donald (Bellmead 5505) Do not take the public's view of the river with high apartment buildings. Plant trees!!!	2017-05-24 19:42:03 EST
302	Cadence Fingerholz (St Paul 55104) Let's be local leaders in this! I grew up in and around Highland Park, and would love to see more sustainability and diversity!	2017-05-24 20:05:18 EST
303	Dinel Pond (St Paul 55116)	2017-05-24 20:42:52 EST
304	Lisa Zinnel (St Paul 55104)	2017-05-24 21:12:36 EST
305	Angela Vasquez (St Paul 55104)	2017-05-24 23:21:48 EST
306	Karen Nelson (St Paul 55114) This is St. Paul's chance to make a Highland an amazing neighborhood of bith wonderful single family home areas and much needed denser reisdences, businesses and amenities. A neighborhood that works financially and brings amenities and attractions to the area. The economic activity and tax revenue per acre from denser development is far greater, and far better for St. Paul's future. I know this can work well for the curenr homewowners. For over 20 years, I lived one block from tall buildings and Snelling Avenue in a very nice, quiet, tree-lined, single family home. Nearby density didn't harm the neighborhood at all it brought the benefit of much retail within walking distance. The young couple who bought my house moved there from a house in Highland Park. Their number one reason they bought my house was because it was a walkable neighborhood. Wonderful single home neighborhoods can exist and thrive right next to density.	2017-05-25 00:27:28 EST
307	Luciano Guzman (St Paul 55105) Ford plant wrecked the land there we need to make up for it!	2017-05-25 02:31:13 EST
308	Mark Fangmeier (St Paul 55102)	2017-05-25 10:19:37 EST
309	Tyler Suter (Minneapolis 55406) Do not make this another car haven, where pedestrians are trapped in a danger zone.	2017-05-25 12:24:01 EST
310	Christine Arndt (St Paul 55102) beautiful.	2017-05-25 13:36:31 EST
311	Amy Mester (St Paul 55102) I am a St. Paul resident living in the West 7th neighborhood. I am thrilled to see such initiative brought forth to put eco-living at the forefront. I do not personally own a car, and am always very pleased to hear an emphasis put on biking, walking and public transit. Thank you for this inspiring plan!!	2017-05-25 13:39:11 EST
312	Wendy Ruble (Saint Paul 55105)	2017-05-25 14:05:51 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
	healthy, green, once in a lifetime!	
313	Emily Smoak (Ames 55104)	2017-05-25 14:49:08 EST
314	Colleen Gallatin (St Paul 55105)	2017-05-25 16:59:46 EST
315	Sara (White Bear Lake 55110)	2017-05-25 17:12:53 EST
316	Connie Kauppi (Saint Paul 55102) Support the plan for the Ford site! I can't wait to see the amazing!	2017-05-25 17:44:01 EST
317	Anne Nelesen (St Paul 55116)	2017-05-25 18:41:15 EST
318	Andy Nelesen (St Paul 55116)	2017-05-25 18:42:28 EST
319	Carter Massey (St Paul 55104) I support smart mixed use development. I support this project.	2017-05-25 19:04:47 EST
320	Collin Dobie (Saint Paul 55105)	2017-05-25 20:01:33 EST
321	Megan Riemer (St Paul 55116)	2017-05-25 20:45:21 EST
322	Jessica Connell (St Paul 55104)	2017-05-25 23:58:10 EST
323	Brennan Meier (St Paul 55105)	2017-05-26 00:25:22 EST
324	Michael Arndt (St Paul 55104)	2017-05-26 04:29:24 EST
325	Catherine Penkert (St Paul 55116)	2017-05-26 07:51:08 EST
326	Kyle Imbertson (St Paul 55104)	2017-05-26 09:45:57 EST
327	Tracie Thompson (Saint Paul 55106) I live in Dayton's Bluff, and I work, shop, and sell my art in the Highland Park area. The redevelopment of the old Ford Plant site will have an impact on my life and work, and I want that impact to be positive and sustainable.	2017-05-26 12:07:10 EST
328	Josh Froelich (Ham Lake 55304)	2017-05-26 12:32:49 EST
329	Eric Weiss (Minneapolis 55409) I don't live in the area, but I could. I believe visitors to the area should have a say as well. I support projects like this all across our metro because they will make it a better place to live!	2017-05-26 18:05:40 EST
330	Chris Wells (St Paul 55105) Please #SayYesStPaul!	2017-05-26 22:08:17 EST
331	Troy Groves (St Paul 55102)	2017-05-26 23:47:46 EST
332	Jordan Parshall (Circle Pines 55405)	2017-05-27 00:35:16 EST
333	Laurie Anderson (St Paul 55105)	2017-05-27 09:17:32 EST
334	Andy Leitz (Minneapolis 55403)	2017-05-27 13:09:56 EST
335	Charles Turner (St Paul 55116)	2017-05-27 16:02:30 EST
336	Bill Barton (Saint Paul, Minnesota 55116) Clean stormwater, restore the Gorge, remove Ford Dam!	2017-05-27 18:57:10 EST
337	Wendy Turner (Minneapolis 55116) This is a positive change for our area	2017-05-27 22:59:34 EST
338	Sean Gosiewski (Minneapolis 55407)	2017-05-28 23:28:22 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
	The current master plan will benefit st Paul and our region by welcoming more residents into a vital low carbon community! See more at www.allianceforsustainability.com/sustainablecommunities	
339	Brian Fanelli (Minneapolis 55407)	2017-05-29 09:16:10 EST
340	Rebecca Krasky (St. Paul 55105)	2017-05-29 09:44:49 EST
341	Kim Fischer (SAINT PAUL 55104)	2017-05-29 13:31:31 EST
342	Marvin Hernandez (Saint Paul 55102) We need more affordable housing	2017-05-29 19:28:53 EST
343	Robert Frank (SAINT PAUL 55104)	2017-05-30 09:28:56 EST
344	Andrea Kiepe (Minneapolis 55904) I live in Minneapolis and work in Saint Paul. I love the idea that the Ford Site could be transformed from a despoiled industrial brownfield to a great sustainable neighborhood! I love density and am thrilled to see this neighborhood bloom. I love Cecil's, the theater and the HP library. This will really add to the appeal of Highland Park and go beyond the strip mall that's currently there!	2017-05-31 16:52:08 EST
345	Nick Steffel (Minneapolis 55101)	2017-05-31 18:21:24 EST
346	Ray Konyn (St Paul 55116)	2017-05-31 21:58:27 EST
347	Joshua Houdek (Minneapolis 55406)	2017-05-31 22:14:46 EST
348	Mike Nemer (St Paul 55104)	2017-06-01 10:20:42 EST
349	Bill Lindeke (Saint Paul 55107) I really like the plan. Builds for the future of Saint Paul.	2017-06-01 12:46:58 EST
350	Andrea Ledger (St Paul 55105)	2017-06-01 12:51:47 EST
351	James Rogers (Plymouth 55441) The Twin Cities need to embrace more units of housing and a denser, transit-oriented development plan as we move into the 21st century. This is essential for both fighting inequality and climate change.	2017-06-01 12:58:16 EST
352	James Slegers (Ames 55105)	2017-06-01 12:59:01 EST
353	Emily Parks (Minneapolis 55406)	2017-06-01 14:06:35 EST
354	Karen Alexander (Saint Paul 55104) I support the current plan to develop the Ford site. I especially hope to see use of alternative sources of energy, green building practices and support /connection with public transit and walkability.	2017-06-01 19:50:50 EST
355	Jane Kirby (St Paul 55105)	2017-06-02 11:48:56 EST
356	Tom Schrinier (Apple Valley 55124)	2017-06-02 15:26:04 EST
357	Evan Harris (Minneapolis 55406)	2017-06-02 15:26:50 EST
358	Paul Carlson (saint paul 55108)	2017-06-02 20:26:18 EST
359	Mark Thomson (Excelsior 55102)	2017-06-03 11:18:35 EST
360	Emily Metcalfe (Saint Paul 55104)	2017-06-03 12:11:14 EST
361	John Lynch (St Paul 55130) Nature over business	2017-06-05 12:08:32 EST
362	Cindu Zerger (St Paul 55116)	2017-06-08 22:33:55 EST
363	Joshua Carlon (Minneapolis 55401)	2017-06-09 09:19:17 EST
364	Jacquelyn Kramer (St Louis Park 55416)	2017-06-15 08:08:17 EST

<u>ID</u>	<u>Name</u>	<u>Date</u>
365	Brian Ritzinger (St Paul 55102)	2017-06-15 16:03:38 EST
366	Nathan Kellar-Long (Saint Paul 55104)	2017-06-22 12:41:56 EST
367	Stephan Meydell (SAINT PAUL 55116)	2017-06-23 22:24:53 EST